

**State of Maine
Federal Fiscal Year 2015
Highway Safety Plan**



Our Mission:

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

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Executive Summary

Under the authority and approval of Governor Paul R. LePage and Governor's Representative and Public Safety Commissioner John E. Morris, the Maine Bureau of Highway Safety (MeBHS) produces this annual Highway Safety Plan to satisfy federal reporting and to provide documentation for the 2015 federal grant year. This Plan serves as Maine's guide for the implementation of highway safety initiatives and as our application for federal grant funding from the National Highway Traffic Safety Administration (NHTSA). Maine's HSP is directly aligned with the priorities and strategies in the Maine Strategic Highway Safety Plan (SHSP) and other state plans and includes a wide variety of proven strategies and new and innovative countermeasures. The HSP is used to justify, develop, implement, monitor and evaluate traffic safety activities for improvements throughout the federal fiscal year. National, state and county level crash data along with other information, such as safety belt use rates, are used to ensure that the planned projects are data driven with focus on areas of greatest need. The 2015 HSP has been approved by the Maine Transportation Safety Coalition and the Strategic Highway Safety Plan Committee chairs and shows the effectiveness of the broad collaboration that takes place in Maine's highway safety community. This Plan represents a one-year look at the 2015 program including the projects and activities that we intend to implement in federal fiscal year 2015 using all of the funds controlled by the Maine Bureau of Highway Safety. We look forward to another successful year where many crashes, injuries and fatalities are dramatically reduced.

Lauren V. Stewart, Director

Maine Facts

Capital:

Augusta

Forest:

90% of state's land mass

Home ownership rate (2008-2012):

72.1%

Land area:

30,843 square miles

Licensed drivers (2013):

1,011,385

Licensed motorcyclists (2013):

110,699

Number of counties:

16

Number of law enforcement agencies:

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

Number of municipalities:

Approximately 500

Persons per square mile (2010):

43.1

Population (2013):

1.3 million

Population age (2012) :

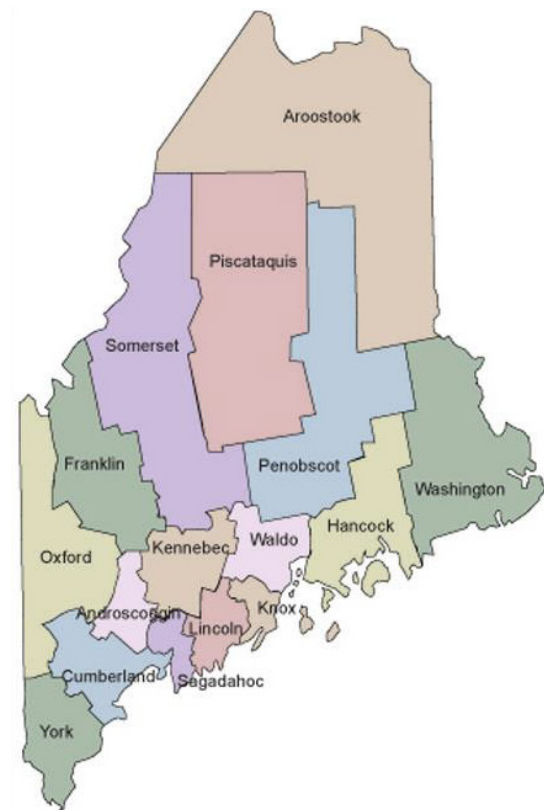
14 or younger, 17%; 15-24 years of age, 13%; 25-64 years of age, 55%; 65 or older, 16%

Population race (2012):

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

Registered vehicles (2013):

1,562,378



About the Maine Bureau of Highway Safety

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

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

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

- Managing Maine's Implied Consent Program under Title 29A subchapter 4 §2521- 2528. This is a 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 test. Failure to do so results in even longer mandatory license suspension periods. The Maine Supreme Judicial Court has ruled that our law mandating the testing of all individuals involved in fatal accidents is both constitutional and enforceable.
- Developing and administering the Maine Driving Dynamics Driver Improvement Program under Title 23 §4208. This is a five-hour driver improvement course that allows for point reduction on a driver's record. Each year, approximately 5,000 people attend a Maine Driving Dynamics class.
- Administration of the Federal Fatal Analysis Reporting System (FARS) through a cooperative agreement with NHTSA. This system records data on fatal crashes in Maine for input into a larger national record-keeping system of statistical data. The FARS data is analyzed by the MeBHS, the Maine State Police, and others to determine enforcement priorities and schedules.

HSP Planning Process

In accordance with 23 CFR 1200.11, the MeBHS must provide NHTSA with a comprehensive plan to reduce traffic crashes and resulting deaths, injuries and property damage by July 1 of each year. The Highway Safety Plan (HSP) serves as Maine's application for these specific purposes. The HSP describes Maine's top highway safety problems, identifies activities and countermeasures, provides qualitative and quantitative performance measures to determine goals and describes the strategies and projects the MeBHS plans to implement as well as the resources that the MeBHS will use to achieve its highway safety performance targets.

The MeBHS, the Commercial Motor Vehicle Division and the MeDOT Safety Office continue to update the Strategic Highway Safety Plan and the Maine Transportation Safety Coalition (MTSC) Data Book to be sure that all highway safety and traffic safety efforts are coordinated and complement each other and that all potential partners and activities have been identified. The SHSP group meets every four months. This collaborative effort has brought about increased communication between partners. This coordinated plan can make a significant difference in bringing about crash reductions and the resulting personal consequences of those tragic events.

The safety strategy continues to evolve. Maine transportation safety advocates recognize that road redesign efforts are important, but we need to also consider poor driver decision making and bad driver behaviors. Often these human factors can best be influenced either through actual (or perceived) enforcement presence and education (changing poor behaviors/making safe behaviors the peer-pressured norm). Partnerships and partnered efforts (mentioned in the list below) have presented the MeBHS opportunities to implement broad actions that will influence safe practices for all Maine road users.

In Maine's latest version of the SHSP, completed in 2012, the overall safety goal is to achieve a fatality rate of less than 1.0 fatalities/hundred million vehicle miles traveled by 2014. This goal is achieved by not only the efforts of the Maine HSP, but of the efforts of all stakeholders in the Maine SHSP. Almost every other day a person loses his/her life in a vehicular crash in Maine. Crashes occur on our roads nearly one hundred times a day. When looking at the underlying story lines related to these frequent and tragic events, one consistently finds that these occurrences are almost always preventable. The MeBHS and members from the Strategic Highway Safety Plan Committee are working together to improve these results and the Strategic Highway Safety Plan is established to develop action plans related to enforcement, education, engineering and emergency response that are necessary to affect safety improvements. The MeBHS Highway Safety Plan establishes goals based on the SHSP. The SHSP defines the crash focus areas and outlines the strategies that the various stakeholders can employ together in a coordinated, comprehensive program. The MeBHS HSP countermeasure projects are consistent with projects listed in the latest Maine SHSP and *Countermeasures That Work, 7th Edition, 2013*. The effectiveness of these strategies and crash performance results are periodically evaluated and updated through the collaboration of the Maine Strategic Highway Safety Plan Committee. This collaboration enables us as a whole to work together TOWARD ZERO DEATHS on Maine roadways.

Maine experiences more than 30,000 crashes each year and a recent five year annual average of approximately 150 deaths and thousands of injuries. The goal of the SHSP is to identify key transportation safety issues and to develop effective action plans that would improve public safety. The Plan is a core resource of guide investment decisions toward programs and countermeasure strategies that will best achieve a significant reduction in highway fatalities and serious injuries.

The SHSP development process provides an ongoing forum for Maine transportation safety advocates, public and private and to re-evaluate our safety needs on a regular basis. The SHSP identifies common goals and promotes collaboration.

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

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

The MeBHS has the full support of these partners for the projects included in the 2015 HSP. These projects, as well as data included herein, align with and complement the current Strategic Highway

Safety Plan. Visit www.themtsc.org for copies of these publications. The MeBHS program goals help local communities develop traffic safety programs which will contribute toward the reduction in traffic crashes, injuries and deaths. Our grants are distributed statewide and involve as many state and local agencies as possible. We hope to achieve even greater partnership with future Plans.

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

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

The MeBHS reviews proposals and selects the most qualified candidates for partnership 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: data analysis sufficient to prove a problem, potential traffic safety impact, crash and fatality statistics (specifically high crash locations), evaluation using proven countermeasures that work, seriousness of identified problem(s), and performance on previous grants.

State Planning Process Disclaimer:

***It likely will not be possible for MeBHS to submit all sub grant numbers (unique identifiers) for individual grantees prior to the first voucher submission in FFY15. Our current grants tracking system does not create a unique identifier until the award of federal funds has been made to a project. Once federal funds have been awarded to the project MeBHS will provide unique identifiers to the NHTSA Region 1 Office for those projects for which federal funds have been awarded. ***

MeBHS projects are funded using Federal NHTSA Highway Safety Fund monies. These monies are allocated based on the type of project MeBHS is funding. For example if MeBHS is funding an Impaired Driving Enforcement project that project would be funded with Impaired Driving Funds compared to a Seat Belt Enforcement Project which would be funded through federal occupant project monies. These unique subsets of funding are tracked in the Maine Grants Management Information System (GMIS). GMIS creates funding codes for each of the federal funding categories and these categories are used when MeBHS creates a voucher to request reimbursement from NHTSA for highway related projects during each Federal Fiscal Year. The unique funding codes are listed below:

Project Funding Codes (Maine GMIS)

2010 = S. 2010 Motorcycle Safety
2011 = S. 2011 CPS (Child Passenger Safety)
300 = 402 P&A (10% or 13%)
301 = 402 Paid Media
304 = 402 OP (Occupant Protection)

308 = 402 AL (Impaired Driving)
310 = 402 AL (Impaired Driving)
311 = 402 Emergency Medical Services
315 = 402 Police Traffic Services
319 = 402 CR (Child Restraint)
320 = 402 SA (Safe Communities)

405s = S. 405 SAFETEA-LU
408s = S. 408 SAFETEA-LU
410s = S. 410 SAFETEA-LU

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

The MeBHS Highway Safety 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, Law Enforcement Liaison(s) and Highway Safety Coordinators regularly attend meetings of the Maine Chiefs of Police Association, Maine Sheriffs Association, and Maine Chiefs Traffic Safety Committee, among others, to gather input on needs and potential solutions and to explain federal guidelines, MeBHS policy and the application process. In addition to the RFP solicitation process, the MeBHS considers information developed by staff members through contacts with grantees, potential grantees, and other highway safety professionals and non-profit agencies.

FFY 2015 Organizational Chart



Maine BHS Grant Cycle

October

Federal Fiscal Year begins

Begin implementation of HSP projects under contract and approved by NHTSA

November-December

Annual Report prepared and submitted

Prior fiscal year financial close out conducted

January-April

Initiate and attend partnership meetings

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

Evaluate and monitor project progress

Release RFPs for future HSP projects

May-July

Annual HSP/402 and 405 Applications due to NHTSA

Proposals due and future projects agreed upon

Continuation of evaluation and monitoring project progress

Data compilation and final review

June-August

HSP developed

Grantees notified of project acceptance by MeBHS

September

Prepare for October 1st contract implementation.

Federal Fiscal Year ends

All grants finalized

Performance Report

CORE OUTCOME MEASURES			2009	2010	2011	2012	2014 HSP Target	2013 Actual Average
C-1	Fatalities (Actual)	Annual	159	161	136	164	147.25	153
		Moving Average	171	169	159	155		
C-2	# of Serious Injuries (State Crash File)	Annual	732	775	867	981	801.23	844
		Moving Average	920	869	843	843		
C-3a	Fatality Rate /100 million VMT (FARS/FHWA)	Annual	1.10	1.11	0.95	1.14	1.04	1.06
		Moving Average	1.14	1.14	1.09	1.08		
C-3b	Rural Mileage Death Rate (FARS)	Annual	1.32	1.23	1.15	1.58	1.14	1.30
		Moving Average	1.38	1.33	1.26	1.27		
C-3c	Urban Mileage Death Rate (FARS)	Annual	0.51	0.79	0.43	--	0.56	0.59
		Moving Average	0.48	1.33	1.26	--		
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Annual	51	41	53	76	52.25	55.4
		Moving Average	62	57	55	55		
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Annual	46	38	23	45	35.91	37.4
		Moving Average	51	49	43	39		
C-6	Speeding-Related Fatalities (FARS)	Annual	61	83	69	78	65.36	68.0
		Moving Average	72	71	70	69		
C-7	Motorcyclist Fatalities (FARS)	Annual	24	19	15	24	18.62	19.0
		Moving Average	20	21	19	20		
C-8	Unhelmeted Fatalities (FARS)	Annual	19	11	11	14	12.54	13.2
		Moving Average	14	15	14	14		
C-9	Drivers Age 20 or Younger Involved In Fatal Crashes (FARS)	Annual	20	24	22	20	19.95	20.6
		Moving Average	21	22	22	21		
C-10	Pedestrian Fatalities (FARS)	Annual	11	12	11	9	9.90	10.8
		Moving Average	10	11	11	11		

CORE BEHAVIOR MEASURE			2009	2010	2011	2012	2014 HSP Target	2013 Actual Average
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	82.6%	82.0%	81.6%	84.4%	86%	83.6%

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

AREAS TRACKED NO PERFORMANCE GOALS SET	2009	2010	2011	2012	2013
Maine Total Crashes (MCRS)	28,968	27,883	28,652	28,507	30,466
Lane Departure Crashes (Head-On & Run Off Rd Left, Right) (MCRS)	8,326	8,483	8,832	9,374	9,293
Lane Departure Fatalities (Head-On & Run Off Rd Left, Right) (FARS)	110	114	105	118	99
Involved 16-24 Year Old Crashes (MCRS)	9,721	9,109	8,935	8,917	9,066
Involved 16-24 Year Old Fatalities (FARS)	43	41	33	41	33

Performance Targets

Data Analysis and Performance Target Schema

The specific highway safety problems in Maine, as outlined in this plan, were identified by analyzing available data from traffic crashes, traffic citations, OUI arrests, FARS, CODES, NHTSA, Emergency Medical Services, the Maine Strategic Highway Safety Plan, the Highway Safety Improvement Program, the Commercial Vehicle Safety Plan, and surveys, with input from state, county and local agencies interested in addressing highway safety issues. This analysis helps to identify when, where, why and to whom specific safety problems occur. Data are analyzed using mapping and crash data capabilities from the Maine Department of Transportation, injury data from Maine CDC, FARS, CODES (where available), NHTSA data, Maine Transportation Safety Coalition data, and other data sources. Isolating and identifying contributing factors is a great advantage in the planning and selection of countermeasures. Problem identification and solution development are ongoing throughout the year. The MeBHS assigns funding to countermeasures that is consistent with our data analysis

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

The performance targets in this report were created using the following schema:

Target will be a decrease from the previous single year's (2013) data point by 5% unless that data point is identified as an outlier. Data points that fall outside two standard deviations of the previous five years' data (2008-2012) are identified as outliers.

- If data point is a low outlier, five-year average (2009-2013) will be used as the baseline. This method does not entirely disregard the outlier since it is included in the average. The target is to decrease this baseline by 5%.
- If data point is a high outlier, it will be used as the baseline and target will be a decrease of 10%.

NOTE: The target for bicyclist fatalities is an exception to this rule. This target was set by the SHSP using methods other than the one outlined above.

The MeBHS recognizes that achievement of performance targets is not solely dependent upon the activities performed within its office but depends also on the collaborative and ongoing efforts of a multitude of government and private entities and all of its partners interested in highway safety including those listed previously in this report.

Countermeasures listed on the following pages will be implemented with this HSP and are appropriate for the data analysis and problem identifications provided for each program area. This HSP used *Countermeasures That Work, Seventh Edition, 2013 (CTW)* as a reference for project justification and evidence of effective countermeasure strategies. CTW is not listed for projects including administration and others that are not applicable to the document. When CTW is not referenced, we have attempted to justify the project in the description.

Performance Measures Summary Table

CORE OUTCOME MEASURES			2009	2010	2011	2012	2013**	2015 HSP Target
C-1	Traffic Fatalities (FARS)*	Annual	159	161	136	164	145	138
C-2a	Serious Injuries in Traffic Crashes (State Crash File)	Annual	732	775	867	981	863	820
C-2b	Serious Injury in Traffic Crash Rate (State Crash File)	Annual	5.06	5.38	6.25	6.84	6.01	5.69
C-3a	Fatalities/VMT (FARS/FHWA)	Annual	1.10	1.11	0.95	1.14	1.01	0.96
C-3b	Rural Mileage Death Rate (FARS)	Annual	1.32	1.23	1.15	1.58	1.1	1.05
C-3c	Urban Mileage Death Rate (FARS)	Annual	0.51	0.79	0.43	--	0.78	0.74
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Annual	51	41	53	76	56	53
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Annual	46	38	23	45	35	33
C-6	Speeding-Related Fatalities (FARS)	Annual	61	83	69	78	49	47
C-7	Motorcyclist Fatalities (FARS)	Annual	24	19	15	24	13	12
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Annual	19	11	11	14	11	10
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Annual	20	24	22	20	17	20
C-10	Pedestrians Fatalities (FARS)	Annual	11	12	11	9	11	10
C-11	Bicyclist Fatalities (FARS)	Annual	0	1	0	1	4	2

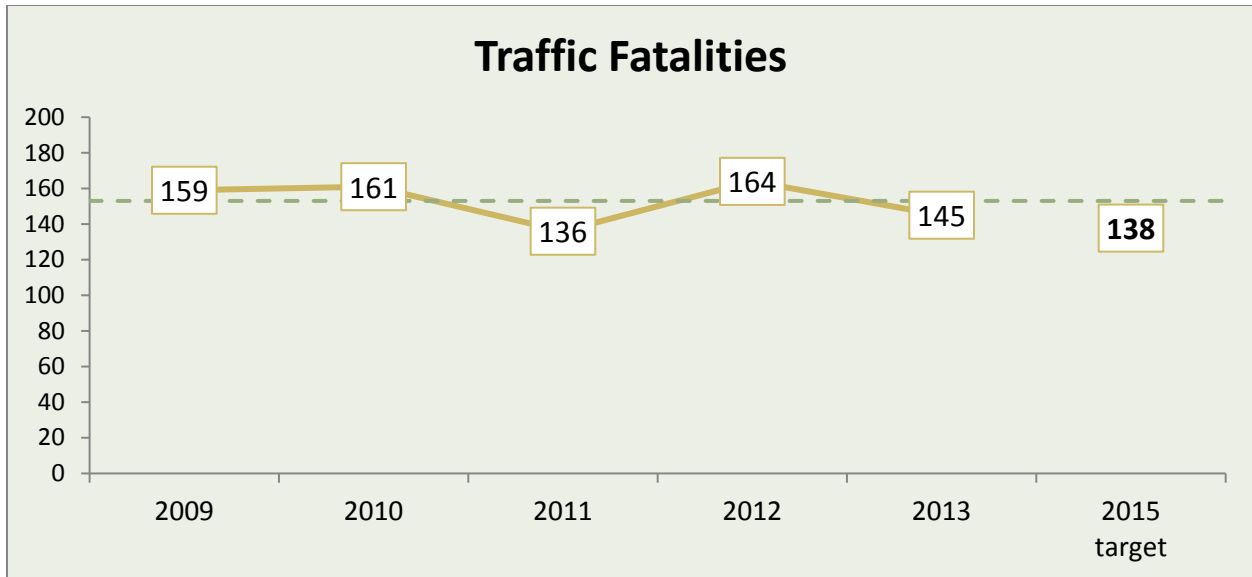
CORE BEHAVIOR MEASURE			2009	2010	2011	2012	2013	2015 HSP Target
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	82.6%	82.0%	81.6%	84.4%	83.6%	84.6%

**2013 Data has been developed using Maine data. These numbers are not final FARS numbers.

Performance Targets

C-1) Traffic Fatalities (FARS)

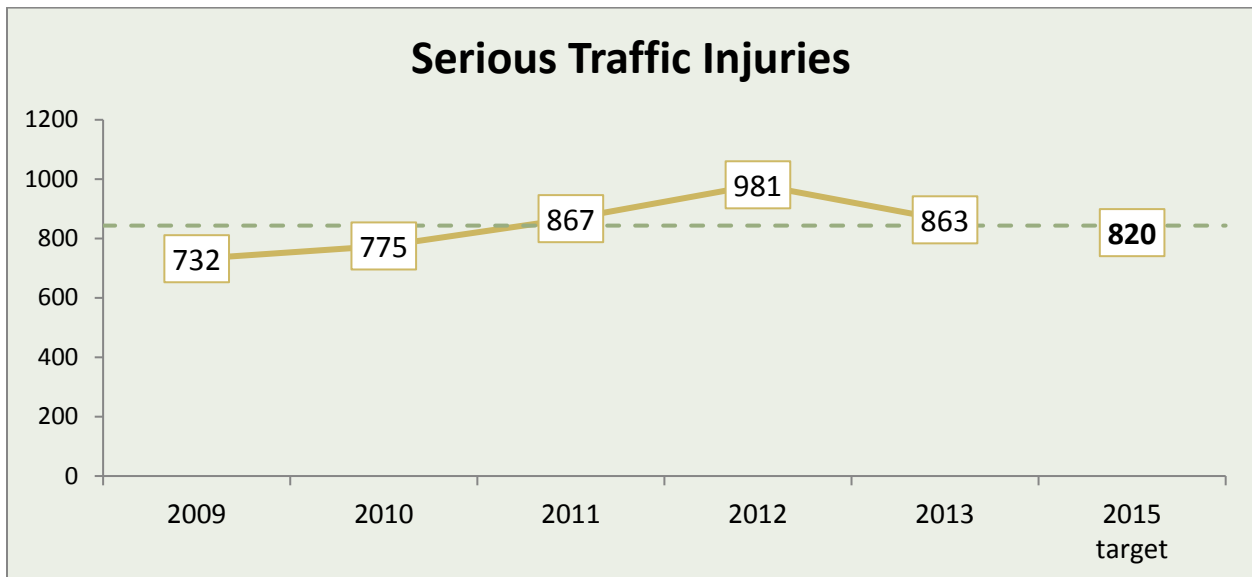
To decrease traffic fatalities by 5% from the 2013 calendar base year of 145 to 138 by December 31, 2015



Source: FARS

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

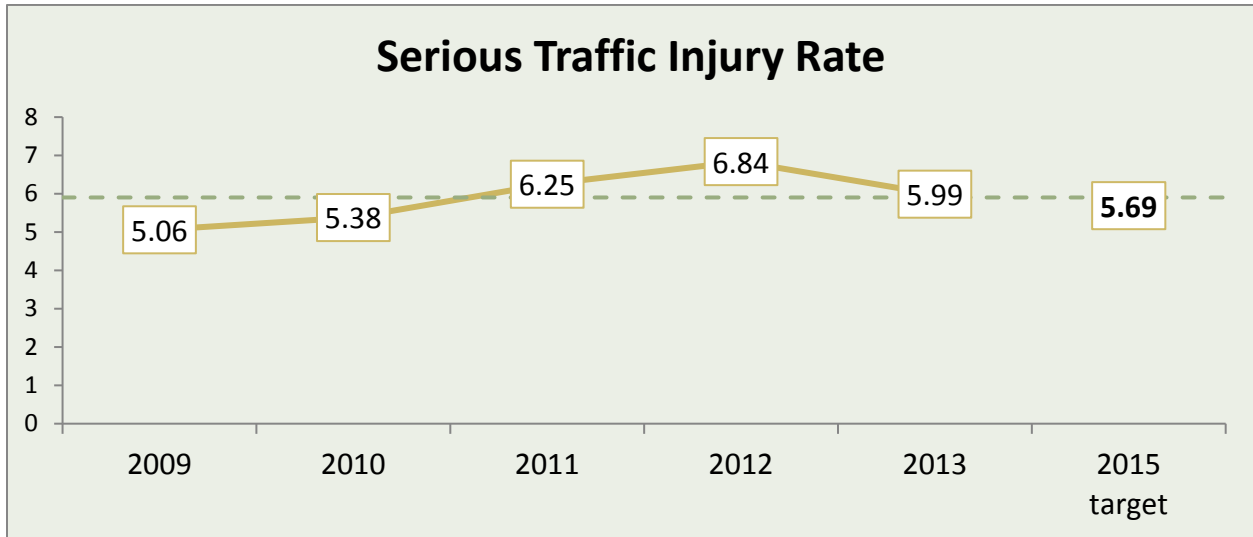
To decrease serious traffic injuries by 5% from the 2013 calendar base year of 863 to 820 by December 31, 2015



Source: State Crash Data Files

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

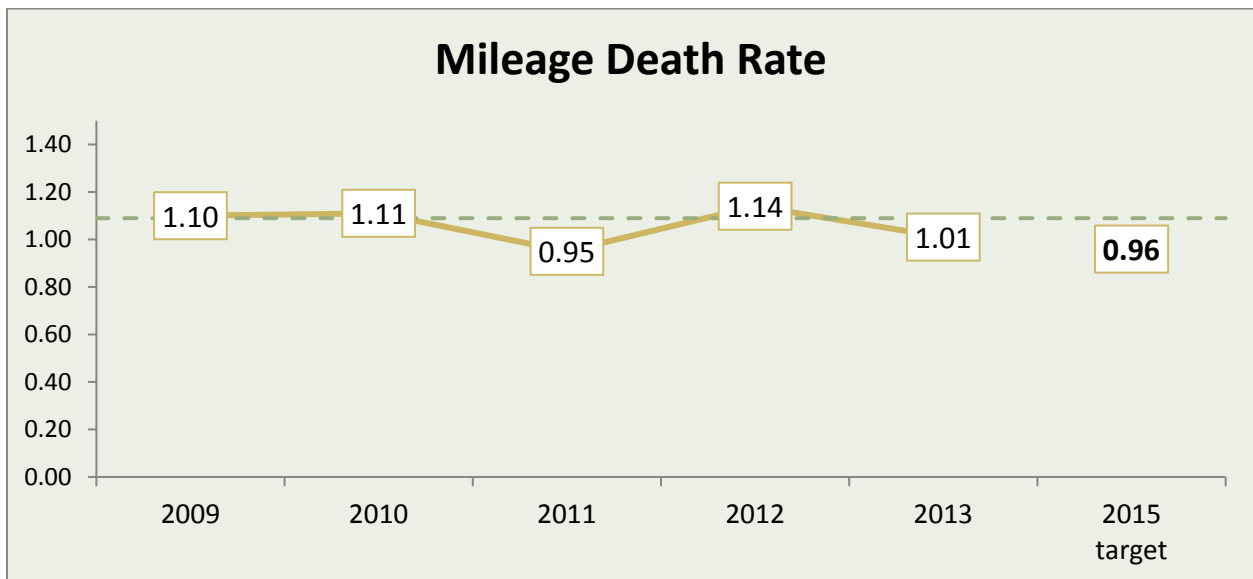
To decrease serious traffic injury rate (per 2012 VMT) by 5% from the 2013 calendar base year of 6.01 to 5.71 by December 31, 2015



Source: State Crash Data Files

C-3a) Mileage Death Rate (FARS)

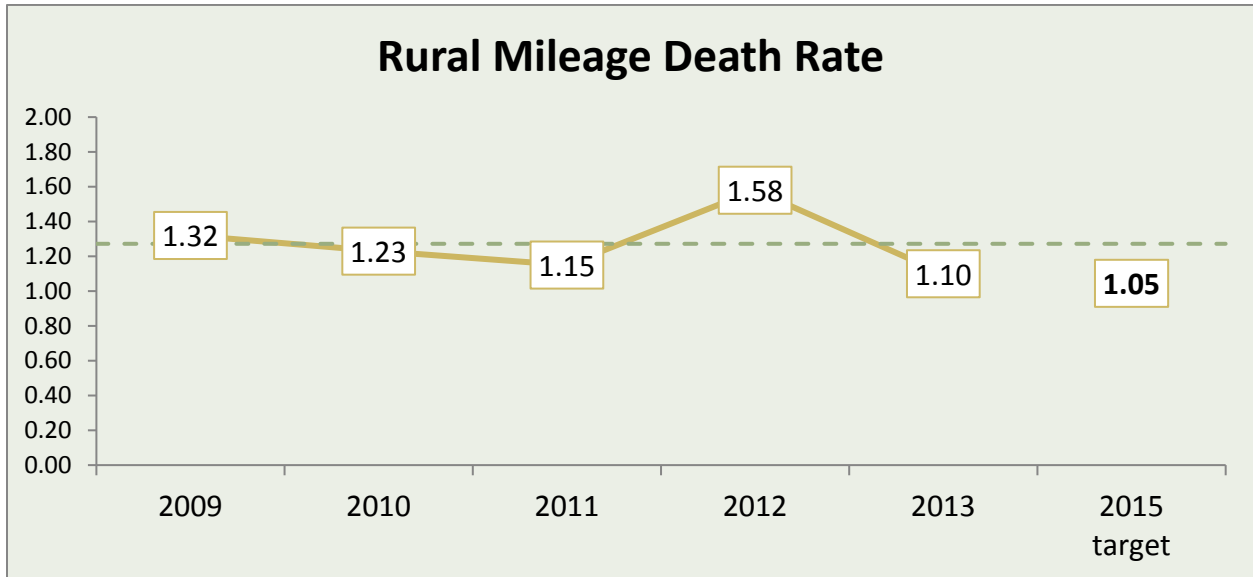
To decrease the mileage death rate by 5% from the 2013 calendar base year of 1.01 to 0.96 by December 31, 2015



Source: FARS

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

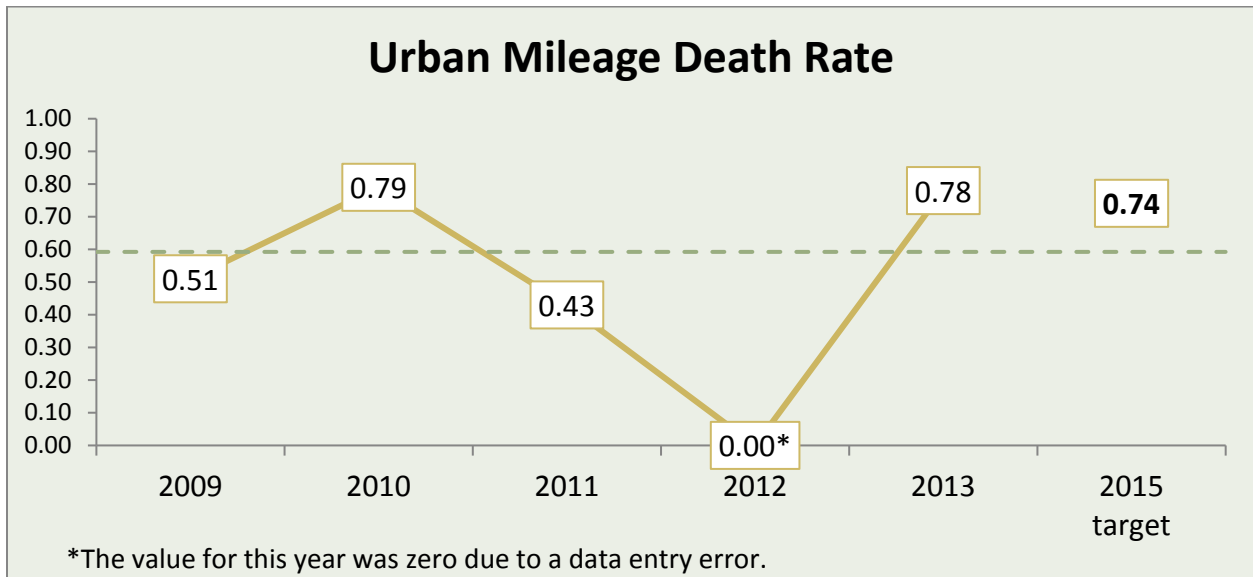
To decrease the rural mileage death rate by 5% from the 2013 calendar base year of 1.10 to 1.05 by December 31, 2015



Source: FARS

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

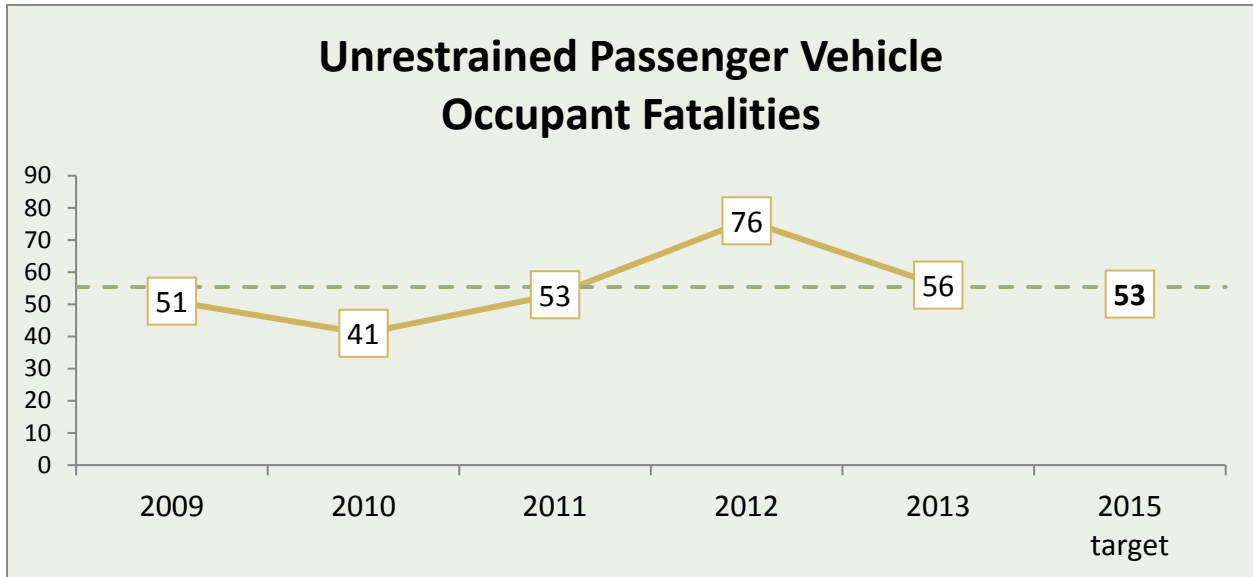
To decrease the urban mileage death rate by 5% from the 2013 calendar base year of 0.78 to 0.74 by December 31, 2015



Source: FARS

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

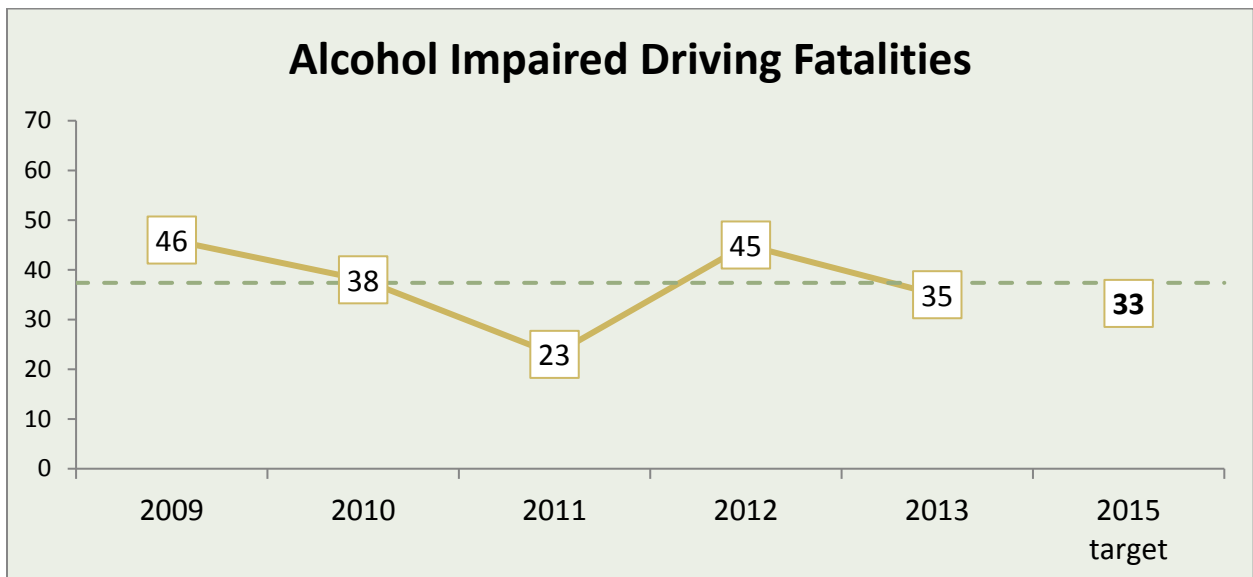
To decrease unrestrained passenger vehicle occupant fatalities by 5% from the 2013 calendar base year of 56 to 53 by December 31, 2015



Source: FARS

C-5) Alcohol Impaired Driving Fatalities (FARS)

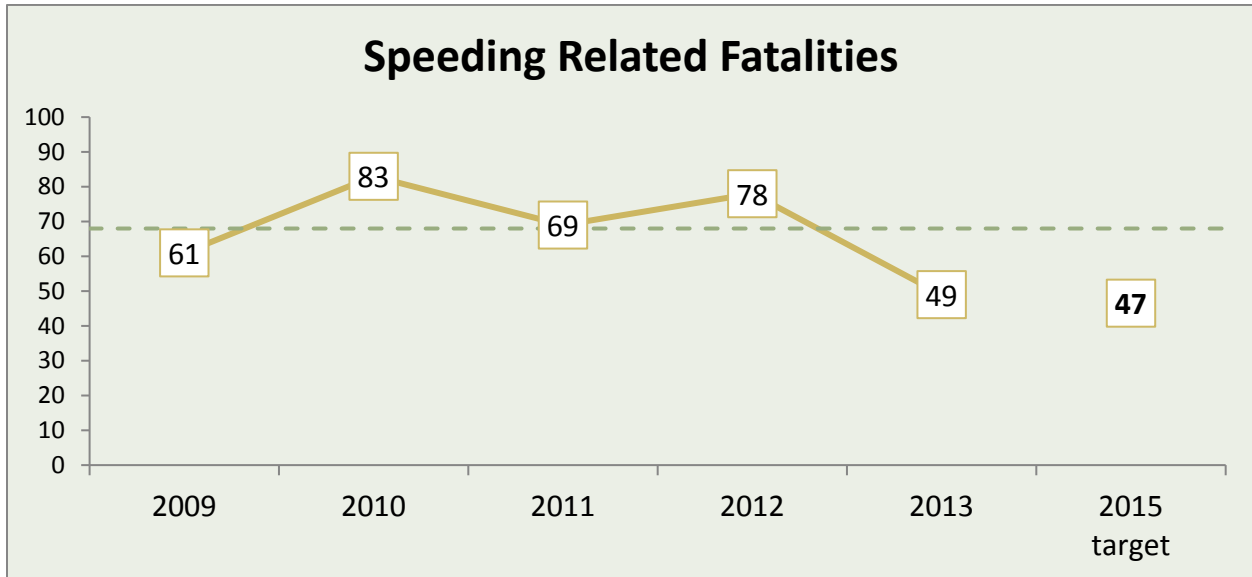
To decrease alcohol impaired driving fatalities by 5% from the 2013 calendar base year of 35 to 33 by December 31, 2015



Source: FARS

C-6) Speeding Related Fatalities

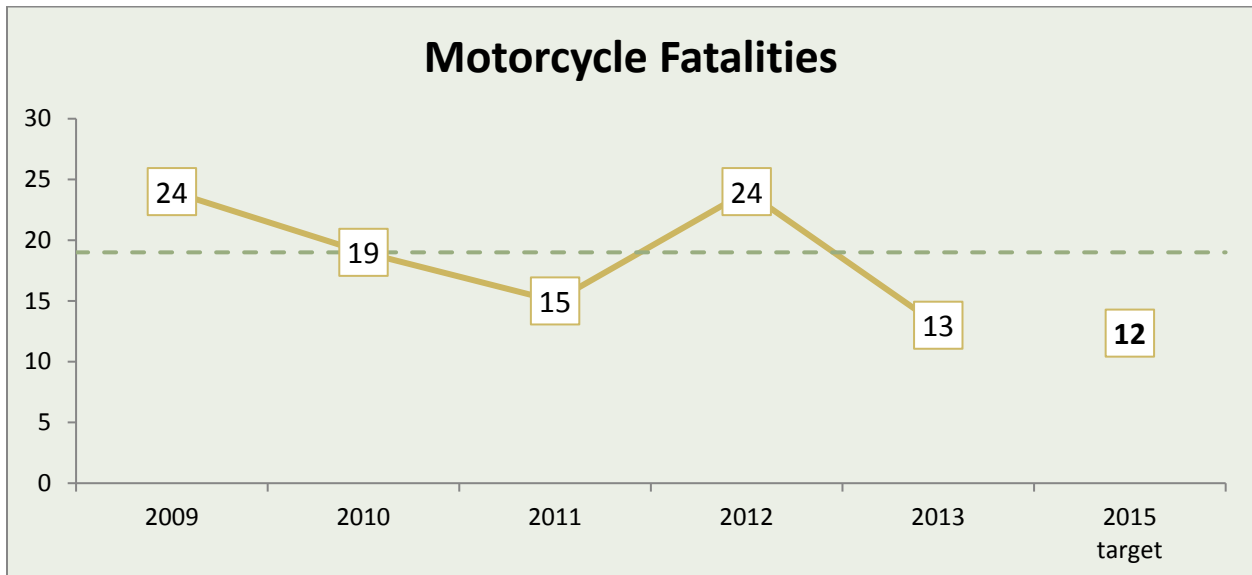
To decrease speeding related fatalities by 5% from the 2013 calendar base year of 49 to 47 by December 31, 2015



Source: FARS

C-7) Motorcyclist Fatalities (FARS)

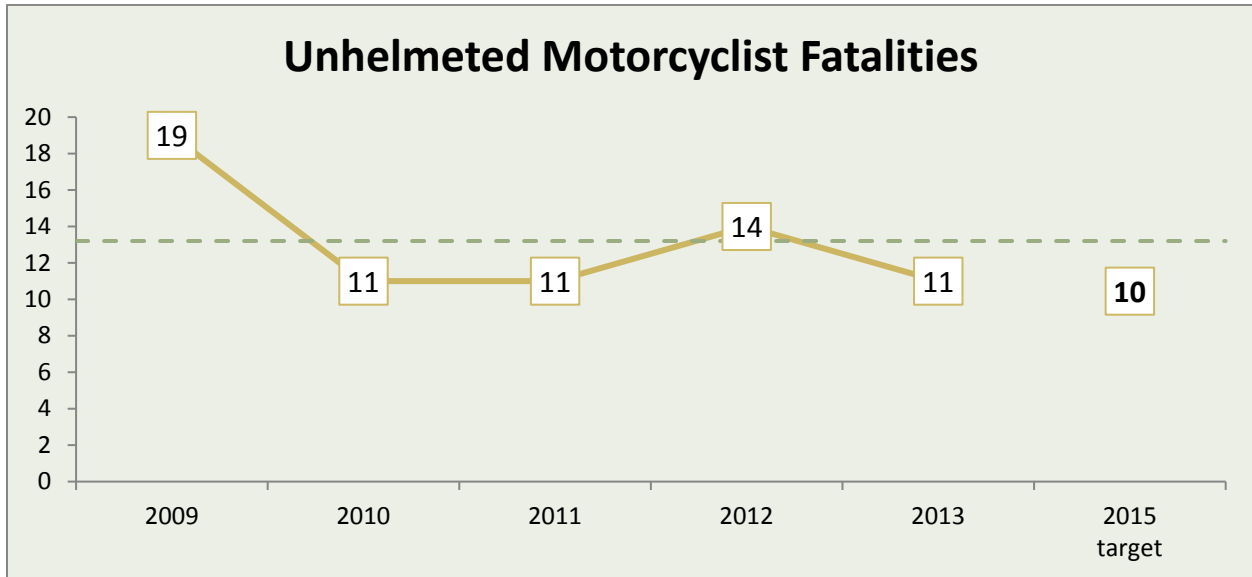
To decrease motorcycle fatalities by 5% from the 2013 calendar base year of 13 to 12 by December 31, 2015



Source: FARS

C-8) Unhelmeted Motorcyclist Fatalities (FARS)

To decrease unhelmeted motorcycle fatalities by 5% from the 2013 calendar base year of 11 to 10 by December 31, 2015

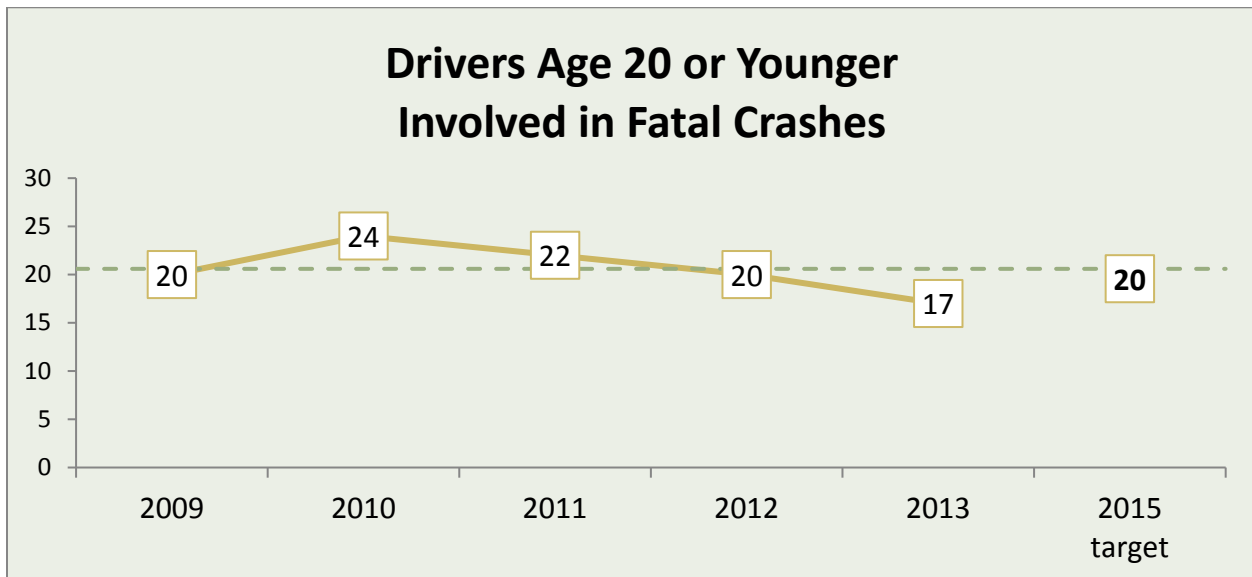


Source: FARS

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

To decrease the number of drivers age 20 or younger involved in fatal crashes by 5% from the 2009-2013 calendar base year average of 21 to 20 by December 31, 2015

Note: In keeping with the goal-setting schema, a 5-year average was used as the baseline because the data point for 2013 was an outlier.



Source: FARS

C-10) Pedestrian Fatalities (FARS)

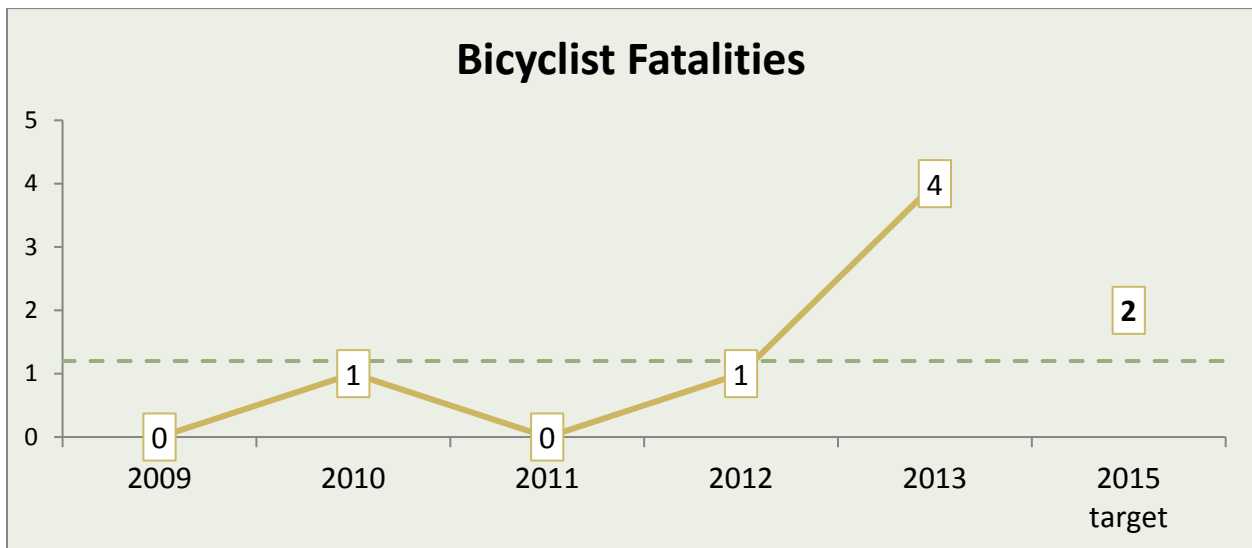
To decrease pedestrian fatalities by 5% from the 2013 calendar base year of 11 to 10 by December 31, 2015



Source: FARS

C-11) Bicyclist Fatalities (FARS)

To maintain bicyclist fatalities at the 2009-2013 5 year average of 2 for December 31, 2015.



Source: FARS

Planning & Administration

The Planning & Administration program area includes activities and costs necessary for the overall management and operations of the MeBHS, including (but not limited to):

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

Performance Activities

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

- Developing a consolidated S. 402 and S. 405 coordinated Highway Safety Plan to submit to NHTSA by July 1
- Providing documentation on qualifications for specially funded incentive programs
- Developing, coordinating, monitoring and administratively evaluating traffic safety grants identified in the HSP
- Submitting an annual performance report to NHTSA by December 31
- Utilizing all available means for improving and promoting the mission of the MeBHS

Projects

NOTE: All project numbers are assigned at the time of grant and contract award. Project numbers will be provided to NHTSA.

- Project Number: 2015-15PA
- Project Title: Operation of the Program
- Project Description: This project will fund staff salaries and expenses incurred that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of the MeBHS's programs, grants, and sub grants. Funds are used for expenses related to the operation of the office, such as advertising, rent, office supplies, postage, printing, travel

and GHSA dues. This project also funds staff attendance and participation in committees, trainings (TSI Courses), meetings (LEA's Chief committee meetings), in state monitoring of LEAs, and conferences related to the MeBHS's mission. Time certification records are completed on a monthly basis by staff funded through this project.

Project Justification: Administrative Costs

Project Cost: \$ 413,047.16 (S.402)

■ Project Number: 2015-15PA

Project Title: Grants Management System

Project Description: One of the MeBHS's primary functions is to provide grant funds to sub grantee projects that will have an immediate impact in the community for a specific priority program area. The MeBHS is responsible for the proper financial oversight and management of federal funds.

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

The MeBHS was previously in the RFP process for this system and had reviewed and rejected the first group of proposals submitted. The MeBHS has resubmitted an RFP in FFY14 and will be re-the second group of proposals in July 2014. Implementation of a new grants management system should take place in late calendar year 2014 or early calendar year 2015.

Project Justification: 23 CFR 1200.4(b)(1-6) and 49CFR Part 18.20(a)(1-2)

Project Cost: \$350,000.00 (S.402)

Grantee: MeBHS will contract with selected vendor as a result of the RFP process.

■ Project Number: 2015-15PA

Project Title: Mobile Computer Tablets for MeBHS Staff and Employees

Project Description: Funds will support the procurement of up to ten new tablets in order to enhance the services the Bureau is able to provide to its grantees. It is critical for the MeBHS office to be able to convey data and statistics to LEAs and non-profit organizations. Mobile tablets would allow staff members to access programs such as Microsoft Excel, PowerPoint, and Outlook while conducting onsite monitoring visits in order to

immediately provide data to grantees. Coordinators will be able to demonstrate media (PSA's) and will be able to assist grantees with their web-based submissions on-site. Coordinators will also be able to conduct on-site evaluation surveys for various highway safety projects. Tablets will be selected through the RQS process in conjunction with the State Office of Information Technology. No equipment in excess of \$5,000 will be purchased without separate approval in writing from NHTSA.

Project Justification: On-site SHSO monitoring and evaluations will be greatly enhanced as described in the project description above. Unit will be approved by Maine Office of Information Technology.

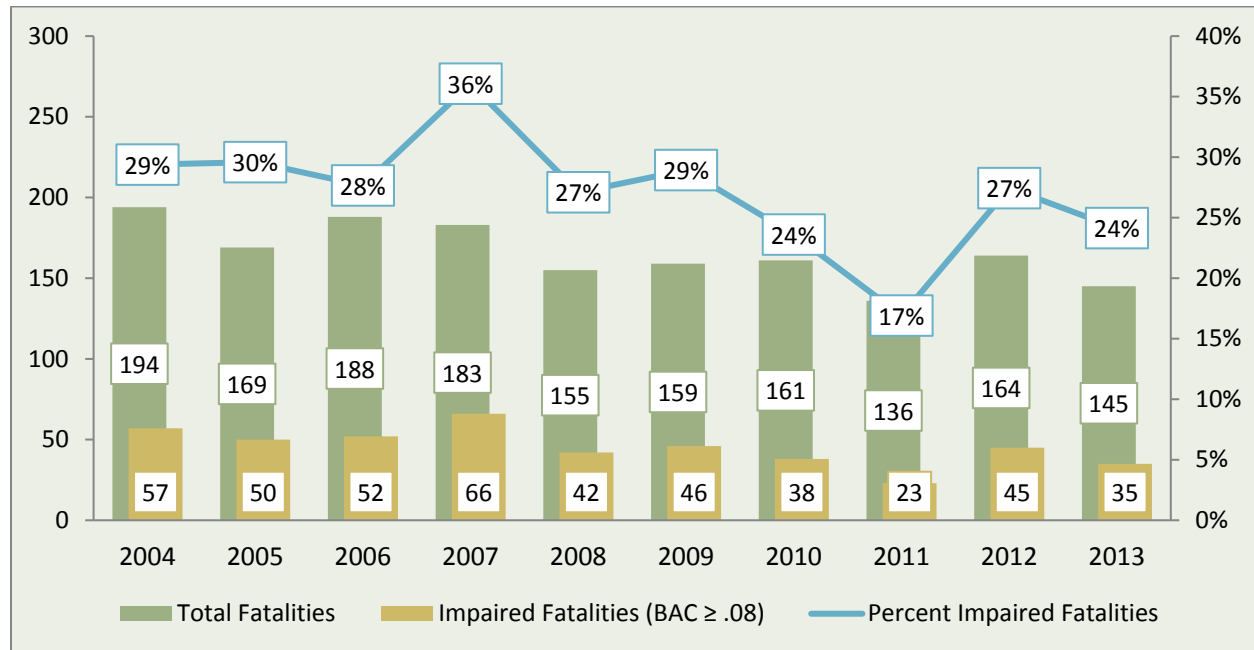
Project Cost: \$10,000.00 (S.402)

Grantee: MeBHS

Project Title	Project Number	Budget	Source
Program Management & Operations (13%P&A)	2015-15PA1	\$413,047.16	S. 402
Web-based Grants Management System	2015-15PA2	\$350,000.00	S. 402
Computer Tablets	2015-15PA3	\$10,000.00	S. 402
Total		\$773,047.16	S. 402

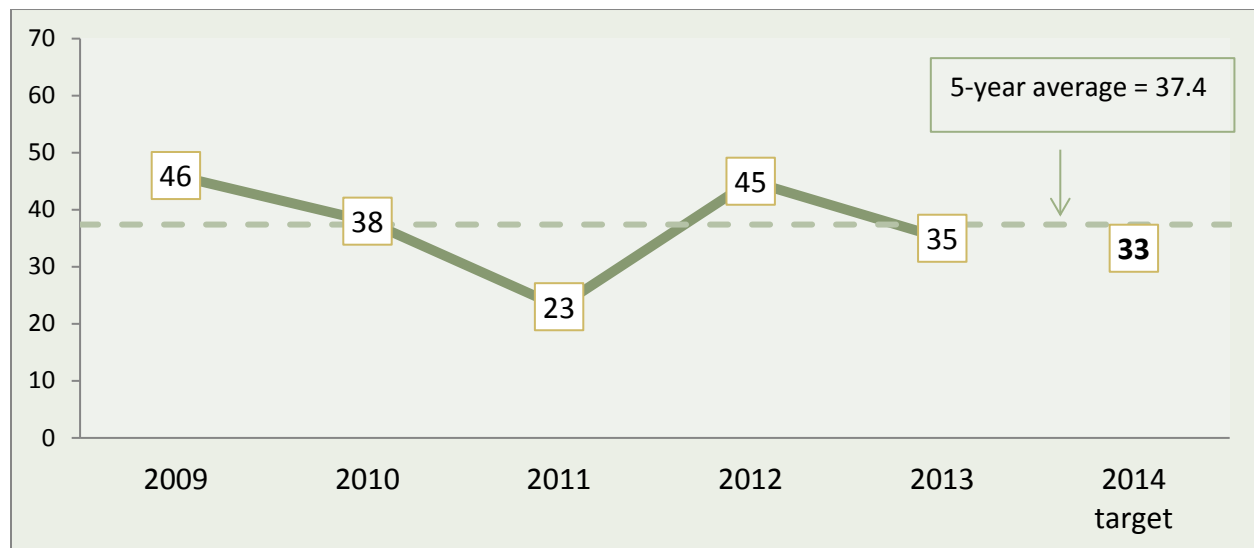
Impaired Driving

Over the last decade the national percentage of fatalities involving an alcohol-impaired driver (BAC \geq .08) has hovered around 31% to 32%. In Maine, the proportion of fatalities involving an alcohol-impaired driver exceeded the national rate for just one year, 2007, when the rate reached 36%. From 2007 to 2011, the rate declined, reaching a low of 17%.



Source: FARS

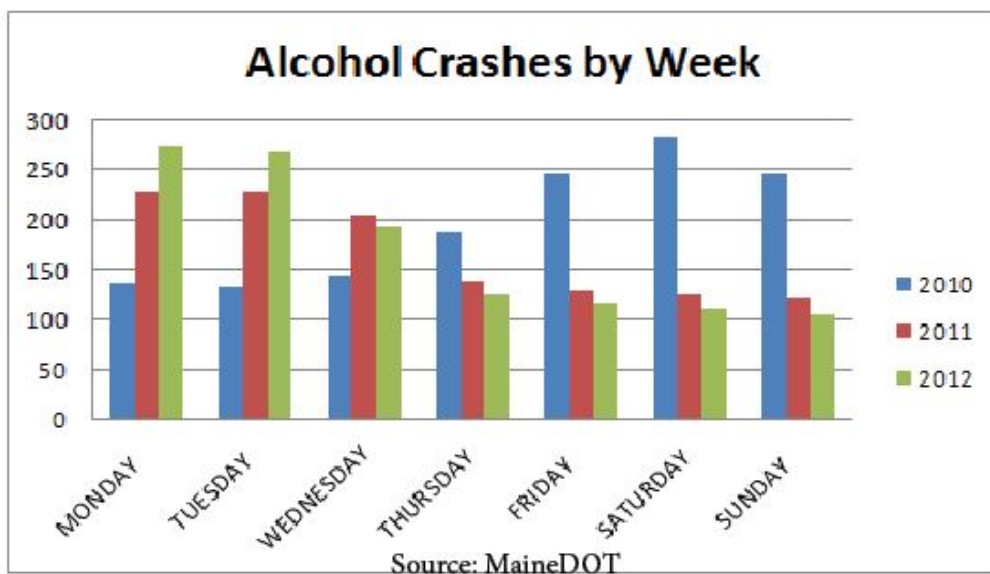
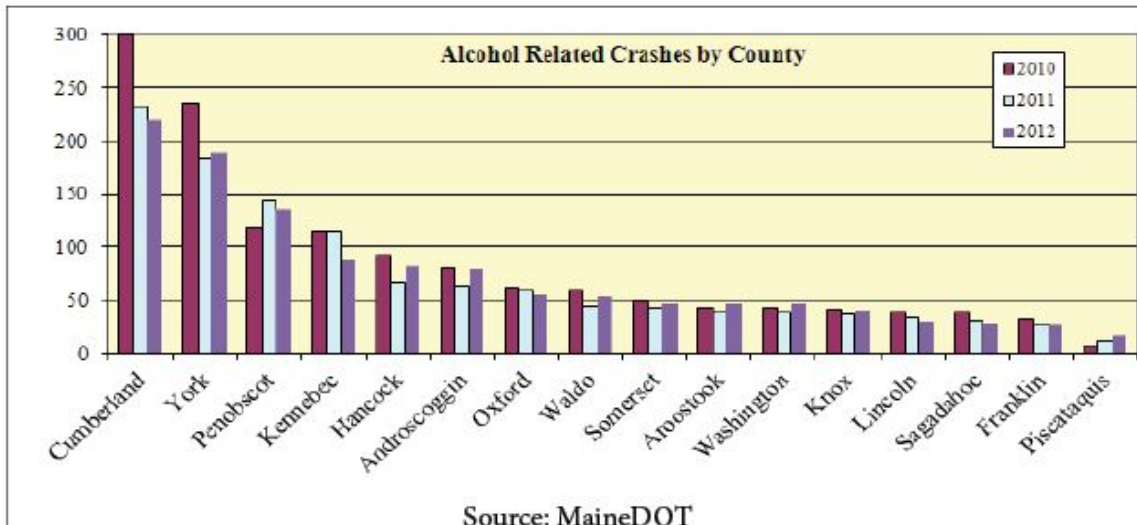
In 2013, there were 46 alcohol-related fatalities, and 35 of these fatalities involved drivers with a blood alcohol content (BAC) of .08 or higher. The average number of alcohol-impaired fatalities from 2009 to 2013 was 37.4.



Source: FARS

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

Data also indicate that Cumberland and York Counties should be Maine's primary geographical areas of concern. These two counties are the most populated counties in the state according to recent Maine Census data. The MeBHS, in conjunction with Regional Impaired Driving Task Force Teams, consisting of law enforcement agencies in Cumberland and York County, conducted focused saturation patrols and sobriety checkpoints to create increased visibility in these counties. Saturation patrols along with sobriety checkpoints are a proven countermeasure detailed in NHTSA's *Countermeasures That Work, 7th Edition, 2013* publication.



In addition to enforcement of Maine's impaired driving laws, the MeBHS has developed other means of lowering impaired driving fatalities. The Maine Impaired Driving Task Force (IDTF) brings a number of impaired driving prevention resources together. This task force developed targeted objectives. Two of the goals that were developed and implemented in FFY 2014 are as follows:

1. Continue to support the Maine Drug Recognition Expert(DRE) program and develop ways to enhance the program
2. Fund a Traffic Safety Resource Prosecutor (TSRP) position in the state of Maine

Both of these goals are instrumental in the enforcement and prosecution of impaired driving. The MeBHS will be hiring a Traffic Safety Resource Prosecutor in FFY14 who will help to train law

enforcement and prosecutors throughout the state. The MeBHS is hopeful that the training provided by the TSRP will help to improve the prosecution of impaired driving.

In addition to hiring a Traffic Safety Resource Prosecutor the State of Maine has seen a recent decline in available DRE's. This is particularly concerning considering our biggest city, Portland Maine, legalized the private public consumption of marijuana in 2014. The legalization of marijuana could add increased danger to the motoring public and increase the amount of impaired driving related crashes and fatalities. It is essential to have a sufficient number of DRE's on Maine roadways in order to help combat future issues. In order to increase our active DRE members from 75 MeBHS plans to send 18 new DRE candidates to Arizona in order to meet their proficiency requirements in as little as one weekend. One particular problem that has led to the decline of DRE's in recent years is the ability for a new DRE to meet his/her proficiency requirements, so by sending new candidates to Arizona, the candidates will meet all proficiency requirements and will be exposed to drugs and other impaired driving situations they may never have been exposed to in Maine. This strategy has been conducted by other states in the U.S. with similar DRE's issues and has worked successfully.

Increased enforcement of impaired driving laws is a proven countermeasure outline in *"Countermeasures That Work, Seventh Edition 2013"* published by the National Highway Traffic Safety Administration. We anticipate that this new DRE project will lead to increased enforcement thus helping to decrease impaired driving fatal crashes.

Projects

- Project Number: 2015-15AL
Project Title: Program Management and Operations
Project Description: Costs under this program area include salaries, travel (examples include TSI training courses, in state travel to monitor sub-grantees, LEA Chief committee meetings) for highway safety coordinators and/ or program managers, clerical support personnel and operating costs (printing, supplies, state indirect rate, and postage) directly related to this program, such as program development, coordination, monitoring, evaluation, public education and marketing, auditing and training.
Project Justification: NA
Project Cost: \$100,000.00 (S.402)
-

- Project Number: 2015-15PA
Project Title: S.410 Planning & Administration
Project Description: Costs under this program area include salaries, travel (examples include TSI training courses, in state travel to monitor sub-grantees, LEA Chief committee meetings) for highway safety coordinators and/ or program managers, clerical support personnel and operating costs (printing,

supplies, state indirect rate, and postage) directly related to this program, such as program development, coordination, monitoring, evaluation, public education and marketing, auditing and training.

Project Justification: Administrative
 Project Cost: \$247,738.20 (S.410)

■ Project Number: 2015-15AL
 Project Title: Regional Impaired Driving Task Force Teams
 Project Description: Funds will support overtime costs and supplies necessary to continue to support the enforcement efforts by the Cumberland County and York County Regional Impaired Driving Enforcement (RIDE) Teams. Teams of approximately 20 officers are necessary to conduct the proposed enforcement details. The Regional Teams will conduct numerous saturation patrols and sobriety checkpoints in selected locations (using crash data) throughout their jurisdictions. Regional Impaired Driving Enforcement Teams consist of law enforcement agencies located in Cumberland and York Counties: Yarmouth PD, Bridgton PD, Brunswick PD, Kennebunk PD, York County Sheriff's Department, Saco PD, York PD, North Berwick PD, Freeport PD, Cumberland PD, Westbrook PD, South Portland PD, Gorham PD, Ogunquit PD, Scarborough PD, Falmouth PD, Windham PD, Maine State Police, Cumberland County Sheriff's Department, Portland PD, Cape Elizabeth PD. The enforcement details will be run from the spring through the fall of 2014. Location of details will be determined by the program coordinator based on crash and fatal data analysis. This enforcement plan requires continuous follow up. It is the intention of MeBHS to monitor the successes of the grant as it is being conducted to conclude if any modifications need to be implemented in order to have a successful grant period in which the LEA is producing results.

Project Justification: CTW, Seventh Edition 2013:
 2.1: "Publicized Sobriety Checkpoint Programs"
 2.2 "Publicized Saturation Patrol Programs"
 2.5 "Integrated Enforcement"

Project Cost: \$57,740.00 (S.402)
 \$45,061.80 (S.410)

Grantee: MeBHS will distribute funds, reimbursing participating Cumberland and York County LEAs listed above.

■ Project Number: 2015-15AL
 Project Title: Breath Alcohol Testing Vehicle

Project Description: Funds will support the retrofitting of a used RV into a mobile command unit that will assist Maine law enforcement in their dedicated efforts to combat impaired driving. This mobile unit will work with the RIDE Teams and other LEA's. Procurement of the retro-fit will be completed using the State procurement rules. Following standard requirements, no purchases of equipment in excess of \$5,000.00 will be made without written approval from NHTSA. Research has been completed by a Law Enforcement Liaison and the MeBHS to ensure the best unit for our state and following guidelines established by other states that have received approval from NHTSA for a similar unit.

Project Justification: CTW, Seventh Edition 2013:
2.1: "Publicized Sobriety Checkpoint Programs"
2.2 "Publicized Saturation Patrol Programs"
2.5 "Integrated Enforcement"

Project Cost: \$300,000.00 (S.410)

Grantee: MeBHS

■ **Project Number:** 2015-15AL

Project Title: Traffic Safety Resource Prosecutor

Project Description: A Traffic Safety Resource Prosecutor (TSRP) facilitates a coordinated, multi-disciplinary approach to the prosecution of traffic crimes including alcohol/drug-impaired driving. Funds will support the full time TSRP position, hired during the summer of 2014, which will assist Maine law enforcement and prosecutors in the prosecution of impaired driving-related crimes. The TSRP is encouraged by NHTSA and proven effective in the fight against impaired driving.

Project Justification: CTW, Seventh Edition 2013:
3.1 "DWI Courts"

Project Cost: \$175,000.00 (S.410)

Grantee: MeBHS

■ **Project Number:** 2015-15AL

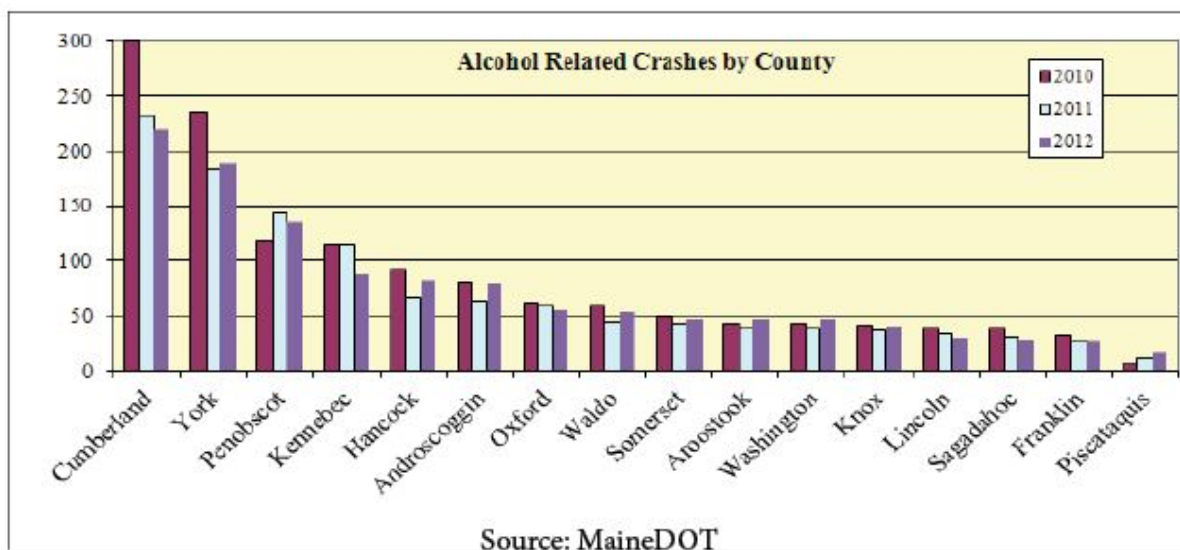
Project Title: Impaired Driving High Visibility Enforcement Campaigns

Project Description: Funding for this project will support dedicated overtime costs for law enforcement agencies to participate in impaired driving enforcement details and checkpoints including those that support NHTSA national campaigns. The Drive Sober, Maine campaign was designed to further combat the impaired driving problem in the state of Maine outside of the two-week national campaign(s). Agencies will be required to explain where they will focus their enforcement efforts based on data provided

to the MeBHS during the grant application process. Agencies will be awarded grants based on alcohol-related crash data provided by the MaineDOT. Agencies in the counties with the highest alcohol related crashes will receive larger grant awards. County performance is determined on 5-year averages from 2009-2013. Data below outlines Cumberland, York, Penobscot, Kennebec, and Androscoggin County as problem counties. The table of data beginning on page 34 shows all OUI related crashed from 2010 – 2013. This enforcement plan requires continuous follow up. It is the intention of the MeBHS to monitor the successes of the grant as it is being conducted to conclude if any modifications need to be implemented in order to have a successful grant period in which LEAs are producing results. Applications for this project can be submitted following approval of the State RFP and contracting process. Project numbers will be assigned after contracts with LEA's are awarded.

Funding Schema:

Next to each county is the percentage of the OUI crashes that occurred inside those county limits from 2010 – 2013. Each county receives that same percentage of the total grant budget of \$2,100,000.00, so for example Androscoggin represents 7.5% of the Maine OUI related crash problem and will receive \$157,000.00. Maine allocates the county wide funding based on the percentage of the problem in each town located in that county. Thus out of the 277 crashes that occurred in Androscoggin County 72 of those crashes occurred in the city of Lewiston. That represents 26% (72/277) of the OUI crash problem in Androscoggin county, so Lewiston will receive 26% of the total county funding which equals \$40,950.00. Our data also indicates that crashes involving alcohol have increased on Monday and Tuesday throughout the state. LEA's will be instructed to focus some of their overtime enforcement efforts on those days of the week.



Project Justification: CTW, Seventh Edition 2013:

2.1: “Publicized Sobriety Checkpoint Programs”

2.2 “Publicized Saturation Patrol Programs

2.5 “Integrated Enforcement”

Project Cost: \$2,100,000.00 (S.405d)

Participating LEA’s: Please Refer to the list below

OUI Crashes 2010 - 2013

If a LEA is not listed - Jurisdiction for that town belongs to the County Sheriff Office

Row Labels	Sum of Crashes	Responding LEA	LEA Budget	Total County Budget	Subgran Number
Androscoggin (7.5%)					
	277	Androscoggin SO	53,994.00	157,500.00	AL15-
Auburn	72	Auburn	40,950.00		AL15-
Durham	12				AL15-
Greene	11				AL15-
Leeds	7				AL15-
Lewiston	72	Lewiston	40,950.00		AL15-
Lisbon	14	Lisbon	7,960.00		AL15-
Livermore	6				AL15-
Livermore Falls	5	Livermore Falls	2,843.00		AL15-
Mechanic Falls	2	Mechanic Falls	1,137.00		AL15-
Minot	16				AL15-
Poland	19				AL15-
Sabattus	17	Sabattus	9,666.00		AL15-
Turner	13				AL15-
Wales	11				AL15-
Aroostook (4%)					
	145	Aroostook SO	46,342.00	84,000.00	AL15-
Allagash	1	Allagash	580.00		AL15-
Amity	1				AL15-
Benedicta Twp	1				AL15-
Blaine	1				AL15-
Bridgewater	1				AL15-
Caribou	12	Caribou	6,952.00		AL15-
Castle Hill	5				AL15-
Caswell	1				AL15-
Chapman	4				AL15-
Connor Twp	2				AL15-
Cross Lake Twp	3				AL15-
Crystal	1				AL15-
Eagle Lake	1				AL15-
Easton	2				AL15-
Fort Fairfield	5	Fort Fairfield	2,897.00		AL15-

Fort Kent	6	Fort Kent	3,476.00	AL15-
Frenchville	6			AL15-
Hamlin	1			AL15-
Hodgdon	7			AL15-
Houlton	11	Houlton	6,372.00	AL15-
Island Falls	1			AL15-
Limestone	1	Limestone	580.00	AL15-
Linneus	4			AL15-
Ludlow	4			AL15-
Madawaska	9	Madawaska	5,214.00	AL15-
Mapleton	3			AL15-
Mars Hill	4			AL15-
Masardis	2			AL15-
Molunkus Twp	1			AL15-
Monticello	2			AL15-
New Canada	1			AL15-
New Limerick	2			AL15-
Orient	1			AL15-
Portage Lake	1			AL15-
Presque Isle	15	Presque Isle	8,690.00	AL15-
Saint Agatha	2			AL15-
Saint Francis	2			AL15-
Saint John Plt	1			AL15-
Sherman	3			AL15-
Smyrna	2			AL15-
Stockholm	1			AL15-
T11 R4 WELS	1			AL15-
Van Buren	2	Van Buren	1,159.00	AL15-
Wallagrass	2			AL15-
Washburn	3	Washburn	1,738.00	AL15-
Westfield	2			AL15-
Weston	1			AL15-
Cumberland (19.5%)	721	Cumberland SO	90,704.00	411,600.00 AL15-
Baldwin	8			AL15-
Bridgton	15	Bridgton	8,519.00	AL15-
Brunswick	49	Brunswick	25,558.00	AL15-
Cape Elizabeth	7	Cape Elizabeth	3,975.00	AL15-
Casco	13			AL15-
Cumberland	11	Cumberland	6,248.00	AL15-
Falmouth	17	Falmouth	9,655.00	AL15-
Freeport	32	Freeport	18,175.00	AL15-
Gorham	43	Gorham	24,422.00	AL15-
Gray	29			AL15-
Harpswell	6			AL15-

Harrison	7			AL15-
Long Island	1			AL15-
Naples	22			AL15-
New Gloucester	19			AL15-
North Yarmouth	9			AL15-
Portland	194	Portland	110,184.00	AL15-
Pownal	1			AL15-
Raymond	9			AL15-
Scarborough	53	Scarborough	30,102.00	AL15-
Sebago	3			AL15-
South Portland	59	South Portland	33,510.00	AL15-
Standish	25			AL15-
Westbrook	33	Westbrook	18,743.00	AL15-
Windham	40	Windham	22,718.00	AL15-
Yarmouth	16	Yarmouth	9,087.00	AL15-
Franklin (2.8%)	105	Franklin SO	27,440.00	58,800.00 AL15-
Avon	4			AL15-
Carrabassett Valley	4	Carrabassett	2,240.00	AL15-
Carthage	4			AL15-
Chesterville	2			AL15-
Dallas Plt	2			AL15-
Farmington	25	Farmington	14,000.00	AL15-
Freeman Twp	2			AL15-
Jay	14	Jay	7,840.00	AL15-
Kingfield	3			AL15-
Madrid Twp	4			AL15-
New Sharon	10			AL15-
New Vineyard	6			AL15-
Perkins Twp	2			AL15-
Phillips	1			AL15-
Rangeley	2	Rangeley	1,120.00	AL15-
Sandy River Plt	1			AL15-
Strong	2			AL15-
Temple	1			AL15-
Township E	2			AL15-
Weld	3			AL15-
Wilton	11	Wilton	6,160.00	AL15-
Hancock (6.0%)	221	Hancock SO	74,118.00	126,000.00 AL15-
Amherst	2			AL15-
Bar Harbor	28	Bar Harbor	15,964.00	AL15-
Blue Hill	6			AL15-
Brooklin	2			AL15-
Brooksville	4			AL15-
Bucksport	17	Bucksport	9,692.00	AL15-

Castine	10			AL15-	
Cranberry Isles	1			AL15-	
Dedham	10			AL15-	
Deer Isle	12			AL15-	
Eastbrook	3			AL15-	
Ellsworth	22	Ellsworth	12,543.00	AL15-	
Franklin	5			AL15-	
Gouldsboro	3	Gouldsboro	1,710.00	AL15-	
Hancock	13	Hancock	7,412.00	AL15-	
Lamoine	10			AL15-	
Mount Desert	6	Mount Desert	3,421.00	AL15-	
Orland	12			AL15-	
Otis	2			AL15-	
Penobscot	6			AL15-	
Sedgwick	7			AL15-	
		Southwest			
Southwest Harbor	2	Harbor	1,140.00	AL15-	
Stonington	7			AL15-	
Sullivan	5			AL15-	
Surry	7			AL15-	
T10 SD	1			AL15-	
T22 MD	1			AL15-	
T9 SD	1			AL15-	
Tremont	2			AL15-	
Trenton	12			AL15-	
Verona Island	1			AL15-	
Waltham	1			AL15-	
Kennebec (8.5%)	313	Kennebec SO	82,693.00	178,500.00	AL15-
Albion	8			AL15-	
Augusta	64	Augusta	36,498.00	AL15-	
Belgrade	6			AL15-	
Benton	7			AL15-	
Chelsea	5			AL15-	
China	12			AL15-	
Clinton	5	Clinton	2,851.00	AL15-	
Farmingdale	4			AL15-	
Fayette	1			AL15-	
Gardiner	10	Gardiner	5,703.00	AL15-	
Hallowell	7	Hallowell	3,992.00	AL15-	
Litchfield	9			AL15-	
Manchester	6			AL15-	
Monmouth	8	Monmouth	4,562.00	AL15-	
Mount Vernon	10			AL15-	
Oakland	11	Oakland	6,273.00	AL15-	

Pittston	11			AL15-
Randolph	2			AL15-
Readfield	14			AL15-
Rome	6			AL15-
Sidney	16			AL15-
Vassalboro	12			AL15-
Vienna	1			AL15-
Waterville	26	Waterville	14,827.00	AL15-
Wayne	2			AL15-
West Gardiner	10			AL15-
Windsor	3			AL15-
Winslow	13	Winslow	7,414.00	AL15-
Winthrop	24	Winthrop	13,687.00	AL15-
Knox (3.2%)	119	Knox SO	44,612.00	67,200.00 AL15-
Appleton	3			AL15-
Camden	9	Camden	5,082.00	AL15-
Cushing	6			AL15-
Friendship	4			AL15-
Hope	6			AL15-
North Haven	3			AL15-
Owls Head	5			AL15-
Rockland	15	Rockland	8,471.00	AL15-
Rockport	10	Rockport	5,647.00	AL15-
Saint George	12			AL15-
South Thomaston	8			AL15-
Thomaston	6	Thomaston	3,388.00	AL15-
Union	10			AL15-
Vinalhaven	7			AL15-
Warren	9			AL15-
Washington	6			AL15-
Lincoln (3.3%)	121	Lincoln SO	41,236.00	69,300.00 AL15-
Alna	2			AL15-
Boothbay	17	Boothbay	9,736.00	AL15-
Boothbay Harbor	11			AL15-
Bremen	4			AL15-
Bristol	11			AL15-
Damariscotta	4	Damariscotta	2,291.00	AL15-
Dresden	9			AL15-
Edgecomb	4			AL15-
Jefferson	5			AL15-
Newcastle	10			AL15-
Nobleboro	6			AL15-
Somerville	1			AL15-
South Bristol	2			AL15-

Waldoboro	19	Waldoboro	10,882.00	AL15-
Westport Island	1			AL15-
Whitefield	6			AL15-
Wiscasset	9	Wiscasset	5,155.00	AL15-
Oxford (4.6%)	172	Oxford SO	52,790.00	96,600.00 AL15-
Albany Twp	3			AL15-
Andover	2			AL15-
Bethel	8	Bethel	4,493.00	AL15-
Brownfield	6			AL15-
Buckfield	6			AL15-
Canton	4			AL15-
Denmark	2			AL15-
Dixfield	6	Dixfield	3,370.00	AL15-
Fryeburg	5	Fryeburg	2,808.00	AL15-
Gilead	4			AL15-
Grafton Twp	1			AL15-
Greenwood	3			AL15-
Hanover	2			AL15-
Hartford	3			AL15-
Hebron	1			AL15-
Hiram	8			AL15-
Lovell	3			AL15-
Mexico	12	Mexico	6,740.00	AL15-
Newry	1			AL15-
Norway	13	Norway	7,302.00	AL15-
Otisfield	3			AL15-
Oxford	13	Oxford	7,302.00	AL15-
Paris	12	Paris	6,740.00	AL15-
Peru	10			AL15-
Porter	7			AL15-
Rumford	9	Rumford	5,055.00	AL15-
Stoneham	1			AL15-
Stow	1			AL15-
Sumner	8			AL15-
Waterford	4			AL15-
West Paris	5			AL15-
Woodstock	6			AL15-
Penobscot (10.4%)	384	Penobscot SO	81,333.00	218,400.00 AL15-
Alton	4			AL15-
Bangor	93	Bangor	52,894.00	AL15-
Bradford	5			AL15-
Bradley	2			AL15-
Brewer	15	Brewer	8,531.00	AL15-
Carmel	10			AL15-

Carroll Plt	1			AL15-
Charleston	1			AL15-
Clifton	4			AL15-
Corinna	6			AL15-
Corinth	10			AL15-
Dexter	3	Dexter	1,706.00	AL15-
Dixmont	3			AL15-
Eddington	3			AL15-
Enfield	2			AL15-
Etna	11			AL15-
Exeter	1			AL15-
Garland	2			AL15-
Glenburn	9			AL15-
Greenbush	2			AL15-
Greenfield Twp	1			AL15-
Hampden	16	Hampden	9,100.00	AL15-
Hermon	22	Hermon	12,512.00	AL15-
Herseytown Twp	1			AL15-
Holden	10	Holden	5,687.00	AL15-
Howland	4			AL15-
Hudson	6			AL15-
Kenduskeag	4			AL15-
Lagrange	2			AL15-
Lee	2			AL15-
Levant	5			AL15-
Lincoln	15	Lincoln	8,531.00	AL15-
Maxfield	1			AL15-
Medway	2			AL15-
Milford	6			AL15-
Millinocket	9	Millinocket	5,119.00	AL15-
Mount Chase	2			AL15-
Newburgh	5			AL15-
Newport	10	Newport	5,687.00	AL15-
Old Town	28	Old Town	15,925.00	AL15-
Orono	12	Orono	6,825.00	AL15-
Orrington	8	Orrington	4,550.00	AL15-
Passadumkeag	2			AL15-
Patten	4			AL15-
Plymouth	3			AL15-
Prentiss Twp T7 R3 NBPP	2			AL15-
Springfield	2			AL15-
Stacyville	3			AL15-
Stetson	2			AL15-
T3 Indian Purchase Twp	4			AL15-

Webster Plt	1			AL15-
Winn	3			AL15-
Piscataquis (1%)	36	Piscataquis SO	12,251.00	21,000.00 AL15-
Abbot	1			AL15-
Brownville	1	Brownville	583.00	AL15-
Dover-Foxcroft	9	Dover-Foxcroft	5,250.00	AL15-
Ebeemee Twp	1			AL15-
Greenville	1	Greenville	583.00	AL15-
Guilford	7			AL15-
Medford	1			AL15-
Milo	4	Milo	2,333.00	AL15-
Monson	1			AL15-
Orneville Twp	2			AL15-
Parkman	2			AL15-
Sangerville	4			AL15-
Sebec	1			AL15-
T1 R9 WELS	1			AL15-
Sagadahoc (2.4%)	89	Sagadahoc SO	26,050.00	50,400.00 AL15-
Arrowsic	1			AL15-
Bath	20	Bath	11,326.00	AL15-
Bowdoin	11			AL15-
Bowdoinham	4			AL15-
Georgetown	4			AL15-
Phippsburg	6	Phippsburg		AL15-
Richmond	8	Richmond	4,530.00	AL15-
Topsham	15	Topsham	8,494.00	AL15-
West Bath	8			AL15-
Woolwich	12			AL15-
Somerset (3.9%)	143	Somerset SO	48,109.00	81,900.00 AL15-
Anson	6			AL15-
Athens	5			AL15-
Bingham	2			AL15-
Cambridge	2			AL15-
Canaan	12			AL15-
Concord Twp	3			AL15-
Cornville	1			AL15-
Embden	6			AL15-
Fairfield	23	Fairfield	13,173.00	AL15-
Harmony	3			AL15-
Hartland	1			AL15-
Jackman	2			AL15-
Johnson Mountain Twp	1			AL15-
Lexington Twp	3			AL15-
Madison	11	Madison	6,300.00	AL15-

Moscow	2			AL15-
New Portland	2			AL15-
Norridgewock	4			AL15-
Palmyra	13			AL15-
Pittsfield	10	Pittsfield	5,727.00	AL15-
Ripley	1			AL15-
Saint Albans	4			AL15-
Sandwich Academy Grant				
Twp	1			AL15-
Sandy Bay Twp	1			AL15-
Skowhegan	15	Skowhegan	8,591.00	AL15-
Smithfield	3			AL15-
Solon	2			AL15-
Starks	2			AL15-
Tomhegan Twp	1			AL15-
West Forks Plt	1			AL15-
Waldo (3.5%)	130	Waldo SO	50,320.00	73,500.00 AL15-
Belfast	24	Belfast	13,569.00	AL15-
Belmont	2			AL15-
Brooks	5			AL15-
Burnham	3			AL15-
Frankfort	7			AL15-
Freedom	4			AL15-
Islesboro	1			AL15-
Jackson	1			AL15-
Knox	1			AL15-
Liberty	2			AL15-
Lincolntonville	8	Lincolntonville	4,523.00	AL15-
Monroe	2			AL15-
Montville	7			AL15-
Morrill	1			AL15-
Northport	8			AL15-
Palermo	1			AL15-
Prospect	3			AL15-
Searsmont	4			AL15-
Searsport	9	Searsport	5,088.00	AL15-
Stockton Springs	3			AL15-
Swanville	8			AL15-
Thorndike	2			AL15-
Troy	4			AL15-
Unity	4			AL15-
Waldo	4			AL15-
Winterport	12			AL15-
Washington (2.9%)	106	Washington SO	44,813.00	60,900.00 AL15-

Addison	3			AL15-
Alexander	1			AL15-
Baileyville	4	Baileyville	2,298.00	AL15-
Baring Plt	3			AL15-
Beals	3			AL15-
Brookton Twp	1			AL15-
Calais	4	Calais	2,298.00	AL15-
Charlotte	2			AL15-
Cherryfield	4			AL15-
Codyville Plt	1			AL15-
Columbia	2			AL15-
Cooper	1			AL15-
Danforth	2			AL15-
Day Block Twp	1			AL15-
East Machias	2			AL15-
Eastport	1	Eastport	575.00	AL15-
Edmunds Twp	2			AL15-
Greenlaw Chopping Twp	1			AL15-
Harrington	7			AL15-
Jonesboro	1			AL15-
Jonesport	8	Jonesport	4,596.00	AL15-
Lubec	7			AL15-
Machias	7	Machias	4,022.00	AL15-
Machiasport	1			AL15-
Marion Twp	1			AL15-
Marshfield	1			AL15-
Milbridge	4	Milbridge	2,298.00	AL15-
Pembroke	3			AL15-
Perry	4			AL15-
Princeton	3			AL15-
Roque Bluffs	1			AL15-
Steuben	7			AL15-
Topsfield	2			AL15-
Trescott Twp	2			AL15-
Vanceboro	2			AL15-
Waite	1			AL15-
Wesley	2			AL15-
Whiting	2			AL15-
Whitneyville	2			AL15-
York (16.4%)	606	York SO	102,296.00	344,400.00 AL15-
Acton	15			AL15-
Alfred	11			AL15-
Arundel	16			AL15-
Berwick	18	Berwick	10,230.00	AL15-

Biddeford	49	Biddeford	27,848.00	AL15-
Buxton	25	Buxton	14,208.00	AL15-
Cornish	6			AL15-
Dayton	5			AL15-
Eliot	13	Eliot	7,388.00	AL15-
Hollis	12			AL15-
Kennebunk	23	Kennebunk	13,071.00	AL15-
Kennebunkport	13	Kennebunkport	7,388.00	AL15-
Kittery	19	Kittery		AL15-
Lebanon	21			AL15-
Limerick	8			AL15-
Limington	14			AL15-
Lyman	10			AL15-
Newfield	6			AL15-
North Berwick	12	North Berwick	6,820.00	AL15-
Ogunquit	9	Ogunquit	5,115.00	AL15-
Old Orchard Beach (OOB)	24	OOB PD	13,640.00	AL15-
Parsonsfield	4			AL15-
Saco	70	Saco	39,782.00	AL15-
Sanford	52	Sanford	29,552.00	AL15-
Shapleigh	7			AL15-
South Berwick	18	South Berwick	10,230.00	AL15-
Waterboro	26			AL15-
Wells	28	Wells	15,913.00	AL15-
York	72	York	40,919.00	AL15-
Grand Total	3688		2,100,000.00	

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- Project Number: 2015-15AL
 - Project Title: Specialized Law Enforcement Training
 - Project Description: Funds will support specialized training, travel, and materials for state, local, and county law enforcement in the area of Standardized Field Sobriety Testing, ARIDE, drug recognition, and blood draws in the campaign against driving under the influence of drugs and alcohol. Funds will also support travel expenses for the yearly national drug recognition expert conference. The number of drug recognition experts in the state has declined over the last couple of years. At one point, there were 120 DREs in the state, but currently there are approximately 80. This drop can be attributed to the proficiency test requirements. In some jurisdictions, officers are not often called upon to perform a DRE function, which makes it difficult for them to meet the requirement. In order to address this barrier, the MeBHS will be sending approximately 18 law enforcement officers to Arizona, which hosts law enforcement

officers from other states. This allows Maine law enforcement officers to meet their proficiency requirements in one week's time.

Project Justification: CTW, Seventh Edition 2013:
 2.0 "Deterrence"
 7.1 "Enforcement in Drugged Driving"

Project Cost: \$75,000.00 (S.405d)
 Grantee: MeBHS

■ Project Number: 2015-15AL
 Project Title: Law Enforcement Impaired Driving Traffic Enforcement Equipment
 Project Description: Funds will support the procurement of equipment for law enforcement to include in-cruiser video cameras. This equipment will assist law enforcement in the detection and prosecution of impaired drivers. WatchGuard 4RE In-Cruiser Video Cameras will be provided through an existing contract established in FY2014. Participating LEAs will provide a cash match for purchased units and some units may be awarded as incentive for participation in national HVE campaigns. Project numbers will be assigned after contracts with LEAs are awarded.

Project Justification: CTW, Seventh Edition 2013:
 2.1: "Publicized Sobriety Checkpoint Programs"
 2.2 "Publicized Saturation Patrol Programs"
 2.5 "Integrated Enforcement"

Project Cost: \$500,000.00 (S410)
 \$1,000,000.00 (S.405d)

Grantee: MeBHS

Participating Agencies: To be determined at a later date after RFP is issued

■ Project Number: 2015-15AL
 Project Title: Maine Impaired Driving Summit
 Project Description: Impaired driving is an evolving problem on our highways. Since the 1980s, significant improvements have been made in the area of alcohol-impaired driving. Drugged driving, however, is a growing problem in the nation. According to the Centers for Disease Control and Prevention, approximately 18% of motor vehicle fatalities are associated with drugs other than alcohol. With no nationally-accepted standard for measuring the level of drug impairment, detecting drug-impaired drivers is challenging. GHSA supports elevating drugged driving to a national priority and calls upon states to implement strategies in drugged driving detection, enforcement, and prosecution. Substance-impaired driving

should be approached as a single issue with comprehensive policies that address alcohol, illicit/illegal drugs, prescriptions, and over-the-counter medications. With our partners from AAA and the Office of the Maine Secretary of State, we intend to increase awareness of this growing issue by hosting a summit in the Capitol, similar to those that have successfully been hosted in New Hampshire, Vermont and other states. This summit would coincide with the December and holiday enforcement.

Project Justification: NA. However, these types of safety summits have recently been proven effective in increasing awareness in other New England States such as New Hampshire and Vermont with impaired driving.

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

Grantee: MeBHS

■ Project Number: 2015-15AL

Project Title: PBT Mobile Breath Testing Device Equipment Purchase

Project Description: Funds will support the procurement of up to fifty new PBT Mobile Breath Testing Devices for law enforcement and the Maine Criminal Justice Academy to enhance sobriety and safety check points and to assist with Standard Field Sobriety Test (SFST) training. The devices are used in order to test blood alcohol levels of SFST training participants. The use of these devices will further enhance the training and enforcement of impaired driving throughout the state. The specific model that will be available to LEA's through this equipment grant will be determined through the State of Maine Request for Quote process. Our project cost was based on the Drager AlcoTest 7510 PBT Device. These range around \$3,000.00 apiece.

Project Justification: CTW, Seventh Edition 2013:
 2.1: "Publicized Sobriety Checkpoint Programs"
 2.2 "Publicized Saturation Patrol Programs"
 2.5 "Integrated Enforcement"

Project Cost: \$150,000.00 (S.405d)

Grantee: MeBHS, Maine Criminal Justice Academy

■ Project Number: 2015-15AL

Project Title: Maine State Police Impaired Driving Reduction Position

Project Description: Funds will support the creation of a new position with the Maine State Police Traffic Safety Unit. This position will assist with the creation of and the administration/improvement of various current traffic safety

programs aimed at reducing impaired driving. This position will work with various partners such as the MeBHS, MCJA, BMV, OUI working groups, etc., in order to deliver the best possible impaired driving reduction products in order to save lives. This will include, but not be limited to, the DRE program, blood technician program, OUI/SFST instruction, OUI enforcement, educational speaking engagements, PSAs, awareness and prevention programs and legislative matters. This position will also assist with the development and administration of grant-funded OUI enforcement details and programs. This position will comply with all BHS mandates regarding the documentation of any necessary work product, program development, hours spent, etc. to ensure that the BHS has the necessary paperwork to fund this position. This person will also be responsible for other duties as assigned by the Sergeant or the Commanding Officer of the Traffic Safety Unit. It is the intention of the MeBHS to monitor the successes of the grant as it is being conducted to conclude if any modifications need to be implemented. Work performed will be evaluated in order to conclude that the position is producing results.

Project Justification: CTW, Seventh Edition 2013:

2.0 Deterrence

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

Grantee: Maine State Police

■ Project Number: 2015-15AL

Project Title: Law Enforcement Agency DRE Callout Reimbursement

Project Description: This project is a direct result of the efforts of the Maine Impaired Driving Task Force. Multiple law enforcement members on the task force have expressed a reluctance to allow DREs from their agencies to respond to requests from other agencies because they lack the ability to pay the overtime for the DRE. The MeBHS is attempting to eliminate this issue by reimbursing overtime expenses from any agency which provides DRE services to another agency on request. This maximizes the expertise of the limited number of DREs in Maine. With the limited number of DRE's the Impaired Driving Task Force determined, by polling LEA's, that if the MeBHS reimbursed for a DRE callout then DRE's in one office could help service another agency in the state. Therefore making DRE's more effective in rural areas of the state, such as Aroostook County, where there are limited numbers of DRE's. This would allow DRE's to help multiple towns and agencies.

Project Justification: NA. See Project Description for justification for this project.

Project Cost: \$50,000.00 (S.402)
\$10,000.00 (S. 405d)

Grantee: MeBHS/MCJA

- Project Number: 2015-15AL
 - Project Title: Judicial Outreach Liaison
 - Project Description: Funding will be for the anticipated creation of a Judicial Outreach Liaison (JOL) position at the Maine Bureau of Highway Safety. The JOL will be responsible to develop a network of contacts with judges and judicial educators to promote judicial education related to sentencing and supervision of DWI offenders, court trial issues, and alcohol/drug testing and monitoring technology. Make presentations at meetings, conferences, workshops, media events and other gatherings, focusing on impaired driving and other traffic safety issues. The key to having a JOL is to be able to identify barriers that hamper effective training, education or outreach to the courts and recommend alternative means to address these issues and concerns. With the help of Traffic Safety Resource Prosecutor the JOL would be able to achieve uniformity in regards to impaired driving prosecution throughout the entire state of Maine.
 - Project Justification: CTW, Seventh Edition 2013:
 - 3.1 "DWI Courts"
 - 3.2 "Limits on Diversion and Plea Agreements"
 - 3.3 "Court Monitoring"
 - 3.4 "Sanctions"
 - Project Cost: \$150,000.00 (S. 405d)
 - Grantee: MeBHS
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- Project Number: 2015-15AL
- Project Title: Blood Drug Testing
- Project Description: Use of any mind-altering drug (prescription or illicit) makes it highly unsafe to drive a car just like driving after drinking alcohol. Drugged driving puts at risk not only the driver but also passengers and others who share the road. According to the National Highway Traffic Safety Administration's (NHTSA) 2007 National Roadside Survey, more than 16 percent of weekend, nighttime drivers tested positive for illegal, prescription, or over-the-counter drugs. More than 11 percent tested positive for illicit drugs. Maine has been identified as being deficient in testing blood for drugs in deceased and alive drivers involved in a fatal crash. We do test for alcohol. This project will allow Maine to test blood for drugs and gather data to assist us with our efforts to decrease impaired driving crashes and fatalities. Tests will be performed in the State DHHS Health and Environmental Testing lab at an estimated beginning cost of \$225.00 each.
- Project Justification: CTW, Seventh Edition 2013:
 - 7.1 "Enforcement of Drugged Driving"

Project Cost: \$400,000.00 (S.402)
 Grantee: MeBHS

- Project Number: 2015-15AL
- Project Title: Drug Chemist Salaries
- Project Description: In FFY2014 Maine supplied the DHHS Health and Environmental Testing Lab with a Radox Evidence Investigator Analyzer to test drug in urine and blood. Maine had not previously tested blood for drugs using any in-state methods. In order to begin testing blood for drugs in the State, chemists will need to focus attention on developing acceptable standards, procedures and protocols. Chemist time will also be required for the actual testing of the blood for drugs. This is a new process for Maine. The MeBHS will ensure that chemist(s) time is reported proportionally and follows NHTSA standards for record and time-keeping.
- Project Justification: CTW, Seventh Edition 2013:
7.2 “Drugged Driving Laws”
- Project Cost: \$75,000.00 (S.402)
\$75,000.00 (S.405d)
- Grantee: Maine DHHS

Project Title	Project Number	Budget \$	Source
Program Management and Operations	2015-15AL	\$100,000.00	S. 402
Planning and Administration S. 410	2015-15K8PA	\$247,738.20	S. 410
Regional Impaired Driving Task Force Teams	2015-15AL	\$102,801.80	S. 402/S.410
Breath Alcohol Testing Mobile Vehicle	2015-15AL	\$300,000.00	S. 410
Traffic Safety Resource Prosecutor	2015-15AL	\$175,000.00	S.410
Impaired Driving High Visibility Enforcement Campaigns	2015-15AL	\$2,100,000.00	S.405d
Specialized Law Enforcement Training	2015-15AL	\$75,000.00	S.405d
Law Enforcement Impaired Driving Equipment	2015-15AL	\$1,500,000.00	S. 410/S. 405d
Impaired Driving Summit	2015-15AL	\$20,000.00	S. 402
PBT Mobile Breath Testing Instruments	2015-15AL	\$150,000.00	S. 405d
Maine State Police Impaired Driving Reduction Coordinator	2015-15AL	\$100,000.00	S. 402
DRE Stipend - Call Out Reimbursement	2015-15AL	\$60,000.00	S. 402/ 405d
Judicial Outreach Liaison	2015-15AL	\$150,000.00	S. 405d
Blood Drug Lab Testing	2015-15AL	\$400,000.00	S. 402
Drug Chemist Salaries (Proportional)	2015-15AL	\$150,000.00	S. 402

<i>Subtotal</i>	<i>\$802,740.00</i>	<i>S. 402</i>
	<i>\$1,267,800.00</i>	<i>S. 410</i>
	<i>\$3,560,000.00</i>	<i>S. 405d</i>
Total	\$5,630,540.00	

Occupant Protection & Child Passenger Safety

From 2004 to 2008, Maine's seat belt usage rate increased, peaking at 83.0% in 2008. In the years following, the rate remained relatively stable, increasing only slightly in 2012 to a new high of 84.4%. In 2013, the rate declined to 83.0%. The MeBHS is determined to reach out to the remaining 17% of the population that is not using seatbelts in order to move that percentage higher. The annual seatbelt use surveys provide the MeBHS with a tool to identify who and where to focus its efforts.

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

Gender and Status	Seatbelt Use Rate
Male Driver	79.5%
Male Passenger	71.9%
All Males	78.4%
Female Driver	87.2%
Female Passenger	91.6%
All Females	88.2%

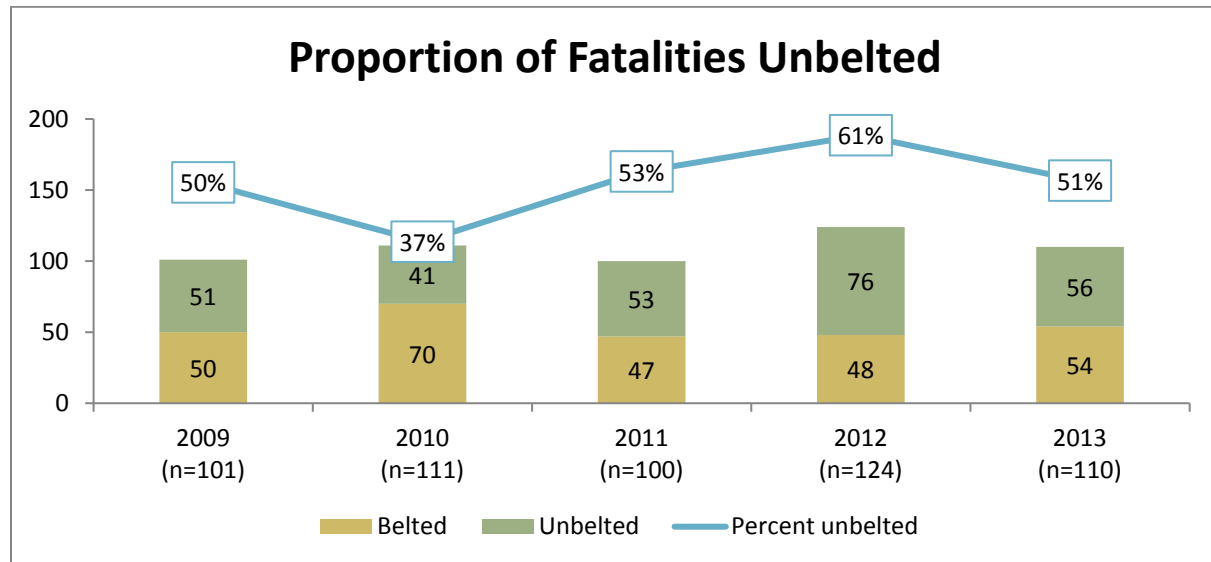
Source: State Observational Survey

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

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

Source: State Observational Survey

The goal of Maine's Occupant Protection Program is to increase safety belt use for all occupants, thereby decreasing deaths and injuries resulting from unrestrained motor vehicle crashes. In 2012, 76 occupants were unrestrained, representing nearly 61% of fatalities involving motor vehicles for whom seatbelt status was known. In 2013 unrestrained occupant fatalities decreased to 56, representing 51% of fatalities.

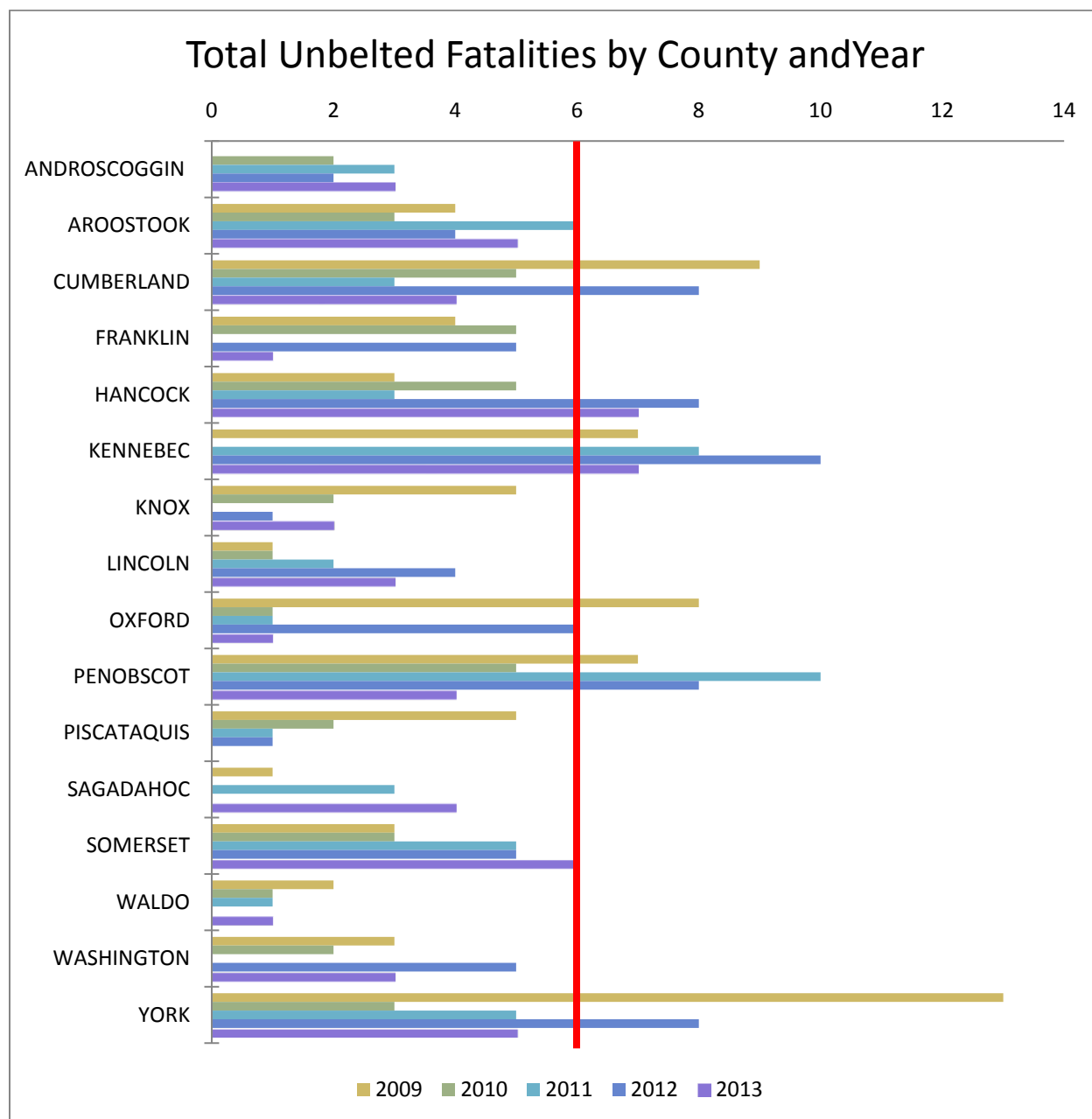


Source: FARS

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

The Maine Bureau of Highway Safety has consistently used enforcement as a tool to identify unrestrained occupants and plans to participate in the 2015 *Click It or Ticket* High Visibility Enforcement Campaign in FFY2015. Over 70 police agencies including Maine State Police participated in the 2013 *Click It or Ticket* Campaign. Even though the MeBHS has seen an increase in the number of law enforcement departments participating in the *Click It or Ticket* Enforcement Campaign, unbelted fatalities continue to be a problem. Maine averaged 55 unbelted fatalities a year from 2009 to 2013.

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



Source: State Crash Data Files

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

problems in their areas and they will conduct strategic enforcement throughout their counties, focusing on male drivers and drivers operating passenger trucks.

The MeBHS has consistently promoted the national *Click It or Ticket* message in order to educate the motoring public of Maine's enforcement efforts. This message promotes the benefits of wearing a seat belt. The Bureau works with its media vendor to promote the *Click It or Ticket* message throughout the state in order to reach the majority of Maine's population. The education goes beyond television and radio media to include a Sports Marketing Campaign. The MeBHS, with help from our sports marketing vendor, promotes the *Click It or Ticket* message during "You've Been Ticketed" events, which occur throughout the state at various professional sporting venues, including the Portland Sea Dogs, Maine Red Claws, and the University of Maine Black Bears. These events are designed to reward drivers and passengers who arrive at these events wearing their seat belts and are described in more detail in the "Public Relations & Marketing" section of this document. In the spring of 2014, Maine underwent an Occupant and Child Protection Assessment which resulted in a number of recommendations that will be implemented throughout this Plan and Plans in years to come.

Child Passenger Safety Technician Plan

Education continues through the Child Passenger Safety program. For the past 5 years Maine has experienced zero child passenger fatalities. The MeBHS attributes this to its child passenger safety efforts throughout the state. In 2015 the MeBHS will continue to expand its active network of child passenger safety distribution and inspection sites, which are currently located in a number of areas (listed below), providing service to the majority of the state's population. Child passenger safety technicians are located at each distribution site in order to make sure child safety seat recipients are educated on how to properly install the seats. These technicians are also available for instruction to new families transporting their children home from the hospital for the first time.

Inspection & Distribution Sites

Androscoggin County		
Central Maine Medical Center 300 Main Street Lewiston, ME 04240 207.795.2695	Inspections	Distribution
Lisbon Emergency 42 Village Street Lisbon, ME 04250 207. 353-4079	Inspections	
St. Mary's Sisters of Charity Health Systems Women's Health Associates 330 Sabattus Street Lewiston, ME 04240 207. 777.4300	Inspections	Distribution
Aroostook County		
Aroostook Medical Center Pediatrics 23 North Street, Suite 1 Presque Isle, ME 04769 207.764.4913 (ask for Jen Robichaud)	Inspections	Distribution
Cary Medical Center Child Department 163 Van Buren Road Caribou, ME 04736 207.498.1166		Distribution
Micmac Service Unit 8 Northern Road Presque Isle, ME 04769 207.764.1792		Distribution
Presque Isle Fire Department 43 North State Street, Suite A Presque Isle, ME 04769 207.769.0881	Inspections	Distribution
Houlton Band of Maliseet Indians Health Department 3 Clover Circle Houlton, ME 04730 207.532.2240		Distribution
Stepping Stones Kim McLaughlin 2 High Street Houlton, ME 04730 207.532.1092		Distribution

Cumberland County		
Catholic Charities Refugee and Immigration Services 80 Sherman Street Portland, ME 04101 207.523.2711		Distribution
Freeport Police Department 16 Main Street Freeport, ME 04032 207.865.4800	Inspections	
Gorham Fire Department 270 Main Street Gorham, ME 04038 207.222.1657	Inspections	Distribution
Gray Fire and Rescue 125 Shaker Road Gray, ME 04039 207.657.3931	Inspections	
Scarborough Police Department 246 Route 1 Scarborough, ME 04074 207.730.4315	Inspections	
Westbrook Community Center 426 Bridge Street Westbrook, ME 04092 207.854.0676 ext. 268	Inspections	
Woodford's Family Service 15 Saunders Way Suite 900 Westbrook, ME 04062 207.878.9663		Distribution
Franklin County		
North Star EMS 111 Franklin Health Commons Farmington, ME 04101 207.779.2402 207.778.4868 207.491.1122	Inspections	Distribution
Hancock County		
Bucksport Regional Health Center 110 Broadway Bucksport, ME 04416 207.469.7371		Distribution
Ellsworth Fire Department 1 City Hall Plaza Ellsworth, ME 04605 207.667.8666 207.667.2168	Inspections	Distribution

Kennebec County		
Augusta Police Department 33 Union Street Augusta, ME 04330 207.626.2370	Inspections	
Gardiner Police Department 6 Church Street Gardiner, ME 04345 207.582.5150 ext.344	Inspections	
KVCAP – Maine Families 22 Armory Road Augusta, ME 04330 207.859.1578		Distribution
KVCAP – Social Services 101 Water Street - Basement Waterville, ME 04901 207.859.1578		Distribution
Knox County		
Knox Sheriff's Office 301 Park Street Rockland, ME 04841 207.594.0429 (Ext. 717, 716, or 706)	Inspections	
Penobscot Bay Medical Center 6 Glen Cove Drive Rockport, ME 04856 207.596.8343	Inspections	Distribution
Rockland Fire Department 118 Park Street Rockland, ME 04841 207.594.0318	Inspections	Distribution
Lincoln County		
Oxford County		
Stephen's Memorial Hospital 181 Main Street Norway, ME 04268 207.743.1562 ext. 6955	Inspections	Distribution
Penobscot County		
Brewer Fire Department 151 Parkway South Brewer, ME 04412 207.989.7002	Inspections	

Eastern Maine Medical Center 489 State Street Bangor, ME 04402 207.973.8954	Inspections	Distribution
Orrington Fire Rescue 14 Johnson Mill Road Orrington, ME 04474 207.825.3570	Inspections	
Penobscot Indian Nation Health Center 23 Wabanaki Way Indian Island, ME 04468 207.817.7416		Distribution
Piscataquis County		
Mayo Regional Hospital - OB Dept 897 West Main Street Dover-Foxcroft, Me 04426 207.564.4292 207.564.4293		Distribution
Sagadahoc County		
Bath Police Department 250 Water Street Bath, ME 04530 207.443.5563 ext. 212	Inspections	
Somerset County		
Redington-Fairview General Hospital 46 Fairview Avenue Skowhegan, ME 04976 207.474.5121 Ext. 427		Distribution
Waldo County		
Belfast Fire Department 273 Main Street Belfast, ME 04915 207.338.3827		Distribution
Searsport Police Department 3 Union Street Searsport, ME 04974 207.548.2304	Inspections	
Waldo Community Action Partners 9 Field Street, Suite 207 Belfast, ME 04915 207.338.3827 Ext 211 207.338.4769 Ext 313		Distribution

Washington County		
Calais Regional Hospital 24 Hospital Lane Calais, ME 04619 207.454.7521		Distribution
Down East Community Hospital Family Outreach Services 11 Hospital Drive Machias, ME 04654 207.255.0481	Inspections	Distribution
Passamaquoddy Health Center Peter Dana Road Princeton, ME 04668 207.796.2321 (Ext. 23 or 44)		Distribution
York County		
Biddeford Police Department 39 Alfred Street Biddeford, ME 207.282.5127	Inspections	Distribution
Saco Fire Department 271 North Street Saco, ME 04072 207.282.3244	Inspections	
Saco Police Department 20 Storer Street Saco, ME 04072 207.282.8216	Inspections	
YMCA of Southern Maine 3 Pomerleau Street Biddeford, ME 04005 207.283.0100		Distribution

Projects

- Project Number: 2015-150P
- Project Title: Program Management and Operations
- Project Description: Costs under this program area include salaries, travel (examples include TSI training courses, in state travel to monitor sub-grantees, LEA Chief committee meetings) for highway safety coordinators and/ or program managers, clerical support personnel and operating costs (printing, supplies, state indirect rate, and postage) directly related to this program, such as program development, coordination, monitoring, evaluation, public education and marketing, auditing and training.
- Project Justification: NA Project Cost: \$200,000.00 (S.402)

- Project Number: 2015-150P
- Project Title: Occupant Protection Program Operations and Maintenance
- Project Description: Costs associated with the procurement, use, purchase, and maintenance of highway safety vehicles and equipment used in the promotion of education. Vehicles and equipment include: truck, trailer(s), convincer, rollover. Maintenance includes gasoline, repairs. Following standard practice and requirements no equipment in excess of \$5,000.00 will be purchased without express approval in writing by NHTSA.
- Project Justification: NA
- Project Cost: \$55,000.00 (S.402)
- Grantee: MeBHS

- Project Number: 2015-150P
- Project Title: *Click It or Ticket* High Visibility Enforcement Campaign & Increased Seat Belt Enforcement
- Project Description: Funds will support dedicated overtime costs associated with daytime and nighttime enforcement and education for the May 2015 NHTSA *Click It or Ticket* High Visibility Enforcement Campaign. This is a NHTSA required project. Funds will support efforts to increase the seat belt usage rate and decrease unbelted passenger fatalities. Agencies will be awarded grants anticipated as outlined below following the State standard process for Request for Proposal and contracting. Maine's observed seat belt usage rate has remained around 83% over the last couple of years. In order to further drive our seat belt compliance rate towards 90% and to reduce unbelted fatalities Maine will extend its seat belt enforcement to encompass not only the May *Click It or Ticket* enforcement period, but will include the months of March and April of 2015. This will increase high visibility enforcement and reduce unbelted fatalities. This enforcement plan requires continuous follow up. It is the intention of the MeBHS to monitor the successes of the grant as it is being conducted to conclude if any modifications need to be implemented in order to have a successful grant period in which the LEA is producing results. Project numbers will be assigned after contracts with LEA's are awarded.
- Funding Schema: Next to each county is the percentage of the Unbelted crashes that occurred inside those county limits from 2010 – 2013. Each county receives that same percentage of the total grant budget of \$814,000.00, so for example Androscoggin represents 6.0% of the Maine unbelted related crash problem and will receive \$48,840.00. Maine allocates the county wide funding based on the percentage of the problem in each town located in that county. Thus out of the 141 unbelted crashes that occurred in Androscoggin County 36 of those crashes occurred in the city of Lewiston. That represents 26% (36/141) of the unbelted crash

problem in Androscoggin County, so Lewiston will receive 26% of the total county funding which equals \$12,470.00.

Project Justification: CTW, Seventh Edition 2013:
 2.1 “Short-Term High Visibility Belt Law Enforcement”
 2.2 “Combined Enforcement, Nighttime”
 Project Cost: \$814,000.00 (S. 405b)
 Grantees: Refer to list below for participating LEA’s.

Unbelted crashes 2010 - 2013

If a LEA is not listed - Jurisdiction for that town belongs to the County Sheriff Office

Row Labels	Sum of Crashes	Responding LEA	LEA Budget	Total County Budget	Subgrant Nbr./Identif	
Androscoggin (6.0%)	141	Androscoggin SO	\$15,588.00	\$48,840.00	OP15-	
Auburn	43	Auburn	\$14,894.00		OP15-	
Durham	5				OP15-	
Greene	6				OP15-	
Leeds	6				OP15-	
Lewiston	36	Lewiston	\$12,470.00		OP15-	
Lisbon	3	Lisbon	\$1,039.00		OP15-	
Livermore	1				OP15-	
Livermore Falls	3	Livermore Falls	\$1,039.00		OP15-	
Mechanic Falls	3	Mechanic Falls	\$1,039.00		OP15-	
Minot	7				OP15-	
Poland	9				OP15-	
Sabattus	8	Sabattus	\$2,771.00		OP15-	
Turner	7				OP15-	
Wales	4				OP15-	
Aroostook (7.0%)	174	Aroostook SO	\$32,748.00		\$56,980.00	OP15-
Allagash	1	Allagash	\$327.00			OP15-
Amity	1					OP15-
Bancroft	1					OP15-
Benedicta Twp	2			OP15-		
Blaine	4			OP15-		
Bridgewater	3			OP15-		
Caribou	16	Caribou	\$5,239.00	OP15-		
Castle Hill	2			OP15-		
Caswell	1			OP15-		
Chapman	2			OP15-		
Connor Twp	1			OP15-		
Crystal	2			OP15-		
Cyr Plt	1			OP15-		

Dyer Brook	1			OP15-
Easton	4			OP15-
Fort Fairfield	6	Fort Fairfield	\$1,965.00	OP15-
Fort Kent	6	Fort Kent	\$1,965.00	OP15-
Frenchville	5			OP15-
Glenwood Plt	1			OP15-
Grand Isle	2			OP15-
Hamlin	1			OP15-
Hersey	1			OP15-
Hodgdon	9			OP15-
Houlton	17	Houlton	\$5,567.00	OP15-
Island Falls	4			OP15-
Linneus	1			OP15-
Littleton	1			OP15-
Ludlow	4			OP15-
Madawaska	2	Madawaska	\$655.00	OP15-
Madawaska Lake Twp	2			OP15-
Mapleton	3			OP15-
Mars Hill	3			OP15-
Masardis	1			OP15-
New Canada	2			OP15-
New Limerick	3			OP15-
New Sweden	1			OP15-
Orient	1			OP15-
Perham	1			OP15-
Portage Lake	2			OP15-
Presque Isle	21	Presque Isle	\$6,877.00	OP15-
Reed Plt	2			OP15-
Saint Agatha	2			OP15-
Saint John Plt	2			OP15-
Sherman	4			OP15-
Smyrna	2			OP15-
Stockholm	2			OP15-
T17 R4 WELS	1			OP15-
T9 R5 WELS	1			OP15-
TA R2 WELS	1			OP15-
Van Buren	3	Van Buren	\$982.00	OP15-
Wallagrass	3			OP15-
Washburn	2	Washburn	\$655.00	OP15-
Westfield	1			OP15-
Weston	2			OP15-
Winterville Plt	3			OP15-
Woodland	1			OP15-
Cumberland	357	Cumberland SO	\$51,713.00	\$113,960.00 OP15-

Baldwin	3			OP15-
Bridgton	10	Bridgton	\$3,192.00	OP15-
Brunswick	13	Brunswick	\$4,150.00	OP15-
Cape Elizabeth	1	Cape Elizabeth	\$319.00	OP15-
Casco	6			OP15-
Chebeague Island	1			OP15-
Cumberland	7	Cumberland	\$2,235.00	OP15-
Falmouth	8	Falmouth	\$2,554.00	OP15-
Freeport	10	Freeport	\$3,192.00	OP15-
Gorham	23	Gorham	\$7,342.00	OP15-
Gray	6			OP15-
Harpswell	2			OP15-
Harrison	3			OP15-
Long Island	1			OP15-
Naples	9			OP15-
New Gloucester	9			OP15-
North Yarmouth	3			OP15-
Portland	91			OP15-
Pownal	3			OP15-
Raymond	7			OP15-
Scarborough	30	Scarborough	\$9,576.00	OP15-
Sebago	4			OP15-
South Portland	46	South Portland	\$14,684.00	OP15-
Standish	14			OP15-
Westbrook	16	Westbrook	\$5,107.00	OP15-
Windham	26	Windham	\$8,300.00	OP15-
Yarmouth	5	Yarmouth	\$1,596.00	OP15-
Franklin (3.0%)	83	Franklin SO	\$11,181.00	\$24,420.00 OP15-
Avon	2			OP15-
		Carrabassett		
Carrabassett Valley	1	Valley	\$294.00	OP15-
Carthage	4			OP15-
Chesterville	1			OP15-
Coplin Plt	1			OP15-
Dallas Plt	1			OP15-
Eustis	1			OP15-
Farmington	14	Farmington	\$4,119.00	OP15-
Freeman Twp	2			OP15-
Industry	4			OP15-
Jay	15	Jay	\$4,413.00	OP15-
Kingfield	3			OP15-
Madrid Twp	1			OP15-
New Sharon	3			OP15-
New Vineyard	6			OP15-

Maine Highway Safety Plan 2015

Rangeley	1	Rangeley	\$294.00		OP15-
Rangeley Plt	3				OP15-
Sandy River Plt	1				OP15-
Strong	1				OP15-
Township E	1				OP15-
Weld	3				OP15-
Wilton	14	Wilton	\$4,119.00		OP15-
Hancock (7.0%)	184	Hancock SO	\$39,639.00	\$56,980.00	OP15-
Amherst	1				OP15-
Bar Harbor	12	Bar Harbor	\$3,716.00		OP15-
Blue Hill	14				OP15-
Brooklin	3				OP15-
Brooksville	1				OP15-
Bucksport	12	Bucksport	\$3,716.00		OP15-
Castine	3				OP15-
Cranberry Isles	1				OP15-
Dedham	6				OP15-
Deer Isle	17				OP15-
Eastbrook	2				OP15-
Ellsworth	21	Ellsworth	\$6,503.00		OP15-
Fletchers Landing Twp	1				OP15-
Franklin	7				OP15-
Gouldsboro	2	Gouldsboro	\$619.00		OP15-
Hancock	8				OP15-
Lamoine	6				OP15-
Mariaville	1				OP15-
Mount Desert	6	Mount Desert	\$1,858.00		OP15-
Orland	9				OP15-
Osborn	1				OP15-
Penobscot	4				OP15-
Sedgwick	8				OP15-
		Southwest			
Southwest Harbor	2	Harbor	\$619.00		OP15-
Stonington	9				OP15-
Sullivan	6				OP15-
Surry	8				OP15-
T22 MD	2				OP15-
Tremont	1				OP15-
Trenton	8				OP15-
Verona Island	1				OP15-
Winter Harbor	1	Winter Harbor	\$310.00		OP15-
Kennebec (10.0%)	242	Kennebec SO	\$31,616.00	\$81,400.00	OP15-
Albion	6				OP15-
Augusta	55	Augusta	\$18,500.00		OP15-

Belgrade	4			OP15-
Benton	10			OP15-
Chelsea	8			OP15-
China	7			OP15-
Clinton	8	Clinton	\$2,691.00	OP15-
Farmingdale	3			OP15-
Fayette	2			OP15-
Gardiner	10	Gardiner	\$3,364.00	OP15-
Hallowell	7	Hallowell	\$2,355.00	OP15-
Litchfield	7			OP15-
Manchester	5			OP15-
Monmouth	10	Monmouth	\$3,364.00	OP15-
Mount Vernon	1			OP15-
Oakland	12	Oakland	\$4,036.00	OP15-
Pittston	3			OP15-
Randolph	2			OP15-
Readfield	4			OP15-
Rome	2			OP15-
Sidney	7			OP15-
Unity Twp	2			OP15-
Vassalboro	6			OP15-
Vienna	1			OP15-
Waterville	10	Waterville	\$3,364.00	OP15-
Wayne	4			OP15-
West Gardiner	5			OP15-
Windsor	5			OP15-
Winslow	18	Winslow	\$6,055.00	OP15-
Winthrop	18	Winthrop	\$6,055.00	OP15-
Knox (3.0%)	87	Knox SO	\$19,088.00	\$24,420.00 OP15-
Appleton	5			OP15-
Camden	5	Camden	\$1,403.00	OP15-
Cushing	6			OP15-
Friendship	3			OP15-
Hope	4			OP15-
Owls Head	4			OP15-
Rockland	9	Rockland	\$2,526.00	OP15-
Rockport	2	Rockport	\$561.00	OP15-
Saint George	10			OP15-
South Thomaston	3			OP15-
Thomaston	3	Thomaston	\$842.00	OP15-
Union	8			OP15-
Vinalhaven	8			OP15-
Warren	9			OP15-
Washington	8			OP15-

Lincoln (3.0%)	66	Lincoln SO	\$14,835.00	\$24,420.00	OP15-
Alna	1				OP15-
Boothbay	4				OP15-
Boothbay Harbor	5	Boothbay Harbor	\$1,815.00		OP15-
Bremen	5				OP15-
Bristol	4				OP15-
Damariscotta	4	Damariscotta	\$1,480.00		OP15-
Dresden	3				OP15-
Edgecomb	3				OP15-
Jefferson	7				OP15-
Newcastle	5				OP15-
Nobleboro	5				OP15-
Waldoboro	11	Waldoboro	\$4,070.00		OP15-
Westport Island	1				OP15-
Whitefield	2				OP15-
Wiscasset	6	Wiscasset	\$2,220.00		OP15-
Oxford (5.0%)	131	Oxford SO	\$22,369.00	\$40,700.00	OP15-
Andover	2				OP15-
Bethel	7	Bethel	\$2,175.00		OP15-
Brownfield	4				OP15-
Buckfield	8				OP15-
Canton	3				OP15-
Denmark	1				OP15-
Dixfield	3	Dixfield	\$932.00		OP15-
Fryeburg	11	Fryeburg	\$3,418.00		OP15-
Gilead	1				OP15-
Grafton Twp	1				OP15-
Greenwood	2				OP15-
Hanover	1				OP15-
Hartford	2				OP15-
Hebron	2				OP15-
Hiram	6				OP15-
Lovell	1				OP15-
Mason Twp	1				OP15-
Mexico	1	Mexico	\$311.00		OP15-
Newry	1				OP15-
Norway	5	Norway	\$1,553.00		OP15-
Otisfield	1				OP15-
Oxford	17	Oxford	\$5,282.00		OP15-
Paris	10	Paris	\$3,107.00		OP15-
Peru	8				OP15-
Porter	9				OP15-
Rumford	5	Rumford	\$1,553.00		OP15-
Stow	3				OP15-

Sumner	6				OP15-
West Paris	7				OP15-
Woodstock	2				OP15-
Penobscot (13.0%)	317	Penobscot SO	\$59,753.00	\$105,820.00	OP15-
Alton	3				OP15-
Bangor	59	Bangor	\$19,695.00		OP15-
Bradford	5				OP15-
Bradley	1				OP15-
Brewer	12	Brewer	\$4,006.00		OP15-
Carmel	12				OP15-
Carroll Plt	1				OP15-
Charleston	3				OP15-
Chester	1				OP15-
Clifton	4				OP15-
Corinna	5				OP15-
Corinth	8				OP15-
Dexter	5	Dexter	\$1,669.00		OP15-
Dixmont	6				OP15-
Drew Plt	1				OP15-
East Millinocket	1	East Millinocket	\$334.00		OP15-
Eddington	5				OP15-
Edinburg	1				OP15-
Enfield	4				OP15-
Etna	3				OP15-
Exeter	3				OP15-
Garland	4				OP15-
Glenburn	6				OP15-
Greenbush	4				OP15-
Hampden	4	Hampden	\$1,335.00		OP15-
Hermon	19				OP15-
Holden	5	Holden	\$1,669.00		OP15-
Howland	2				OP15-
Hudson	4				OP15-
Kenduskeag	3				OP15-
Lagrange	1				OP15-
Lee	4				OP15-
Levant	8				OP15-
Lincoln	9	Lincoln PD	\$3,004.00		OP15-
Lowell	1				OP15-
Mattamiscontis Twp	2				OP15-
Maxfield	1				OP15-
Milford	6				OP15-
Millinocket	8	Millinocket	\$2,671.00		OP15-
Mount Chase	2				OP15-

Newburgh	4			OP15-
Newport	10	Newport	\$3,338.00	OP15-
Old Town	16	Old Town	\$5,341.00	OP15-
Orono	8	Orono	\$2,671.00	OP15-
Orrington	6			OP15-
Patten	6			OP15-
Plymouth	7			OP15-
Prentiss Twp T7 R3 NBPP	3			OP15-
Springfield	3			OP15-
Stacyville	1			OP15-
Stetson	5			OP15-
T1 R6 WELS	1			OP15-
T1 R8 WELS	1			OP15-
T2 R8 NWP	3			OP15-
T2 R9 NWP	1			OP15-
T3 Indian Purchase Twp	2			OP15-
Veazie	1	Veazie	\$334.00	OP15-
Webster Plt	1			OP15-
Winn	2			OP15-
Piscataquis (1.0%)	27	Piscataquis SO	\$4,222.00	\$8,140.00 OP15-
Abbot	1			OP15-
Brownville	1	Brownville	\$301.00	OP15-
Dover-Foxcroft	6	Dover-Foxcroft	\$1,809.00	OP15-
Ebeemee Twp	1			OP15-
Greenville	3	Greenville	\$904.00	OP15-
Guilford	1			OP15-
Milo	3	Milo	\$904.00	OP15-
Monson	1			OP15-
Moosehead Junction Twp	1			OP15-
Orneville Twp	3			OP15-
Parkman	2			OP15-
Sangerville	1			OP15-
Sebec	3			OP15-
Sagadahoc (2.0%)	45	Sagadahoc SO	\$7,236.00	\$16,280.00 OP15-
Bath	8	Bath	\$2,894.00	OP15-
Bowdoin	5			OP15-
Bowdoinham	8			OP15-
Georgetown	2			OP15-
Phippsburg	2	Phippsburg	\$724.00	OP15-
Richmond	3	Richmond	\$1,085.00	OP15-
Topsham	12	Topsham	\$4,341.00	OP15-
West Bath	1			OP15-
Woolwich	4			OP15-
Somerset (6.0%)	159	Somerset SO	\$28,566.00	\$48,840.00 OP15-

Anson	8			OP15-
Athens	1			OP15-
Bingham	2			OP15-
Canaan	9			OP15-
Concord Twp	3			OP15-
Cornville	8			OP15-
Detroit	3			OP15-
Embden	1			OP15-
Fairfield	15	Fairfield	\$4,608.00	OP15-
Harmony	1			OP15-
Hartland	2			OP15-
Jackman	3			OP15-
Johnson Mountain Twp	2			OP15-
Lexington Twp	1			OP15-
Madison	11	Madison	\$3,379.00	OP15-
Mercer	1			OP15-
Moscow	1			OP15-
New Portland	5			OP15-
Norridgewock	13			OP15-
Palmyra	10			OP15-
Pittsfield	10	Pittsfield	\$3,072.00	OP15-
Pleasant Ridge Plt	1			OP15-
Ripley	1			OP15-
Rockwood Strip T1 R1 NBKP	1			OP15-
Saint Albans	8			OP15-
Sandy Bay Twp	1			OP15-
Skowhegan	30	Skowhegan	\$9,215.00	OP15-
Smithfield	3			OP15-
Solon	1			OP15-
The Forks Plt	2			OP15-
Tomhegan Twp	1			OP15-
		Waldo County		
Waldo (4.0%)	106	SO	\$24,881.00	\$32,560.00 OP15-
Belfast	12	Belfast	\$3,686.00	OP15-
Belmont	1			OP15-
Brooks	6			OP15-
Burnham	5			OP15-
Frankfort	3			OP15-
Freedom	3			OP15-
Islesboro	1	Islesboro	\$307.00	OP15-
Jackson	1			OP15-
Knox	2			OP15-
Liberty	2			OP15-
Lincolnville	4			OP15-

Montville	3			OP15-
Morrill	5			OP15-
Northport	5			OP15-
Palermo	4			OP15-
Prospect	4			OP15-
Searsmont	4			OP15-
Searsport	12	Searsport	\$3,686.00	OP15-
Stockton Springs	2			OP15-
Swanville	4			OP15-
Thorndike	1			OP15-
Troy	4			OP15-
Unity	9			OP15-
Waldo	2			OP15-
Winterport	7			OP15-
Washington (5.0%)	125	Washington SO	\$31,583.00	\$40,700.00 OP15-
Addison	5			OP15-
Alexander	1			OP15-
Baileyville	5	Baileyville	\$1,628.00	OP15-
Baring Plt	3			OP15-
Beals	4			OP15-
Calais	7	Calais	\$2,279.00	OP15-
Cathance Township	1			OP15-
Cherryfield	8			OP15-
Columbia	3			OP15-
Columbia Falls	5			OP15-
Cooper	2			OP15-
Danforth	2			OP15-
Devereaux Twp	1			OP15-
East Machias	4			OP15-
Edmunds Twp	1			OP15-
Greenlaw Chopping Twp	1			OP15-
Harrington	9			OP15-
Jonesboro	3			OP15-
Jonesport	7			OP15-
Lubec	7			OP15-
Machias	10	Machias	\$3,256.00	OP15-
Machiasport	1			OP15-
Marshfield	2			OP15-
Meddybemps	1			OP15-
Milbridge	6	Milbridge	\$1,954.00	OP15-
Pembroke	5			OP15-
Perry	2			OP15-
Princeton	2			OP15-
Robbinston	3			OP15-

Roque Bluffs	3			OP15-
Steuben	3			OP15-
T26 ED BPP	1			OP15-
T30 MD BPP	1			OP15-
Trescott Twp	2			OP15-
Vanceboro	1			OP15-
Waite	1			OP15-
Whiting	2			OP15-
York (11.0%)	281	York SO	\$25,810.00	\$89,540.00 OP15-
Acton	6			OP15-
Alfred	6			OP15-
Arundel	6			OP15-
Berwick	12	Berwick	\$3,824.00	OP15-
Biddeford	26	Biddeford	\$8,285.00	OP15-
Buxton	10	Buxton	\$3,186.00	OP15-
Cornish	8			OP15-
Dayton	3			OP15-
Eliot	4			OP15-
Hollis	3			OP15-
Kennebunk	11	Kennebunk	\$3,505.00	OP15-
Kennebunkport	4	Kennebunkport	\$1,275.00	OP15-
Kittery	11	Kittery	\$3,505.00	OP15-
Lebanon	18			OP15-
Limerick	4			OP15-
Limington	2			OP15-
Lyman	4			OP15-
Newfield	1			OP15-
North Berwick	10	North Berwick	\$3,186.00	OP15-
Ogunquit	7	Ogunquit	\$2,231.00	OP15-
Old Orchard Beach (OOB)	4	OOB PD	\$1,275.00	OP15-
Parsonsfield	3			OP15-
Saco	18	Saco	\$5,736.00	OP15-
Sanford	25	Sanford	\$7,966.00	OP15-
Shapleigh	3			OP15-
South Berwick	12	South Berwick	\$3,824.00	OP15-
Waterboro	10			OP15-
Wells	17	Wells	\$5,417.00	OP15-
York	33	York	\$10,515.00	OP15-
Grand Total	2525		\$814,000.00	

■ Project Number: 2015-150P
 Project Title: ROPE Enforcement Team Project

Project Description: Grant funds will be awarded to LEAs to enforce the primary seatbelt and child passenger safety belt laws. A high proportion of Maine’s highway fatalities are unbelted fatalities. The lowest proportion occurred in 2010, when 25% of all highway fatalities were unbelted, and the highest percentage of unbelted fatalities occurred in 2012, when 46% were unbelted. The MeBHS teamed with the MaineDOT and the Maine Violations Bureau to address this issue with a specific focus on young drivers and middle-age drivers. The MeBHS has identified areas in the state of Maine with the highest numbers of unbelted fatalities and will be developing Regional Occupant Protection Enforcement (ROPE) Teams in the problem counties, such as Cumberland, Hancock, Kennebec, Penobscot, Somerset, and York. Saturation and safety checkpoints are proven countermeasures to increase seat belt compliance. ROPE Teams will be constructed in a similar fashion to our RIDE Teams and will be made up of dedicated law enforcement officers. Institution of this project will follow the State’s requirements for RFP and contracts. This enforcement plan requires continuous follow up. It is the intention of the MeBHS to monitor the implementation of the grant as it is being conducted to determine if any modifications need to be implemented in order to have a successful grant period in which the LEAs are producing results. Project numbers will be assigned after contracts with LEAs are awarded.

Project Justification: CTW, Seventh Edition 2013:
2.3 “Sustained Enforcement”

Project Cost: \$91,750.00 (S. 405b)

Grantees: Unknown until conclusion of RFP and ROPE Teams are developed.

■ **Project Number:** 2015-15CP

Project Title: Child Seats, Supplies and Educational Materials for Distribution Sites

Project Description: Funding for this project will support new child safety seats, supplies and materials for Maine income eligible families through distribution sites. The safety seats include: Convertible car seats and high back boosters, car beds, harness and pad replacement kits for car bed loaners, car seat levelers (pool noodles) used to assist in proper car seat installation and education to families. Educational materials include: Bureau CPS brochures explaining Maine law and federal recommendations for greater safety; bookmarks outlining Maine law for booster seat use and the 5 step test to ensure continued boosters seat use until proper seat belt fit. Approximately 1,500 safety seats were distributed last year to income eligible families but the demand for seats for families continues to grow. Car seats are issued monthly, as needed, to locations that provide specific data. Data required includes: a calendar month summary with the number of parents/caregivers and children serviced along with the particular car seat type issued; corresponding distribution forms with detailed recipient information with car seat type

and model numbers; and the car seat order form with current inventory totals must all be submitted before car seats are approved for order. The top five distribution sites in the state of Maine include: Down East Community Hospital in Machias, Eastern Maine Medical Center in Bangor, Waldo Community Action Partners in Belfast, Central Maine Medical Center in Lewiston, and Gorham Fire Department in Gorham. The aforementioned distribution site locations are in high population, low income areas in east, central, western, and southern Maine regions. The northern half of the state of Maine is lesser populated, but has a well distributed representation of CPS educators providing car seat distribution and education.

Project Justification: CTW, Seventh Edition 2013:
7.2 “Child Restraint Distribution Programs”

Project Cost: \$360,497.00 (S.402)
\$46,154.00 (S. 405b 5%)

Grantee: MeBHS and distribution sites

■ Project Number: 2015-150P

Project Title: Annual Observational Seat Belt Survey

Project Description: Funds will support the sole service contract with the University of Southern Maine, Muskie School for the MeBHS annual observational and attitudinal surveys. This is a project required by NHTSA.

Project Justification: CTW, Seventh Edition 2013:
1.1 “State Primary Enforcement Belt Use Laws”

Project Cost: \$200,000.00 (S. 405b)

Grantee: Muskie School of Public Service, University of Southern Maine

■ Project Number: 2015-15CP

Project Title: Child Occupant Observational Seat Belt Survey

Project Description: Funds will support a contract with a vendor chosen from RFP for the MeBHS child passenger observational and attitudinal surveys. An annual child passenger safety observational study, although costly, was suggested for implementation during our 2014 Occupant Protection Assessment as a way for us to judge and evaluate the effectiveness of our child passenger safety program(s).

Project Justification: CTW, Seventh Edition 2013:
6.1 “Communications and Outreach Strategies for Older Children”
6.2 “Communications and Outreach Strategies for Booster Seat Use”

Project Cost: \$100,000.00 (S. 405b)
Grantee: Muskie School of Public Service, University of Southern Maine

■ Project Number: 2015-15CP
Project Title: Child Passenger Safety Technician and Instructor Training
Project Description: Funds will support the training and certification for new and current technicians as well as recertification for those with expired credentials. Having well-trained technicians has been proven to increase knowledge of occupant protection safety of children, parents, guardians and caregivers. The Bureau anticipates 2 certification trainings for FFY2015. Potential training locations are the Wells Fire Department in southern Maine and Presque Isle Fire Department in northern Maine. A course renewal training is anticipated in Augusta at the Bureau of Highway Safety Office.
Project Justification: CTW, Seventh Edition 2013:
7.3 "Inspection Stations"
Project Cost: \$118,670.00 (S. 2011)
\$12,740.00 (S.402)
Grantee: MeBHS

■ Project Number: 2015-15CP
Project Title: Child Passenger Safety Roving Instructor Program
Project Description: Funds will support one instructor to travel to sites on an as needed basis to provide seat sign-offs for technicians that have been unable to attend seat check events. CPS Coordinator will monitor technician expiration dates and contact technicians that are close to expiration. Those technicians that have a few remaining seats for sign-off will have the option to meet with an instructor. Technicians will be asked to coincide appointments with instructor seat sign-offs for a best case scenario. Travel time will not be paid for sign-offs but mileage and time working with the technician will be reimbursed. Instructors will be sought for their geographic location to technicians in their area. CPS Coordinator will monitor technician expiration dates and contact technicians that are close to expiration. Those technicians that have few remaining seats for sign-off will have the option to meet with an instructor or technician proxy. Technicians will be asked to coincide appointments with instructor seat sign offs for a best case scenario. Travel time will not be paid for sign offs, but mileage and time working with the technician will be reimbursed. Instructors will be sought for their geographic location to technicians in their area. There are technician proxies available in the north, east, and west regions of the state of Maine to assist technicians that need assistance with car seat sign offs. There are also several

instructors available in the central and southern regions of the state of Maine for technicians needing assistance with car seat sign offs.

Project Justification: CTW, Seventh Edition 2013:

7.3 "Inspection Stations"

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

Grantee: MeBHS

■ Project Number: 2015-150P

Project Title: Occupant Protection Traffic Enforcement Equipment

Project Description: Funds will support the procurement of night vision goggles to assist law enforcement agencies throughout the state of Maine in the detection of drivers and passengers who are not wearing their seat belts. MeBHS seat belt enforcement grants require LEAs to conduct 50% of their enforcement during nighttime hours (6 PM to 2 AM), and the use of night vision goggles will help increase the ability to detect seat belt compliance in areas with low levels of light and during the darkest hours of the night. This project was a recommendation from the 2014 Occupant Protection Assessment. (See Appendix 5) 100% of the equipment that will be purchases will be used for Traffic Safety related activities and specifically correlate with our seat belt HVE nighttime enforcement requirement. This piece of equipment will enhance our ability to detect seat belt violations at night.

Project Justification: CTW, Seventh Edition 2013:

2.1: "Publicized Sobriety Checkpoint Programs"

2.2 "Publicized Saturation Patrol Programs"

2.3 "Sustained Enforcement"

Project Cost: \$210,000.00 (S.402)
\$39,000.00 (S. 405S)

Grantee: MeBHS

■ Project Number: 2015-150P

Project Title: Occupant Protection Task Force

Project Description: Funds will support the establishment and development of a task force comprising traffic safety experts, advocates, parents, youths, and survivors to develop a comprehensive occupant protection program strategy and to specifically address the declining seat belt use rate, the over-representation of unbelted teen fatalities, and the low male and pickup truck driver belt use rates. The Task Force will potentially integrate the Teen Driver Safety Committee (comprising members from

agencies throughout the state of Maine including Maine Department of Health and Human Services, Maine Bureau of Highway Safety, Maine Bureau of Motor Vehicles, MaineDOT, and the Maine State Police) and help promote the Parental Education Program. Costs involved may include travel reimbursement, training, speakers and other costs associated with quarterly meetings. This was a project recommendation from the 2014 Occupant Protection Assessment.

Project Justification: CTW, Seventh Edition 2013 Section 2:
 3.1 “Communications and Outreach Supporting Enforcement”
 3.2 “Communications and Outreach Strategies for Low Belt Use Groups”
 6.1 “Communications and Outreach Strategies for Older Children”
 6.2 “Communications and Outreach Strategies for Booster Seat Use”
 Project Cost: \$10,000.00 (S.402)

Grantee: MeBHS

■ Project Number: 2015-150P

Project Title: Traffic Safety Educator

Project Description: This full-time position allows for traffic safety education and outreach to individuals of all ages. This includes Convincer and Rollover demonstrations, driving simulations and the use of the Highway Safety display at schools, colleges, health fairs, community centers, etc. The Seat Belt Education Program, which is encompassed in the traffic safety education program, reaches close to 4,000 citizens each year and provides education to all school grades K-12, private businesses, and state agencies. This position has been filled by the RFP process and has proven to be the BHS’s most effective tool for reaching school-aged children and others outside of our media education. The position is evaluated each year to determine effectiveness based on the number of Maine citizens educated on the use of seat belts and the number of requests received for the program’s services which continue to increase each year. Public participant evaluations using an established set of survey questions are anticipated for FFY15. Funds will support the full time position.

Project Justification: CTW, Seventh Edition 2013 Section 2:
 3.1 “Communications and Outreach Supporting Enforcement”
 3.2 “Communications and Outreach Strategies for Low Belt Use Groups”
 6.1 “Communications and Outreach Strategies for Older Children”
 7.1 “School Programs”

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

Grantee: Contractor will be determined through the State of Maine RFP Process

- Project Number: 2015-150P
 - Project Title: Tween & Pre-Driver Education
 - Project Description: The CPS Coordinator, Distracted Driving and Teen Driver Coordinator, and the OP Coordinator will work with Department of Education and other partners to develop a standardized curriculum for school districts to educate students in elementary, middle, and high schools to be safer vehicle occupants as part of the social norming and key messaging process. A subgroup of the proposed occupant protection (OP) task force will be established to study the OP needs of children post-booster seat and pre-driver in the State. This project resulted from a suggestion of the OP Assessment Team and is based on *“Countermeasures That Work, Seventh Edition 2013”* for low belt use occupants and our knowledge that this group is least likely to buckle up. If this project is approved, we will work toward obtaining a sole-source justification with the Department of Education. Funds will support stipends, travel costs, supplies and educational materials that will be needed to develop the curriculum in Maine schools.
 - Project Justification: CTW, Seventh Edition 2013 Section 2:
 - 3.1 “Communications and Outreach Supporting Enforcement”
 - 3.2 “Communications and Outreach Strategies for Low Belt Use Groups”
 - 6.1 “Communications and Outreach Strategies for Older Children”
 - 6.2 “Communications and Outreach Strategies for Booster Seat Use”
 - 7.1 “School Programs”CTW, Seventh Edition 2013 Section 6:
 - 1.1 – 1.7
 - 2.1 “Pre-Licensure Driver Education”
 - Project Cost: \$50,000.00 (S.402)
 - Grantee: MeBHS/Maine Department of Education
-

- Project Number: 2015-150P
- Project Title: LE Occupant Protection Awareness Training
- Project Description: Certified LE Instructors/Technicians and the CPS Coordinator will develop, maintain, and train law enforcement agencies regarding basic child occupant protection awareness to ensure informed traffic stops and to increase enforcement of child passenger laws. Maine law enforcement does well in the enforcement of OP laws for adult drivers and passengers, but more needs to be done to ensure that child OP laws are enforced also.
- Project Justification: CTW, Seventh Edition 2013 Section 2:
 - 7.3 “Inspection Station”

5.1 “Short-Term High Visibility Law Enforcement”

Project Cost: \$50,000 (S.402)
 Grantee: MeBHS

■ Project Number: 2015-150P

Project Title: Teen Driver Expo Planning

Project Description: Funds will support planning costs for the 2015 expo to provide education and networking for teenage drivers and pre-drivers and the adults involved in their instruction. Speakers and presenters will be sought to discuss topics that appeal to and influence teens while they drive or ride in a vehicle with friends to impress upon them the importance of making good choices. Speakers and presenters will also be sought to provide education and resources to adults who work with this age group. Augusta will be considered for the initial Expo location, with a potential additional expo planned for northern Maine. The Planning Committee will develop evaluation pieces for participants, exhibitors, and presenters including a pre and post knowledge or attitudinal survey to gauge effectiveness of the expo. The expo is planned to follow the 2015 CPS conference in September of 2015. The approx. \$26k in costs are for planning expenses including deposits associated with location sites, speakers, speaker reimbursement fees and travel expenses, etc. The remainder of the expenses will be billed in the FFY 15 year also. Based on other conferences and the assessments, we felt this was a reasonable cost. Ideally our partners will cover some costs as well. Location will be based on accessibility to transportation and size of accommodations.

Project Justification: CTW, Seventh Edition 2013 Section 2:
 6.1 “Communications and Outreach Strategies for Older Children”
 7.1 “School Programs”
 CTW, Seventh Edition 2013 Section 6:
 1 “Graduated Driver Licensing”
 2 “Driver Education”
 3. “Parents”
 4. “Traffic Law Enforcement”

Project Cost: \$26,963.00 (S.402)
 Grantee: MeBHS

■ Project Number: 2015-15CP

Project Title: CPS Biennial Conference Planning

Project Description: Funds will cover the costs associated with the 2015 conference, which provides training, education, and networking for CPS technicians and instructors. Speakers will be sought to discuss CPS topics that apply to technicians acting in law enforcement, fire, and medical communities. CEUs will be offered for sessions, a seat check event will be organized to coincide, and awards will be granted for exceptional work in CPS in Maine. Conference locations will be offered in northern, central, and southern areas of the state on a rotating basis. Location will be based on location accessibility and size of accommodations. The 2013 conference proved to be a huge success with more than 100 participants and outstanding evaluations. This conference received accolades from the OP Assessment Team.

Project Justification: CTW, Seventh Edition 2013 Section 2:
 7.3 “Inspection Stations”
 6.1 “Communications and Outreach Strategies for Older Children”
 6.2 “Communications and Outreach Strategies for Booster Seat Use”
 7.2 “Child Restraint Distribution Program”

Project Cost: \$50,000.00 (S.402)

Grantee: MeBHS

■ **Project Number:** 2015-150P

Project Title: CPS Reference Materials for Law Enforcement Officers

Project Description: Funds will be used to produce a child passenger safety reference card for law enforcement officers throughout the state. Many law enforcement officers expressed to the BHS that they have difficulty determining whether drivers are in compliance with child passenger safety laws. The reference card will be formatted to fit inside officers’ ticket books allowing them to quickly view the law before ticketing and/or educating drivers. Reference cards will be distributed to area law enforcement officers by District Police Chiefs. This was a recommendation of the OP Assessment Team and will aid in increased enforcement of child passenger safety laws as referenced in above OP awareness training.

Project Justification: CTW, Seventh Edition 2013 Section 2:
 4.1 “Strengthening Child/Young Occupant Restraint Laws”

Project Cost: \$50,000.00 (S.402)

Grantee: MeBHS

Project Title	Project Number	Budget	Source
Program Management and Operations	2015-150P	\$200,000.00	S. 402
OP Equipment Maintenance	2015-150P	\$50,000.00	S. 402
<i>Click It or Ticket</i> High Visibility Enforcement Campaign	2015-150P	\$814,000.00	S. 405b
ROPE Enforcement Team Project	2015-150P	\$91,750.00	S.405b
Child Safety Seats for Distribution Sites	2015-150P	\$429,901.00	S.402/S.405b (5%)
Annual Observational Seat Belt Usage Survey	2015-150P	\$200,000.00	S. 405b
Child Occupant Observational Seat Belt Usage Survey	2015-150P	\$100,000.00	S.405b
Child Passenger Safety Technician and Instructor Training	2015-150P	\$131,410.00	S.2011/S.402
Child Passenger Safety Roving Instructor Program	2015-150P	\$100,000.00	S. 402
OP Traffic Enforcement Equipment (Night Vision)	2015-150P	\$239,000.00	S.402/S.405S
OP Task Force	2015-150P	\$10,000.00	S.402
Traffic Safety Educator Position	2015-150P	\$100,000.00	S.402
Tween and Pre-Driver Education	2015-150P	\$50,000.00	S.402
LE OP Awareness Training	2015-150P	\$50,000.00	S.405b
Teen Driver Expo/Summit	2015-150P	\$26,963.00	S.402
CPS Biennial Conference Planning	2015-150P	\$50,000.00	S. 402
CPS Reference Materials for LEA	2015-150P	\$50,000.00	S. 402
Subtotal			
		\$1,220,200.00	402
		1,325,154.00	405 b
		\$118,670.00	S.2011
		39,000.00	405S
Total		\$2,703,024.00	

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Traffic Records

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

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

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

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

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

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

TRCC Mission

The mission of the state of Maine Traffic Records Coordinating Committee is to positively impact traffic safety through improvements to traffic records and data systems. The Committee shall

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

Future Strategies

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

The state of Maine TRCC has identified and prioritized projects selected to resolve the deficiencies identified in the strategic plan (see S.405c plan). The committee agreed on the prioritization and funding at the TRCC meeting held on May 7, 2014. The state of Maine TRCC prioritized projects based on their ability to: improve data quality in the core traffic records data systems, bring existing efforts currently underway to completion, make measurable progress toward the end goals of the TRCC and the Sections 405c programs using the performance areas (timeliness, consistency, completeness, accuracy, accessibility, and integration), and increase MMUCC and NEMSIS compliance.

Performance Measures

Please refer to page 134 of this Highway Safety Plan in order to view the TRCC Performance Measure(s) used for this Plan. The FFY15 S. 405c application can also be found in TRIPPRS. Project Prioritization and TRCC FFY 2015 Budget

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

State of Maine TRCC FFY 2015 Budget

Project ID	Project Title	Source
2014-14TR	Program Management & Operations	\$212,194 S.402
ME-P-00001	Electronic Collection of EMS Run Report Data	\$200,000 S.408
ME-P-00003	FTP data from Municipal systems to the BMV database	
ME-P-00004	Online Registration Renewal	
ME-P-00006	MCRS Update	\$600,000 S.408
ME-P-00007	BMV Crash XML Update	
ME-P-00008	INFORME Crash Form Web Service	
ME-P-00009	Traffic Records Data Warehouse	
ME-P-00010	EMS Public Access and Data Mining	
ME-P-00011	E-Citation	\$758,213 S.405c
ME-P-00014	Maine CODES	\$100,000 S.405c
ME-P-00015	Public Access Reports - Traffic	\$250,000 S.405c
ME-P-00020	CODES EMS Linkage	
ME-P-00022	Registration Barcode	
ME-P-00023	Barcode Scanners/Training	
ME-P-00024	Electronic Collection of Highway Data	\$150,000 S405c
Total		\$2,270,407.00

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

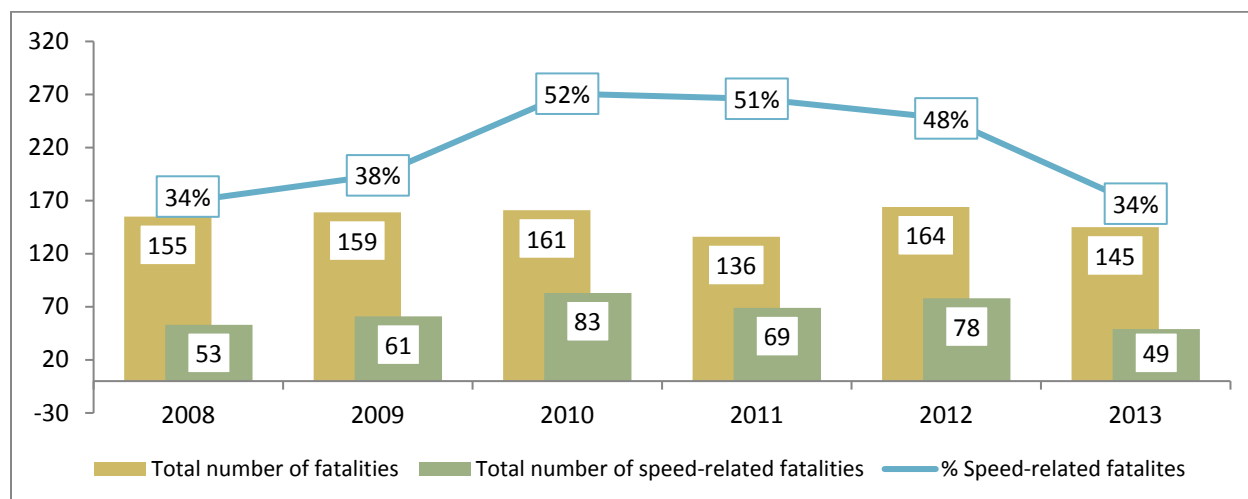
Police Traffic Services

Maine has a total of 145 law enforcement agencies that are responsible for providing services to the entire state of Maine. In recent years, Maine's law enforcement agencies have suffered due to insufficient staffing and budget cuts. The limitations imposed by these losses have impacted the ability of law enforcement agencies to conduct traffic safety enforcement and to procure the equipment that is essential for overall traffic enforcement. In order to aid these agencies, the MeBHS will provide an equipment grant in FY2015 to supply agencies with needed speed enforcement equipment.

Excessive speed is of particular concern because it frequently leads to other driver errors and results in serious injury. Speed limits are designed to give drivers sufficient time to stop if there's an unexpected event. Greater speeds require longer stopping time; thus, the time available to a driver to react and avoid a crash is drastically reduced with every mile per hour driven over the speed limit. Furthermore, the dangers associated with driving over the speed limit are compounded by winter driving conditions. This is an issue for a good portion of the year in Maine, where winter weather often lasts from November until March or April. Failure to adjust speed for weather-related road conditions contributed to a high rate of crashes in the early months of 2014.

The MeBHS is working with law enforcement agencies to fund dedicated overtime details to combat speeding through a Speeding Enforcement Campaign. Departments were selected by researching speed crash data, which was provided to MeBHS by the MaineDOT, for the years 2007 to 2013. The MeBHS selected departments from areas with the highest numbers of speed related crashes. The next portion of this 3-year campaign (which began in 2014) will be conducted from January of 2015 until mid-September of 2015. At the end of the three-year period, MeBHS will conduct research to determine if regions that benefitted from campaign funds experienced a drop in speed related crashes.

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



Source: State Crash Data Files

The latest edition of the Maine Strategic Highway Safety Plan established a goal of reducing speed related fatalities by 5% by 2014 to a 5-year average of 66. Maine is on track to meet that goal if speed-related fatalities continue to decrease in 2014.

Projects

- **Project Number:** 2015-15PT

Project Title: Program Management and Operations

Project Description: Costs under this program area include salaries, travel (examples include TSI training courses, in state travel to monitor sub-grantees, LEA Chief committee meetings) for highway safety coordinators and/ or program managers, clerical support personnel and operating costs (printing, supplies, state indirect rate, and postage) directly related to this program, such as program development, coordination, monitoring, evaluation, public education and marketing, auditing and training. This project will also fund a contracted position to assist with LE related projects such as the retro-fitting of the BAT mobile and the specialized LE trainings.

Project Justification: NA

Project Cost: \$200,000.00 (S.402)

Grantee: MeBHS

- **Project Number:** 2015-15PT

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

Project Description: MeBHS surveyed LEAs to determine what traffic safety equipment was most needed and discovered that many LEAs have a need for speed

trailer sign that can be used during enforcement efforts and can also be used to collect data on rural roadways for future speed enforcement. Each district will share the speed trailer and will agree to move it to and from the towns and cities within the district. Due to the geographical size of our northern district 8 region, this region will receive two speed signs in order to better serve all agencies located within this region. Although not driven by high-crash location, the procurement of speed measuring data devices such as this will allow the agencies to gather information to aid in their individual enforcement efforts. The MeBHS, through the Request for Proposal process, identified a vendor to supply the state with 10 speed enforcement display signs. These signs will be stationed in each of the 8 law enforcement districts in the Maine for LEAs to use for speed enforcement and other traffic safety-related messaging. Additionally, this project will fund new radar units for law enforcement to aid all agencies in routine speed detection and enforcement. Agencies in high crash speed locations will receive invitations to participate in the RFP for radar devices first. If funds remain, other agencies will be invited to procure. LEA's in Maine have been working with older non-functioning speed radar equipment. No equipment in excess of \$5,000.00 will be purchased without separate approval in writing by NHTSA. Participating LEAs provide a cash match. Project numbers will be assigned after contracts with LEAs are awarded.

Project Justification: CTW, Seventh Edition 2013 Section 3:

1.1 "Speed Limits"

2.3 Other Enforcement Methods

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

Grantee: MeBHS

■ Project Number: 2015-15PT

Project Title: Maine State Police SAFE Program

Project Description: Funds will support Maine State Police troops and the air wing unit in conducting SAFE (Strategic Area Focused Enforcement) dedicated overtime speed details in designated high crash locations. This is a data driven approach to statewide speed enforcement by 8 troops of the Maine State Police. Each year, the MSP evaluate their SAFE program and make adjustments as necessary. Troops are awarded funds proportionally based on the high-crash/high-fatality speed related crashes in their jurisdiction. The MSP partner with other New England State Police for major interstate patrols targeted at speeding drivers. In 2013 the MSP wrote more than 25,000 citations for speeding. This is a 6% increase in speed summons written in a three year period.

Project Justification: CTW, Seventh Edition 2013 Section 3:

1.1 "Speed Limits"

c
 2.2 “High Visibility Enforcement”
 2.3 “Other Enforcement Methods”
 Project Cost: \$150,000.00 (S.402)
 Grantee: Maine State Police

■ Project Number: 2015-15PT
 Project Title: Law Enforcement Liaison
 Project Description: The role of a Law Enforcement Liaison includes serving as the liaison between the law enforcement community and key partners and the MeBHS; encouraging increased participation by law enforcement in HVE campaigns; encouraging the use of DDACTS and other proven countermeasures and evaluation measures; soliciting input from the MeBHS partners on programs and equipment needed to impact priority program areas. Funding for this project will support contracted Law Enforcement Liaison costs including hourly wage and related travel expenses. State Highway Safety Offices are encouraged to utilize LELs based on proven improvements in services conducted and supported by LEL’s in other states. The MeBHS is in the RFP process for an LEL contractor due to the first four-year contracted ending in early 2014.
 Project Justification: CTW, Seventh Edition 2013 Section 1:
 5 “Prevention, Intervention, Communication and Outreach
 CTW, Seventh Edition 2013 Section 2:
 3 “Communications and Outreach
 CTW, Seventh Edition 2013 Section 3:
 4 “Communications and Outreach”
 CTW, Seventh Edition 2013 Section 4:
 4.2 “Communications and Outreach”
 CTW, Seventh Edition 2013 Section 5:
 4. “Communications and Outreach”
 CTW, Seventh Edition 2013 Section 6:
 Project Cost: \$100,000.00 (S.402)
 Grantee: MeBHS

■ Project Number: 2015-15PT
 Project Title: Data-Driven Speed Enforcement Campaign

Project Description: According to the latest 2012 version of the Maine Strategic Highway Safety Plan, speed-related crashes account for 19% of the total crashes and 42% of the total fatalities in the state of Maine. Speed is cited as a factor in 6,100 of the 28,000 crashes that occur annually. Our data clearly highlight specific problem areas, including Cumberland, Kennebec, Penobscot, York, Somerset, Waldo, and Washington Counties. Our 2014 Speed Campaign focuses on decreasing the speed-related crashes in those areas by partnering with local law enforcement agencies, including Auburn PD, Augusta PD, Caribou PD, Ellsworth PD, Lewiston PD, Farmington PD, Presque Isle PD, Topsham PD, Waterville

PD, and the Oxford County Sheriff's Office. LEA's were selected using crash data supplied from MaineDOT and identifying towns that experienced the most speed related crashes from 2007-2011. As you can see from the table below towns with the highest levels of speed related crashes were selected to participate in our speed enforcement program. Additional funds are given to towns that are located in counties that have experienced high levels of speed related crashes such as Cumberland and York Counties.

Speed Related Crashes 07-11		Crash Year					
CNTYNAME	TOWNNAME	2007	2008	2009	2010	2011	Grand Total
Androscoggin	Auburn	126	154	115	139	60	594
	Durham	31	31	23	16	14	115
	Greene	23	33	23	25	17	121
	Leeds	13	18	13	10	6	60
	Lewiston	49	62	51	43	30	235
	Lisbon	15	19	3	3	6	46
	Livermore	15	24	22	16	19	96
	Livermore Falls	2	8	5	2	7	24
	Mechanic Falls	5	4	4	1	5	19
	Minot	25	20	19	12	17	93
	Poland	19	26	12	17	7	81
	Sabattus	40	32	21	13	14	120
	Turner	41	59	37	35	12	184
	Wales	7	15	6	8	5	41
Androscoggin Total		411	505	354	340	219	1829
Aroostook	Allagash	1	2	2			5
	Amity		3	2	2	2	9
	Ashland	2					2

	Bancroft	2		1	1		4
	Benedicta Twp		1			1	2
	Blaine	3	4	3	5	3	18
	Bridgewater	7	5	6		3	21
	Caribou	32	30	21	19	30	132
	Cary Plt	1	1	1	1		4
	Castle Hill	6	14	5	6	4	35
	Caswell		1				1
	Chapman		1		2	2	5
	Connor Twp	3	1	3	3	4	14
	Cross Lake Twp	3	2	4	2	1	12
	Crystal	6	7	2	5	4	24
	Cyr Plt		1	1		1	3
	Dyer Brook	4	9	7	3	2	25
	E Twp		1				1
	Eagle Lake	1	3		2	1	7
	Easton	2	2	2	5	1	12
	Fort Fairfield	7	8	10	5	4	34
	Fort Kent	6	16	14	4	9	49
	Frenchville	8	5	6	7	3	29
	Garfield Plt	1					1
	Grand Isle	1	1	1	2	3	8
	Hamlin		3	2		5	10
	Hammond		1		1		2

	Haynesville				1	1	2
	Hersey	3		1			4
	Hodgdon	7	11	3	9	13	43
	Houlton	8	21	12	8	15	64
	Island Falls	5	8	4	1	6	24
	Limestone	1	2	2	1		6
	Linneus		4	5	4	4	17
	Littleton	7	10	5	5	5	32
	Ludlow	6	4	6	1	5	22
	Macwahoc Plt		1		1		2
	Madawaska	6	3	2	5	3	19
	Madawaska Lake Twp			2	1	1	4
	Mapleton	9	7	5	11	5	37
	Mars Hill	6	9	7	5	6	33
	Masardis			2	2	1	5
	Merrill	2	1	1	2		6
	Molunkus Twp				1		1
	Monticello	3	4	2	1	1	11
	Moro Plt	3	1		2	1	7
	Nashville Plt		1			2	3
	New Canada				2	1	3
	New Limerick	2	3	1	4	5	15
	New Sweden	3	3	3	4	2	15
	North Yarmouth Academy					1	1

	G r a n t T w p						
Oakfield	4	2	4	2	4	16	
Orient	3	2	1	1	1	8	
Oxbow Plt					1	1	
Perham	1		1			2	
Portage Lake	1	2		1		4	
Presque Isle	24	31	22	15	31	123	
Reed Plt	5		1	1		7	
Saint Agatha	1	7	4		3	15	
Saint Francis	1	4	2	2	2	11	
Saint John Plt	2	2		1	1	6	
Sherman	9	10	7	3	7	36	
Smyrna	6	7	4	10	12	39	
Stockholm		1	3	1		5	
T11 R4 WELS	1	1		1		3	
T14 R6 WELS	1					1	
T17 R4 WELS	2			1	1	4	
T7 R5 WELS	2	2				4	
T8 R5 WELS	1	1				2	

	T9 R5 WELS	3	1			1	5
	Van Buren		1				1
	Wade	1	1		1		3
	Wallagrass	7	4	1	5	4	21
	Washburn	3	6	3	4	5	21
	Westfield	4	1	4	5	2	16
	Westmanland		1	1			2
	Weston	2		1	1	1	5
	Winterville Plt					2	2
	Woodland	10	5	5	3	7	30
Aroostook Total		261	307	220	204	246	1238
Cumberland	Baldwin	10	8	7	10	11	46
	Bridgton	16	33	25	8	11	93
	Brunswick	138	113	110	60	72	493
	Cape Elizabeth	6	5	3	8	2	24
	Casco	22	22	30	17	19	110
	Chebeague Island		1				1
	Cumberland	32	32	21	11	25	121
	Falmouth	68	66	40	44	37	255
	Freeport	55	64	43	46	67	275
	Frye Island		1				1
	Gorham	64	41	27	47	19	198
	Gray	58	63	44	41	45	251
	Harpswell	19	10	14	12	19	74

	Harrison	21	14	9	17	9	70
	Naples	31	31	36	26	22	146
	New Gloucester	51	45	44	36	43	219
	North Yarmouth	10	12	8	10	18	58
	Portland	192	185	142	147	153	819
	Pownal	10	6	5	13	10	44
	Raymond	28	34	25	22	25	134
	Scarborough	147	143	114	121	89	614
	Sebago	11	10	7	8	13	49
	South Portland	73	58	73	45	61	310
	Standish	53	48	45	28	37	211
	Westbrook	48	29	14	21	17	129
	Windham	54	55	32	28	25	194
	Yarmouth	21	14	13	11	16	75
Cumberland Total		1238	1143	931	837	865	5014
Franklin	Alder Stream Twp	3			1		4
	Avon	9	6	4	2	1	22
	Carrabassett Valley	4	15	7	5		31
	Carthage	2	9	9	6	3	29
	Chain of Ponds Twp	4	1	1	3		9
	Chesterville	12	15	7	8	2	44
	Coburn Gore		1				1
	Coplin Plt	2	2		1	1	6
	Dallas Plt	2	2		2	2	8

	Eustis	7	6	2	1	4	20
	Farmington	28	48	30	37	44	187
	Freeman Twp	7	5	3	3	3	21
	Industry	7	14	6	12	5	44
	Jay	32	39	18	24	20	133
	Kingfield	11	16	7	8	4	46
	Lang Twp				1		1
	Madrid Twp		4		4		8
	New Sharon	10	14	11	20	17	72
	New Vineyard	12	5	9	9	5	40
	Perkins Twp	2	2			1	5
	Phillips	6	10	4	9	3	32
	Rangeley	4	9	1	4	2	20
	Rangeley Plt	1		4	3	1	9
	Salem Twp		3	1	3	1	8
	Sandy River Plt	5	5	3	7	10	30
	Strong	9	9	8	8	9	43
	Temple	1	1	1	3	1	7
	Township D		2	1			3
	Township E	3				1	4
	Washington Twp	2	1	2	1	1	7
	Weld	6	2	2	3	5	18
	Wilton	8	10	6	8	9	41
	Wyman Twp		2	6	2	2	12

Franklin Total		199	258	153	198	157	965
Hancock	Amherst	4	11	2	5	3	25
	Aurora	5	5	5	2	1	18
	Bar Harbor	33	30	22	31	23	139
	Blue Hill	22	13	20	11	16	82
	Brooklin	7	4	5	2	7	25
	Brooksville	5	1	6	1	3	16
	Bucksport	25	23	8	13	15	84
	Castine	15	3	7	7	4	36
	Dedham	12	23	11	13	9	68
	Deer Isle	7	12	7	15	13	54
	Eastbrook	1		2	3	1	7
	Ellsworth	39	55	29	32	43	198
	Fletchers Landing Twp		1			1	2
	Franklin	5	9	7	9	7	37
	Gouldsboro	1	5	1		1	8
	Hancock	23	8	13	17	16	77
	Lamoine	12	4	1	6	9	32
	Mariaville	8	2	1	2	2	15
	Mount Desert	8	5	9	8	5	35
	Orland	15	18	15	10	12	70
	Osborn			1	1	3	5
	Otis	7	4	3	7	4	25
	Penobscot	9	18	9	8	10	54

	Sedgwick	12	10	12	5	7	46
	Sorrento				1		1
	Southwest Harbor	2	1		2	3	8
	Stonington	5	2	3	3	8	21
	Sullivan	7	5	12	5	5	34
	Surry	9	9	4	7	7	36
	T10 SD	2	3	4	2	3	14
	T22 MD	1	3	1	1	4	10
	T28 MD	1	4	3	1	3	12
	T3 ND		1			1	2
	T9 SD	1					1
	Tremont	5	5	5	1	5	21
	Trenton	10	9	8	7	7	41
	Verona Island	7	2	4	2	1	16
	Waltham	2	6	3	2	1	14
Hancock Total		327	314	243	242	263	1389
Kennebec	Albion	12	12	11	12	3	50
	Augusta	110	114	87	62	82	455
	Belgrade	15	24	12	19	13	83
	Benton	16	33	26	24	24	123
	Chelsea	16	20	14	8	9	67
	China	29	22	22	22	15	110
	Clinton	17	21	23	15	14	90
	Farmingdale	10	26	18	18	20	92

	Fayette	5	10	3	11	2	31
	Gardiner	12	12	11	14	16	65
	Hallowell	9	13	9	6	9	46
	Litchfield	21	25	20	25	19	110
	Manchester	18	27	11	8	11	75
	Monmouth	8	18	12	15	9	62
	Mount Vernon	17	7	6	7	4	41
	Oakland	8	10	17	20	9	64
	Pittston	14	14	5	12	11	56
	Randolph	5	4	5	4	5	23
	Readfield	13	18	18	15	17	81
	Rome	6	6	10	4	3	29
	Sidney	46	61	33	48	32	220
	Unity Twp	2	1	2	1	1	7
	Vassalboro	29	37	18	21	12	117
	Vienna	1	2	3	7	4	17
	Waterville	37	54	57	50	49	247
	Wayne	10	9	3	3	6	31
	West Gardiner	19	24	13	20	20	96
	Windsor	11	22	11	14	15	73
	Winslow	43	15	9	20	10	97
	Winthrop	21	30	17	24	34	126
Kennebec Total		580	691	506	529	478	2784
Knox	Appleton	9	12	3	9	7	40

	Camden	6	7	6	6	4	29
	Cushing	13	6	3	5	4	31
	Friendship	4	4	5	12		25
	Hope	13	12	6	6	3	40
	North Haven	1	1	1	1		4
	Owls Head	2	11	6	4	4	27
	Rockland	9	13	11	6	10	49
	Rockport	20	8	9	13	6	56
	Saint George	11	14	11	6	6	48
	South Thomaston	9	8	8	5	10	40
	Thomaston	5	6		3	4	18
	Union	14	14	8	13	5	54
	Vinalhaven	7	4	4	2	5	22
	Warren	12	19	17	15	10	73
	Washington	6	7	13	4	11	41
Knox Total		141	146	111	110	89	597
Lincoln	Alna	1	7	1	2	3	14
	Boothbay	12	15	7	4	2	40
	Boothbay Harbor	7	10	2	7		26
	Bremen	3	7	2	6	1	19
	Bristol	14	15	18	8	3	58
	Damariscotta	9	9	4	3		25
	Dresden	13	15	9	7	5	49
	Edgecomb	12	13	6	6	4	41

	Jefferson	19	18	10	9	5	61
	Newcastle	13	17	4	13	5	52
	Nobleboro	7	6	3	4	2	22
	Somerville	5	4	2	3	5	19
	South Bristol	3	3		3	1	10
	Southport	3	3	1	6		13
	Waldoboro	23	20	22	7	9	81
	Westport Island	3	2	1	1		7
	Whitefield	16	7	11	11	8	53
	Wiscasset	11	12	5	5	8	41
Lincoln Total		174	183	108	105	61	631
Oxford	Adamstown Twp		1			1	2
	Albany Twp	3	7	3	3	2	18
	Andover	1	8	3	1	3	16
	Andover North Surplus		1				1
	Bethel	21	7	14	10	11	63
	Brownfield	3	5	8	8	5	29
	Buckfield	18	19	5	19	8	69
	Byron	2	2	3			7
	Canton	17	13	9	6	7	52
	Denmark	7	8	5			20
	Dixfield	15	1	3	13	4	36
	Fryeburg	4	8	8	8	5	33
	Gilead	7	5	3	3	1	19

	Grafton Twp	2	3	1	1		7
	Greenwood	9	3	4	3	3	22
	Hanover	5	1		2		8
	Hartford	9	13	5	10	2	39
	Hebron	9	11	6	8	7	41
	Hiram	10	7	7	9	10	43
	Lincoln Plt	3	2				5
	Lovell	2	7	3	3	4	19
	Lower Cupsuptic Twp				1		1
	Magalloway Plt	1					1
	Mason Twp				1		1
	Mexico	4	9	2	2	5	22
	Milton Twp	1	1		1		3
	Newry	4	7	4	5	6	26
	Norway	26	27	15	17	12	97
	Otisfield	9	11	7	5	7	39
	Oxford	24	47	22	27	15	135
	Paris	27	41	16	21	14	119
	Peru	13	11	10	11	12	57
	Porter	7	8	10	9	7	41
	Roxbury	6	3	3	3	5	20
	Rumford	24	24	8	12	13	81
	Stoneham	1		3	2	2	8
	Stow	1	1	1	2	2	7

	Sumner	12	9	3	5	4	33
	Sweden	5	4		4	4	17
	Upton					1	1
	Waterford	10	13	9	4	5	41
	West Paris	5	17	4	6	7	39
	Woodstock	11	16	9	19	5	60
Oxford Total		338	381	216	264	199	1398
Penobscot	Alton	12	14	7	6	9	48
	Argyle Twp	1	9	3	7	4	24
	Bangor	143	154	124	105	125	651
	Bradford	8	5	6	6	1	26
	Bradley	3	3	3		4	13
	Brewer	31	23	35	17	22	128
	Burlington	2	2	1			5
	Carmel	18	38	28	20	31	135
	Carroll Plt	2	2	1			5
	Charleston	10	12	4	12	12	50
	Chester	5	11	3		3	22
	Clifton	3	11	5	16	7	42
	Corinna	15	13	13	8	11	60
	Corinth	16	15	6	11	10	58
	Dexter	17	13	6	2	5	43
	Dixmont	9	12	4	15	9	49
	Drew Plt	1					1

	East Millinocket	2	1	2			5
	Eddington	14	8	5	9	7	43
	Edinburg	5	14	4	3	5	31
	Enfield	10	5	11	12	10	48
	Etna	17	32	11	19	29	108
	Exeter	10	8	6	10	7	41
	Garland	11	10	3	7	8	39
	Glenburn	12	13	13	26	19	83
	Grand Falls Twp				1		1
	Greenbush	11	5	5	8	7	36
	Greenfield Twp	2	1	2	2		7
	Grindstone Twp			1		1	2
	Hampden	33	41	28	16	31	149
	Hermon	24	32	21	31	41	149
	Herseytown Twp	1			4	4	9
	Holden	16	15	6	9	6	52
	Howland	10	7	2	11	9	39
	Hudson	5	15	8	4	9	41
	Kenduskeag	10	12	10	13	7	52
	Kingman Twp		1	1	1	2	5
	Lagrange	6	1	8	3	7	25
	Lakeville	2	1				3
	Lee	9	5	4	3	3	24
	Levant	23	9	13	8	13	66

	Lincoln	17	12	8	7	14	58
	Long A Twp	1		1		2	4
	Lowell	2		1	3	1	7
	Mattamiscontis Twp	1	6	2	3	2	14
	Mattawamkeag	5	2	1		3	11
	Maxfield				1	1	2
	Medway	4	12	10	7	6	39
	Milford	8	15	4	6	10	43
	Millinocket		10	4	6	8	28
	Mount Chase		1		1	2	4
	Newburgh	22	22	10	18	17	89
	Newport	13	22	16	15	15	81
	Old Town	36	38	14	22	18	128
	Orono	19	27	16	22	31	115
	Orrington	20	19	19	12	18	88
	Passadumkeag	1	3		1	1	6
	Patten	4	5	2	3	4	18
	Plymouth	12	20	9	11	24	76
	Prentiss Twp T7 R3 NBPP		3		4	1	8
	Seboeis Plt			1			1
	Springfield	3	2	1	1	1	8
	Stacyville	1	3	2	2	1	9
	Stetson	6	4	5	3	6	24
	T1 R6 WELS	3	6	4		5	18

	T1 R8 WELS				1		1
	T2 R8 NWP	12	4	4	5	11	36
	T2 R9 NWP	6	12	5	6	10	39
	T3 Indian Purchase Twp	2	4	1		2	9
	T4 Indian Purchase Twp	1					1
	T6 R7 WELS	1					1
	T6 R8 WELS		1				1
	Veazie	5	9	5	3	1	23
	Webster Plt	2			1	1	4
	Winn	2	4	1	3	5	15
	Woodville	1	1	1	1		4
Penobscot Total		739	840	560	593	699	3431
Piscataquis	Abbot	1	4	2	1	1	9
	Atkinson			1	1	2	4
	Beaver Cove				1		1
	Big Moose Twp	1	1			1	3
	Brownville				1		1
	Dover-Foxcroft	6	11	10	5	8	40
	Ebeemee Twp		1				1
	Greenville	4	3		1	2	10
	Guilford	6	2	1	3	6	18
	Harfords Point Twp					1	1
	Kingsbury Plt				2	2	4
	Medford	2		3	2	1	8

	Milo	1		1	2	2	6
	Monson	2	7	3	3	6	21
	Moosehead Junction Twp			2			2
	Mount Katahdin Twp		1				1
	Orneville Twp	1	4		3	2	10
	Parkman	2	6	3	2	1	14
	Sangerville	1	5	1	1	2	10
	Sebec	3	2	2	2	5	14
	Shirley	1		2			3
	T1 R9 WELS		1				1
	T2 R9 WELS			1	1		2
	T3 R10 WELS		1		1	1	3
	Wellington				1	1	2
	Willimantic	1	1	1			3
Piscataquis Total		32	50	33	33	44	192
Sagadahoc	Arrowsic	1	4	4	2		11
	Bath	14	16	11	10	13	64
	Bowdoin	12	17	14	8	12	63
	Bowdoinham	24	22	14	17	16	93
	Georgetown	6	3	2	2	4	17
	Phippsburg	11	10	6	9	7	43
	Richmond	13	17	17	10	10	67
	Topsham	39	37	23	27	37	163
	West Bath	10	12	11	10	6	49

	Woolwich	10	12	20	14	7	63
Sagadahoc Total		140	150	122	109	112	633
Somerset	Anson	16	10	12	13	10	61
	Athens	5	9	2	7	2	25
	Bingham		2	3	2	3	10
	Brighton Plt	1	1	1		1	4
	Cambridge	2			2		4
	Canaan	8	8	9	9	8	42
	Caratunk	1		1			2
	Carrying Place Town Twp					1	1
	Concord Twp	2	1			1	4
	Cornville	5	9	6	5	5	30
	Dennistown Plt	1	1		1		3
	Detroit	8	6	6	5	8	33
	Embden	1	7	4	4	3	19
	Fairfield	27	29	26	40	21	143
	Harmony	2	4		2	3	11
	Hartland	4	2	7	5	7	25
	Jackman	3	4	3	3	2	15
	Johnson Mountain Twp	3			4	1	8
	Lexington Twp		2	2	1	3	8
	Long Pond Twp		1				1
	Madison	20	23	21	28	17	109
	Mayfield Twp	2	1	1	2		6

	Mercer	6	1	4	1	3	15
	Moose River				2		2
	Moscow	3	5	3	4	4	19
	Moxie Gore			1			1
	New Portland	4	6	3	4	13	30
	Norridgewock	18	22	12	17	16	85
	Palmyra	27	35	21	21	27	131
	Parlin Pond Twp	1	1				2
	Pittsfield	25	46	12	26	38	147
	Pleasant Ridge Plt	1			1		2
	Ripley		5	2	6		13
	Rockwood Strip T1 R1 N B K P	1		1	1		3
	Saint Albans	15	9	4	7	6	41
	Sandy Bay Twp			2	2	1	5
	Skowhegan	17	26	29	33	23	128
	Smithfield	9	5	3	4	9	30
	Solon	2	6	4	4	6	22
	Starks	3	3	3	1	2	12
	Taunton & Raynham A c a d	1					1

	em y G r a n t						
	The Forks Plt	1	2	1	1		5
	Tomhegan Twp				1	1	2
Somerset Total		245	292	209	269	245	1260
Waldo	Belfast	8	6	3	15	15	47
	Belmont	7	4	4	5	2	22
	Brooks	8	5	6	10	6	35
	Burnham	11	13	8	9	10	51
	Frankfort	4	13	9	7	7	40
	Freedom	4	6	5	4	1	20
	Islesboro	1	4			1	6
	Jackson	4	3	3	2	7	19
	Knox	3	5	9	7	5	29
	Liberty	7	3	6	6	5	27
	Lincolnville	6	6	6	9	8	35
	Monroe	5	7	13	9	4	38
	Montville	14	10	4	15	5	48
	Morrill	3	3	10	6	5	27

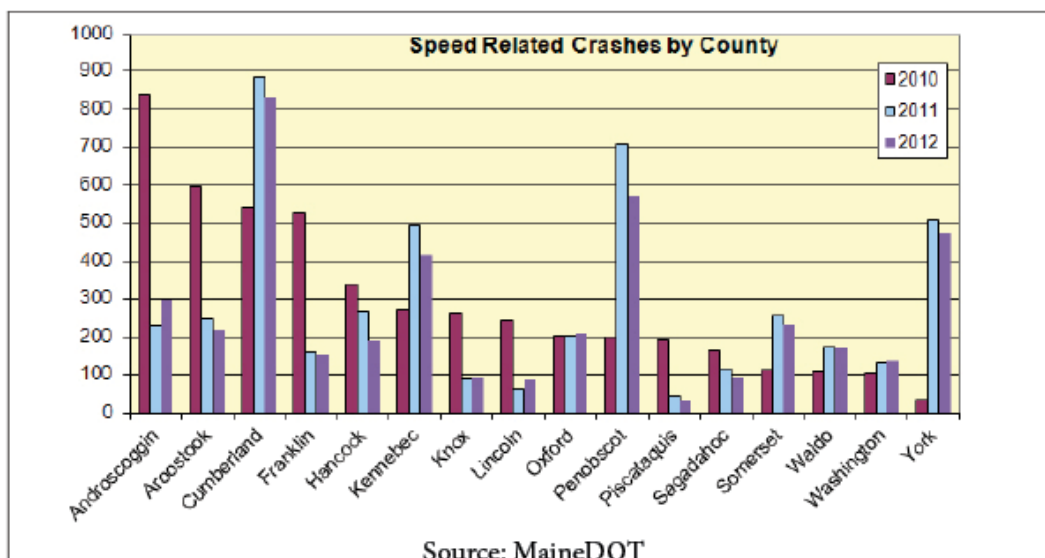
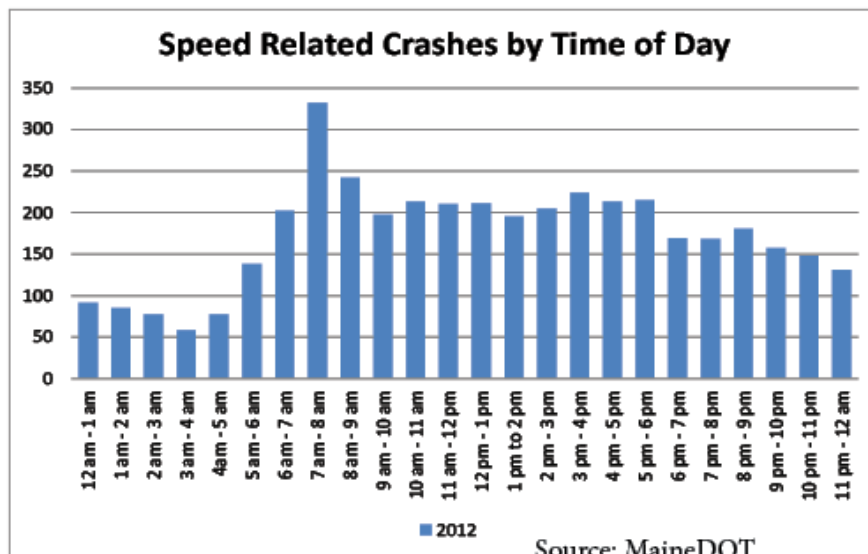
	Northport	9	13	13	8	5	48
	Palermo	3	7	4	9	4	27
	Prospect	2	4	4	5	7	22
	Searsmont	7	9	9	8	9	42
	Searsport	5	6	4	5	10	30
	Stockton Springs	2	6	2	4	8	22
	Swanville	6	8	3	9	11	37
	Thorndike	1	10	2	3	2	18
	Troy	12	12	7	7	6	44
	Unity	10	5	7	8	5	35
	Waldo	8	9	5	6	9	37
	Winterport	16	25	7	15	15	78
Waldo Total		166	202	153	191	172	884
Washington	Addison	3	6	3	4	5	21
	Alexander	3	3	3	4	1	14
	Baileyville	4	1	5	5	1	16
	Baring Plt	5	3	1	1	3	13
	Beals			3	2	2	7
	Beddington	2				1	3
	Big Lake Twp			1			1
	Calais	14	17	12	12	10	65
	Cathance Township			1	4		5
	Charlotte	6	8	6	6	4	30
	Cherryfield	1	3	4	3	5	16

	Codyville Plt	1		1	2		4
	Columbia	8	2	2	5	1	18
	Columbia Falls			3	5	1	9
	Cooper	1	1	4	2	1	9
	Crawford	5	3	1	4	1	14
	Cutler	1	2	3	1	1	8
	Danforth	2	2	3	2	1	10
	Day Block Twp		2	5	1	1	9
	Deblois	2	1	2	2	2	9
	Dennysville	1	3	1	1	2	8
	Devereaux Twp		1		1		2
	East Machias	7	7	6	13	10	43
	Eastport	1	1				2
	Edmunds Twp		2	1	2	3	8
	Grand Lake Stream Plt	1	1		1		3
	Greenlaw Chopping Twp				1		1
	Harrington	1	1		5	5	12
	Indian Twp Res	1			1		2
	Jonesboro	6	1	4	5	3	19
	Jonesport	4	2	2	8	5	21
	Kossuth Twp	2	1	1	3		7
	Lambert Lake Twp		1				1
	Lubec	3	6	4	6	6	25
	Machias	2	1	2	3	5	13

	Machiasport	2	4		7	3	16
	Marion Twp			1			1
	Marshfield		1	3	1	1	6
	Meddybemps	2		3	2	1	8
	Milbridge	4	5	2	2	8	21
	Northfield	4	3			2	9
	Pembroke	4	7	5	4	2	22
	Perry	1	8	5	3	4	21
	Princeton	3	2	3	3	1	12
	Robbinston	3	1	2	1	1	8
	Roque Bluffs		2	1		2	5
	Steuben	5	6	8		5	24
	T24 MD BPP			1			1
	T30 MD BPP		2		1	2	5
	Topsfield	2			3	2	7
	Trescott Twp	3	1	3	3	2	12
	Vanceboro				2		2
	Waite	1	1				2
	Wesley	4		2	5	8	19
	Whiting	9	4	5	9	5	32
	Whitneyville	1		1	2	1	5
Washington Total		135	129	129	163	130	686
York	Acton	15	22	14	17	14	82
	Alfred	23	16	11	9	12	71

	Arundel	31	33	28	22	17	131
	Berwick	9	6	14	18	10	57
	Biddeford	70	92	61	49	48	320
	Buxton	31	23	18	13	16	101
	Cornish	8	4	7	6	6	31
	Dayton	10	14	9	3	2	38
	Eliot	18	11	14	3		46
	Hollis	19	18	14	7	10	68
	Kennebunk	42	34	32	18	22	148
	Kennebunkport	1					1
	Saco	107	111	73	58	83	432
	York	88	75	72	68	54	357
York Total		472	459	367	291	294	1883
Grand Total		5598	6050	4415	4478	4273	24814

Focusing our efforts in the areas of greatest concern will allow us to make the most significant difference in speed-related crashes. This process also demonstrates our ongoing partnership with the SHSP and our ability to work with other departments in order to develop our projects for our HSP. Agencies are awarded funding proportionally based upon data evaluation. This enforcement plan requires continuous follow up. It is the intention of the MeBHS to monitor the successes of the grant as it is being conducted to conclude if any modifications need to be implemented in order to have a successful grant period in which the LEA is producing results. Project numbers will be assigned after contracts with LEAs are awarded.



Project Justification: CTW, Seventh Edition 2013 Section 3:

2.2 "High Visibility Enforcement"

Project Cost: \$685,000.00 (S.402)

Grantees: Please refer to list below for a list of participating LEA's and budget.

Sub grantee	Budget	Sub grantee	Budget
Auburn PD	\$ 20,000	Presque Isle PD	\$ 20,000
Augusta PD	20,000	Saco PD	20,000
Bangor PD	20,000	Scarborough PD	20,000
Biddeford PD	25,000	Skowhegan PD	20,000
Caribou PD	20,000	South Portland PD	25,000

Ellsworth PD	20,000	Topsham PD	20,000
Kennebunk PD	20,000	Waterville PD	20,000
Lewiston PD	20,000	Windham PD	20,000
Falmouth PD	20,000	York PD	25,000
Farmington PD	20,000	Somerset County Sheriff's Office	20,000
Freeport PD	20,000	Oxford County Sheriff's Office	20,000
Fairfield PD	20,000	Penobscot County Sheriff's Office	20,000
Gorham PD	20,000	Kennebec County Sheriff's Office	20,000
Hampden PD	20,000	Androscoggin County Sheriff's Office	20,000
Jay PD	20,000	Cumberland County Sheriff's Office	25,000
Oxford PD	20,000	York County Sheriff's Office	25,000
Paris PD	20,000	Total	\$ 685,000.00

Project Title	Project Number	Budget	Source
Program Management and Operations (includes LEPD salary)	2015-15PT	\$200,000.00	S. 402
LE Equipment Procurement	2015-15PT	\$500,000.00	S.402
Maine State Police SAFE Program	2015-15PT	\$100,000.00	S.402
Law Enforcement Liaison	2015-15PT	\$100,000.00	S.402
Data Driven Speed Enforcement Campaign	2015-15PT	\$685,000.00	S.402
Total		\$1,585,000.00	

Pedestrian & Bicycle Safety

Maine has an average of 11 pedestrian fatalities per year. Pedestrians and bicyclists are vulnerable users of the transportation system. For many people, walking is the only option. Children, teenagers, the elderly, people with disabilities, and those with financial limitations often have no other way to get to a destination. A safe place to walk and bike is essential to these and most other users of the transportation system. In Maine, an average of one pedestrian a day is hit by a motor vehicle. More than ninety percent of these pedestrian crashes involve injury or death to the pedestrian.

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

Our HSP is a partnered effort, much like the SHSP. MeBHS did not solicit input from partners for pedestrian funded projects using S. 402 funds in this HSP. We have added projects from the SHSP to show that the state is addressing the pedestrian problem and would consider something in FFY16 provided data continues to warrant funding from our office in addition to the SHSP. Bicycle & Pedestrian Safety Projects are currently addressed through the Maine Department of Transportation. Maine DOT has a dedicated Bike/Peds Program Manager. This person is responsible for such programs as “Safe Routes to Schools” and this person advocates for Bicycle and Pedestrian Safety Programs statewide, including a focus on safety presentations and activities to improve bike/pedestrian safety behaviors to reduce injuries and crashes.

Current and upcoming MaineDOT countermeasures are listed below:

Upcoming MaineDOT Countermeasures:

Bicycle and Pedestrian Safety Education Program in schools and communities statewide, including a focus on safety presentations and activities to improve safety behaviors to reduce injuries and crashes. Slated for Calendar Year 2017.

Rectangular Rapid Flash Beacons (RRFB) for pedestrian crossings (40 locations)

High Visibility Bike Lanes

In-road pedestrian warning signs

**Also attached (Appendix 7) is the MaineDOT complete streets policy which was enacted by that department and describes the efforts of that department.

The projects below are taken from the Maine 2012 SHSP and outline the state's ongoing pedestrian safety countermeasures.

Projects

- *Ensure pedestrian improvements, including sidewalks and crossing improvements, are made when warranted to improve pedestrian safety on the transportation system.*
Reasoning: Engineering solutions are vital to improving pedestrian safety and mobility.
Lead Agency: MaineDOT and local municipalities.
Timing: Ongoing
- *Educate municipalities, planners and advocates on the policies, processes, and funding opportunities available to improve conditions for pedestrians in their local communities through road improvements, site visits, educational programming, presentations and media campaigns.*
Reasoning: Many pedestrian improvements are locally driven, and education helps enable improved community environments.
Lead Agency: MaineDOT and local municipalities.
Timing: Ongoing
- *Maintain a web page that provides safety information and the tools and resources available for communities to identify deficiencies in the pedestrian network and how to make improvements.*
Reasoning: Web resources can provide viable and efficient information.
Lead Agency: MaineDOT.
Timing: Ongoing
- *Continue and expand state agency coordination regarding planning processes, policy implementation, outreach efforts and programming to ensure that relevant state agencies are working towards well-planned communities with safe pedestrian infrastructure.*
- *Foster collaboration and partnerships (including between state and federal agencies, the private sector, health, safety, and planning professionals) to improve coordination and partnerships with the myriad of groups working on improving conditions for walking.*
Reasoning: Coordination is essential to improving pedestrian safety by ensuring all agencies and groups are coordinating limited resources and efforts.
Lead Agency: MaineDOT
Timing: Ongoing
- *Improve state and local policies and ordinances to ensure that pedestrian connections are made whenever feasible as part of all road improvement projects, developments, site plan approvals, and traffic and environmental mitigation efforts.*

Reasoning: Policies, ordinances, etc. are crucial to ensure pedestrian improvements are made at the time of designing and constructing a new building or road where warranted.

Lead Agency: MaineDOT and local municipalities

Timing: Ongoing

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

Reasoning: Signage has been shown to be important in raising awareness of pedestrian environments, reducing speeds and improving safety

Lead Agency: MaineDOT

Timing: 2012-2013

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

Reasoning: Education, enforcement, and encouragement efforts have been shown to improve safety behavior.

Lead Agency: MaineDOT and NHTSA

- **Timing:** Ongoing Coordinate bicycle improvements including paved shoulders, signage and bike lanes. Increase bicycle lane creation efforts to create defined bike lanes in urban areas to improve bicycle safety and encourage more of the public to feel comfortable biking.

Reasoning: Implementation of bicycle safety improvements is vital to improving bicyclist safety and mobility.

Lead Agency: MaineDOT and local municipalities.

Timing: Ongoing

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

Reasoning: Many bicycle improvements are locally driven, and education helps enable improved safe bicycling environments.

Lead Agency: MaineDOT and local municipalities.

Timing: Ongoing

- Continue safety awareness campaigns including Share the Road campaigns for bicyclists, bicycle safety education programming in schools, law enforcement training, bicycle commuter programs, and Safe Routes to School travel plans and encouragement programs.

Reasoning: Education, enforcement, and encouragement efforts have been shown to improve safety behavior.

Lead Agency: MaineDOT and NHTSA

- **Timing:** Ongoing Continue and expand state agency coordination regarding planning processes, policy implementation, outreach efforts and programming to ensure that relevant state agencies are working towards well-planned communities with safe bicycle infrastructure. Foster collaboration and partnerships-including between state and federal agencies, the private sector, health, safety, and planning professionals - to improve coordination and partnerships with the myriad of groups working on improving conditions for biking.

Reasoning: Coordination is essential to improving bicyclist safety by ensuring all agencies and groups are coordinating limited resources and efforts.

Lead Agency: MaineDOT

Timing: Ongoing

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

Reasoning: Web resources can provide viable and efficient information.

Lead Agency: MaineDOT.

Timing: Ongoing

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

Reasoning: Policies, ordinances, etc. are crucial to ensure bicycle related improvements are made at the time of designing and constructing a new building or road where warranted.

Lead Agency: MaineDOT and local municipalities

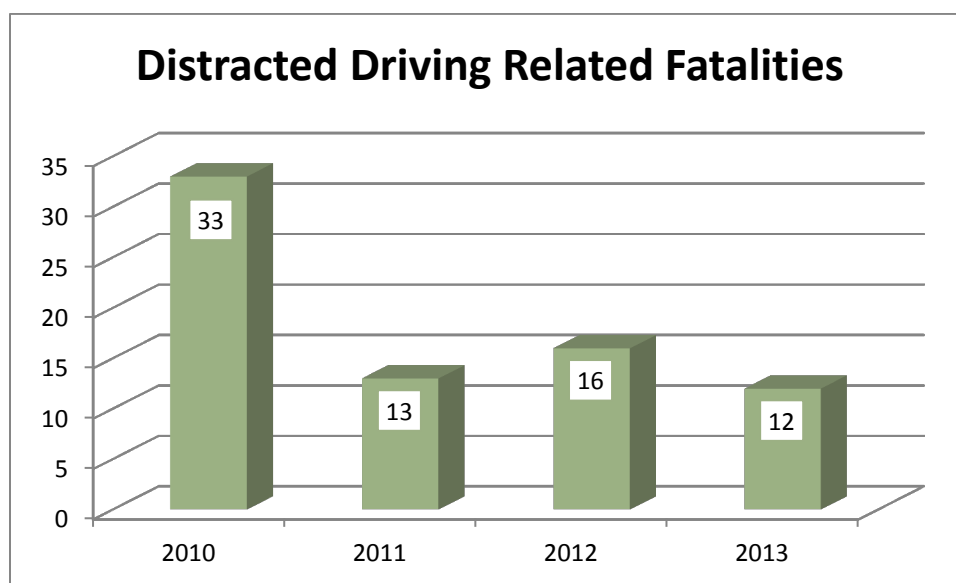
Timing: Ongoing

Distracted Driving

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

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

In 2010 Maine altered the way in which distracted driving was reported in Maine Police Accident Report forms. This alteration caused the State of Maine to separate 2011 numbers from past distracted driving numbers. The goal of the 2014 Maine Strategic Highway Safety Plan is to reduce distracted driving-related fatalities by 10% from the 3 year average of 13.6 (2011-2013) to 12.2 by 2014 (Maine SHSP). The latest version of the Maine SHSP is currently being updated for FY16 where this goal will be updated upon completion of this document. This schema was used because the alteration in distracted driving reporting changed the data outcome of years 2011-2013 that was different from past years. Maine wanted to use data that had similar reporting formats, so this caused the use of data only from 2011-2013 in the creation of the three year average. The graph below displays distracted driving related fatalities from 2010.



Source: State Crash Data Files

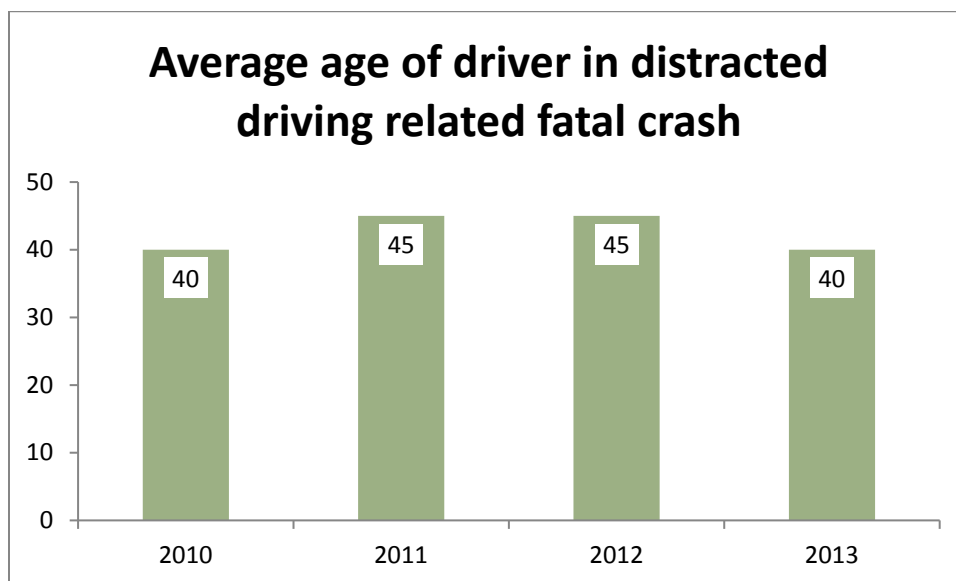
Data show fatal distracted driving related crashes decreasing in recent years, but this is likely not a true reflection of the problem. As stated above, it is difficult to accurately collect distracted driving related crash information at the crash scene because drivers won't always volunteer if they were distracted because of the state of Maine's distracted driving laws. In 2009, Maine enacted a distracted driving law that includes this definition, "Operation of a motor vehicle while distracted"

means the operation of a motor vehicle by a person who, while operating the vehicle, is engaged in an activity:

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

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

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



Source: State Crash Data Files

In order to target this age group, the MeBHS developed distracted driving radio marketing spots in 2014 that reach every major radio market in the state of Maine. This awareness campaign will help to educate the public on the dangers of distracted driving. The MeBHS, with the help of its Media partner, NL Partners, created distracted driving television media spots that will enhance radio education and reach more drivers. The MeBHS also has increased its law enforcement patrol and enforcement of distracted driving by adding a project to fund targeted distracted driving enforcement by the Maine State Police. This will help to target not only the middle aged population, but young drivers as well. Although data determined the average age of a driver involved in a distracted driving fatal crash to be middle aged, the issue is also a problem for the young driver population. This age group has grown up with the availability of mobile phones and has a greater tendency to assimilate using a cell phone while driving as a social norm. In order to combat this

special challenge, the Bureau continues to raise public awareness of the dangers of distracted driving through education targeting high school students via school safety resource officers, safety events using media partners Alliance Sports Marketing, driving simulators, and through the use of specialized enforcement and educational materials. Information regarding the MeBHS' young driver distracted driving education can be found in the public relations and marketing focus section of this report.

Projects

- Project Number: 2015-15DD
- Project Title: Simulated Distracted Driving Public Education
- Project Description: Funds will support costs associated with the MeBHS distracted driving awareness program to include: salaries, travel expenses,, etc., necessary for educating all Maine drivers about the dangers of distracted driving, including texting while driving. This project includes use of the MeBHS's distracted driving simulators, safety presentations and marketing materials. The project is geared towards pre-permitted and newly permitted teens at middle schools and high schools. This project will also reach the 40-45 year old demographic for which our data indicate a higher incidence of distracted driving crashes by supporting MeBHS staff attendance at safety days presented at different workplaces to speak about the dangers of distracted driving as it relates to the workplace (and driving to and from). Under S. 405e guidance, 50% of funds may be used for any project allowable under S. 402. In addition to public advertising and enforcmenet, these funds will also be used to purchase educational materials to support the MeBHS efforts and cost associated with inviting speakers to school events and the purchase of a new driving simulator needed to support the growing program. There is strong public support for outreach for distracted driving and this project is accepted under Communications and Outreach in the *Countermeasures That Work, 7th Edition, 2013* and will be evaluated using NHTSA standard evaluation guidelines DOT HS 811 061 and attitudinal surveys. No equipment in excess of \$5,000.00 will be purchased without prior written approval from NHTSA. Project Justification: CTW, Seventh Edition 2013 Section 1:
 - Sub-section 6 "Underage Drinking and Alcohol-Related Driving
 - CTW, Seventh Edition 2013 Section 2:
 - 7.1 "School Programs"
 - CTW, Seventh Edition 2013 Section 4:
 - 2.2 "Communication and Outreach on Distracted Driving"
 - 3.1 "Employer Programs"
 - CTW, Seventh Edition 2013 Section 6:
 - 2.1 "Pre-Licensure Driver Education"

2.2 “Post-Licensure or Second-Tier Driver Education

6 “Underage Drinking and Alcohol-Related Driving”

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

Grantee: MeBHS

■ Project Number: 2015-15DD

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

Project Description: *Countermeasures That Work 7th Edition* indicates that high-visibility enforcement of distracted driving laws (including texting) can be as effective as that of impaired driving and seat belt enforcement. In 2011 Maine experienced 2,343 crashes involving distraction. This number increased in 2012 to 3,121. The Maine State Police’s goal is to reduce distracted driving related crashes by 5% over the next four years in the locations that data show the most distracted driving. Maine State Police will monitor the distracted driving crash rates both before and after the campaign in order to measure the results of the efforts. Funding will support overtime details for state troopers to conduct distracted driving enforcement on I-95, I-295 and designated high crash locations. Each detail will consist of 4 hours and will be carried out by two officers working in tandem to detect motorists that are driving distracted. Enforcement locations will be selected depending on their historical distracted driving crash activity. This type of high visibility enforcement was conducted in Hartford, CT and Syracuse, NY in 2011 and 2012. Drivers using cell phones were aggressively targeted by law enforcement and studies conducted during and after this campaign revealed a 50% reduction in the observed cell phone use rate while driving. If this project is approved, we will create an RFP for other Maine LEA to apply for distracted driving grants using the same method of determination of location and evaluation that is currently being employed by the MSP. We will evaluate the distracted driving crash and fatality data available and deploy resources accordingly using the evidence based approach to traffic safety enforcement.

Project Justification: CTW, Seventh Edition 2013 Section 4:

1.4 “General Driving Drowsiness and Distraction Laws”

1.3 “High Visibility Cell Phone and Text Messaging Enforcement”

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

Grantee: Maine State Police (\$45,000 per year for four years)
Other LEA as determined by RFP for services. (\$305,000.00)

Project Title	Project Number	Budget	Source
Simulated Distracted Driving Education	2015-15DD	\$50,000.00	S.405e
HVE Enforcement of Distracted Driving	2015-15DD	\$350,000.00	S.405e
Total		\$400,000.00	S.405e

Motorcycle Safety

Motorcycling in the state of Maine is a passion for many riders. This state offers tremendous scenery and thus during the warm summer months creates quite a grand motorcycle riding season.

Motorcycle crashes resulted in 13 fatalities in 2013, which was a decrease from the 24 fatalities which occurred in 2012. The number of fatalities in 2013 was also below the average number of fatalities for the previous 4 years, which was 21. The number of motorcycle registrations has hovered around 50,000 since 2009, and the slight changes in this number have not led to significant changes in the rate of fatalities. The fatality rate (per 10,000 registrations) for 2013 was 2.58, while the average rate for the previous three years was 3.82. The MeBHS markets motorcycle safety and driver awareness throughout the state, which may have contributed to the decrease in fatalities; however, the 2013 riding season was particularly rainy, which may have also led to a decrease.

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

Source: State Crash Data Files, FARS, FHWA

Two primary factors are associated with motorcycle fatalities: speed and alcohol. In 2013, speed and alcohol contributed to over 50% of the motorcycle fatalities. Speeding may be partially attributed to riders lacking the basic skills of riding a motorcycle, which come with increased exposure to road elements and familiarity with the motorcycle. The MeBHS increased its speed enforcement in FY2014 and will continue that increase in FY 2015 in order to combat fatal speeding related crashes.

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

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

Source: State Crash Data Files, FARS

The Maine Bureau of Highway Safety would like to decrease Motorcycle fatalities to 12 by December 31, 2015. The Bureau will continue its *Share the Road, Watch for Motorcycles* campaign in FY2015. The MeBHS is the lead agency for motorcycle safety and will continue to partner with the BMV to develop projects that can increase motorcycle safety. The BMV has offices in 14 different locations throughout the state where riders can obtain a motorcycle permit following a weekend-long course. This course presents important information to new riders on the importance of not riding impaired and staying in control of the motorcycle, which involves maintaining a proper speed.

Another focus that will help to combat alcohol impaired riding in the state of Maine is our Maine RIDE Teams. This project is further discussed in the Impaired Driving section of this HSP. Maine RIDE teams will conduct focused enforcement in FY2015 during our local Bike Week in order to target both automobile drivers and motorcycle riders that may be driving impaired.

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

Projects

- | | |
|------------------------|---|
| ■ Project Number: | 2015-15MC |
| Project Title: | Motorcycle Program Assessment |
| Project Description: | The state of Maine had a significant decrease in motorcycle fatalities from 2012 to 2013 and thus far in 2014 the state is on track with 2013 motorcycle fatality numbers. The Maine Bureau of Motor Vehicles is the lead agency for motorcycle safety and education in the state of Maine and has developed a very extensive curriculum that helps to educate new riders. The Bureau of Highway Safety also takes a lead role in the education of Maine drivers and riders in the area of motorcycle safety in which the Bureau promotes the “Watch for Motorcycles” public education and advertising message. Even though the fatality rate dropped in 2013, motorcycle fatality data continue to vary widely from year to year and it would benefit the state of Maine to engage in a Motorcycle Program Assessment. This assessment would help to determine if projects we currently engage in are effective and would help to develop future new projects that may help to decrease motorcycle fatalities to zero. |
| Project cost: | \$30,000.00 (S.402) |
| Project Justification: | NA NHTSA Program Assessment |
| Grantee: | MeBHS |
-
- | | |
|-------------------|--------------------------------|
| ■ Project Number: | 2015-15MC |
| Project Title: | Motorcycle Instructor Training |

Project Description: As a part of IFR Vol. 71, No.138 S1350.8, Use of grant funds states may use grant funds for motorcyclist safety training including measures designed to increase the recruitment or retention of motorcyclist safety training instructors. In order to retain our current instructors the Maine BMV in partnership with the MeBHS will hold an annual Motorcycle Rider Instructor Training Meeting. The training will be for the 75 Motorcycle instructors we have in the state, all of which will be attending. This meeting will enable the BMV to give annual training updates to all instructors and by attending the training it is a way to maintain their national motorcycle rider instructor training certification. The training will allow for retention of our instructors and as a form of quality control of the Maine BMV motorcycle rider training course that is managed through that state agency. Funds will support the educational material, instructor fees, travel and event location rental and other associated fees.

Project Justification: CTW, Seventh Edition 2013 Section 5:

3.1 "Motorcycle Rider Licensing"

3.2 "Motorcycle Rider Training"

Project Cost: \$161,366.00 (S.2010)

Grantee: Maine Bureau of Motor Vehicle

■ **Project Number:** 2015-15MC

Project Title: Motorcycle Rider Training Course Materials Update

Project Description: As a part of IFR Vol. 71, No.138 S1350.8, Use of grant funds states may use grant funds for motorcyclist safety training including (1) improvements to motorcyclist safety training curricula and (2ii) instructional materials. In order to improve our states motorcycle rider safety course training materials MeBHS will purchase updated curriculum for the Maine BMV motorcycle rider safety course. The course curriculum is outdated and has been updated recently by NHTSA, so in order for our state to stay current with current motorcycle safety training materials and strategies it is imperative to update the training materials.

Project Justification: CTW, Seventh Edition 2013 Section 5:

3.2 "Motorcycle Rider Training"

Project Cost: \$50,000.00 (S.2010)

Grantee: Maine Bureau of Motor Vehicle

- **Project Number:** 2015-15MC
- Project Title:** Motorcycle Experience Rider Training Course Sponsorship
- Project Description:** Maine BMV offers a BRC-2 Experienced Motorcycle Rider Training Course to Maine residents who currently have their (I) Motorcycle Endorsement. The course is designed to enhance the skills that have been developed through on-road motorcycle rider experience and provide additional useful safety information to experienced riders. Enrollment in these courses over the past years has been declining and with Motorcycle Rider Training listed as an effective countermeasure in *“Countermeasures That Work, Seventh Edition 2013”*, Maine has developed a way to increase participation in this course. According to NHTSA and the Maine BMV, many motorcycle riders are not properly licensed. In 2009, 22% of motorcycle riders involved in fatal crashes did not have valid motorcycle licenses, compared to 12% of passenger vehicle drivers who were not properly licensed (NHTSA, 2011a). Licensing systems in some states provide no incentive to become fully licensed because learner’s permits may be renewed indefinitely (NCHRP, 2008, Strategy C3). MeBHS intends to offer to pay for the first 5 to 10 individuals, depending on funding, who according to the Maine BMV do not have their motorcycle license, but who have a motorcycle registered in their name. Our intention is to provide an incentive to those riders who choose to operate without a license an avenue to become licensed and learn about rider safety and how it affects them. MeBHS also plans to offer this same incentive for the course in general as a way to encourage motorcycle riders who have their license to participate in this course in order to hone their skills, or to receive new updated safety information that may enable them to become even better riders. MeBHS will work with Maine BMV and the United Bikers of Maine in order to promote this sponsorship. United Bikers of Maine will participate in the course and offer encouragement to other riders to become involved with the course.
- Project Justification:** CTW, Seventh Edition 2013 Section 5: 3.2 “Motorcycle Rider Training”
- Project Cost:** \$70,000.00 (S.402)
- Grantee:** Maine Bureau of Motor Vehicle

Project Title	Project Number	Budget	Source
MC Curriculum Updated Materials	2015-15MC	\$50,000.00	S.2010
MC Program Assessment	2015-15MC	\$30,000.00	S.402
MC Instructor Training	2015-15MC	\$161,366.00	S.2010
MC Experienced Rider Course Sponsorship	2015-15MC	\$70,000.00	S.402

<i>Subtotal</i>		<i>\$100,000.00</i>	<i>402</i>
		<i>\$211,366.00</i>	<i>S.2010</i>
Total		\$311,366.00	

Public Relations & Marketing

Utilizing media outreach will continue to be a key focus in the effort to decrease accidents and fatalities on Maine roadways in the upcoming fiscal year. The use of mass media is a way to spread the traffic safety message in order to create and teach positive social norms. In partnership with NL Partners, the MeBHS will continue to utilize media and public education in the most effective and efficient manner to influence the largest possible audience regarding highway safety issues related to Maine's priority areas. Because media formats evolve, it is important to make sure the media types chosen are not only cost effective but will reach the target audience. Critical Insights Inc. continues to provide periodic assessments of message penetration and reach in partnership with NL Partners. A copy of the Fall 2013 Critical Insights Report can be found in Appendix 2.

The goal of every media campaign is to increase awareness amongst the motoring public. The MeBHS contracts with Critical Insights, a company that conducts surveys, to determine the reach of media campaigns by conducting surveys of Maine residents. These surveys ask questions designed to determine the penetration of the MeBHS' media messages throughout the state as well as to determine what percentage of participants can recall certain safety messages.

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

In an effort to boost the recall rate of distracted driving media, the MeBHS, with help from NL Partners, created new distracted driving radio advertisements, which have begun airing on local radio stations in every major market in the state. To further enhance the distracted driving awareness effort, the MeBHS has also begun developing distracted driving television media advertisements for the spring/fall of 2014. The MeBHS will create a positive message that encourages drivers to drive distraction free and arrive safely to their destination.

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

In addition to the ASM Distracted Driving Campaign, the MeBHS continues to offer the use of its distracted driving simulators to schools and law enforcement agencies throughout the state for the purpose of education and public outreach. The Highway Safety Coordinator, Johannah Oberg, heads this effort and visited upwards of 50 schools and public venues during FFY2014. This program will continue through 402 P&A funding, which is outlined in the above section “Planning & Administration”.



Bureau of Highway Safety Event at the August Civic Center

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

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

Projects

-
- Project Number: 2015-15PM
 - Project Title: Paid Media to Support National Crackdowns and Priority Program Areas
 - Project Description: Educational topics will support NHTSA high visibility enforcement campaigns, Maine laws, and safe driving habits in order to reduce the number of crashes and fatalities that occur statewide. A statewide media campaign will be implemented to provide education on impaired driving, OP, DD, MC, Speed, CPS. Funds will support the campaign development, retagging of announcements, and purchase of radio, TV and print media that will provide education on these program areas. The NHTSA Communications Calendar will be used as a guide when developing the statewide media campaign timeline to ensure adequate coverage in all media coverage areas during national and local crackdown periods.

A statewide “share the road” media campaign will be implemented to educate drivers and riders on motorcycle awareness and motorcycle safety through TV and radio media outlets. Funds will support paid media and activities related to motorcycle education and awareness.
 - Project Cost: \$443,000.00 (S.402)

-
- Project Number: 2015-15PM
 - Project Title: Alliance Sports Marketing
 - Project Description: The Sports Marketing Program will use the highway safety message, *Click It or Ticket* and *Share the Road* in places where sport fans congregate, so that they are reached audibly through public address announcements, visually through venue billboard signs and website banners, and interactively by having an on-site presence at the venue to connect with fans in a personal way. The campaign contracts with Alliance Sports Marketing and partners with various sports seasons throughout Maine including university athletics, professional baseball, high school championship tournaments, D-League basketball, professional hockey and motorsports for a presence throughout the year. The highway safety campaign for sports will include a presence with the following sports programs in Maine:
 - University of Maine Hockey
 - University of Maine Football
 - Portland Pirates Hockey
 - Maine Red Claws D-League Basketball
 - Maine Championship Football, Hockey, Basketball, Science & Math Tournaments
 - Oxford Plains Speedway in Oxford, ME
 - Portland Sea Dogs

- Richmond Karting Speedway in Richmond, ME
- Unity Raceway in Unity, ME
- Beech Ridge Motor Speedway in Scarborough, ME
- Wiscasset Speedway in Wiscasset, ME
- Speedway 95 in Hermon, ME
- Spud Speedway in Caribou, ME

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

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

To combat the ever growing distracted driving problem, Alliance Sports Marketing and the MeBHS developed the Distracted Driving Program through Maine High School Sports. Research shows that 75% of teenagers own a cell phone and The Associated Press reported in June 2012 that 58% of teenagers admit to texting while driving. ASM utilized the NHTSA message “One Text or Call Could Wreck It All” in their high school sports campaign as a means to connect with the influencers in the high school system, the athletes, the entire student population, their parents and siblings, school administrators, and the surrounding community. With 138 public high school athletic programs across the state, the MeBHS will have the opportunity to reach hundreds of thousands of students and communities of all sizes throughout the state. ASM and the MeBHS also developed the “Share the Road, Watch for Motorcycles” campaign. The campaign includes premium signage and public address announcements at the six motorsports venues and a “Share the Road, Watch for Motorcycles” safety night with each motorsport location and the Portland Sea Dogs. Spectators arriving on motorcycles are parked at the entrance to the event to increase visual awareness. Throughout the night additional motorcycle safety messages are delivered over public address systems and where possible on the video boards, message boards, etc. In addition, at each event one person is selected as an honorary guest and is given the opportunity for a unique experience such as throwing out a ceremonial first pitch, waving

the flag to start the race, or riding in the pace car. This opportunity is used for multiple purposes, but serves as an excellent chance to recognize an individual who has been saved from a motorcycle fatality by his or her helmet. While the campaign is focused on encouraging others to watch for motorcycles, this is a great opportunity to stress the importance of wearing proper safety gear to a concentrated group of bikers.

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

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

Project Justification: CTW, Seventh Edition 2013 Section 2:
 3.1 “Communications and Outreach Supporting Enforcement”
 CTW, Seventh Edition 2013 Section 5:
 4.2 “Communications and Outreach: Other Driver Awareness of Motorcyclist.”

Project Cost: \$400,000.00 (S.402)

Grantee: MeBHS with Alliance Sports Marketing

■ Project Number: 2015-15PM

Project Title: Public Education through Tractor Trailer Wraps

Project Description: Funds will support MeBHS’s distracted driving marketing campaign that was started in FY2014. MeBHS, with the guidance of our media partner

and the Commercial Motor Vehicle Safety Unit designed a public outreach campaign incorporating delivery trucks from every major city in Maine; Portland, Augusta, Bangor. These trucks displayed both a Maine specific distracted driving message and the NHTSA “One Text or Call Could WRECK it All” message. The messages will be displayed on the sides of each of the participating delivery truck thus enabling MeBHS to spread the highway safety message. The ultimate goal of this campaign is to change driver behavior through the promotion of education using NHTSA social norming messages. MeBHS will be coupling this campaign with our high visibility enforcement to create a program that combats distracted driving from multiple avenues all conveying the same messages.

Project Justification: CTW, Seventh Edition 2013 Section 4:
2.2 “Communications and Outreach on Distracted Driving

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

Grantee: MeBHS

■ Project Number: 2015-15PM

Project Title: Teen Driver Marketing Campaign: Radio Station

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

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

Project Cost: \$75,000.00 (S.402)

Grantee: MeBHS w/Media Contractor

- **Project Number:** 2015-15PM
- Project Title:** Motorcycle PSA to encourage experienced rider education
- Project Description:** Funds will support peer-planning and production of a motorcycle rider safety education PSA to encourage experienced riders to participate in our state’s experienced rider education course. The PSA will be in line with our “Motorcycle Experienced Rider Course Sponsorship.” The average age of a motorcycle rider fatality was 44 from 2010-2013 which typically isn’t a newly licensed rider. Our goal is to increase motorcycle safety education by increasing the amount of riders that take this course. Education helps to correct unsafe driving habits that may have been established over years of riding, or help to educate riders with new information previously unknown to the experienced rider.
- Project Justification:** CTW, Seventh Edition 2013 Section 5:
3.2 “Motorcycle Rider Training”
- Project Cost:** \$100,000.00 (S.402)
- Grantee:** Maine BMV

Project Title	Project Number	Budget	Source
Paid Media to Support National Crackdown and Priority Program Areas	2015-15PM	\$443,000.00	S.402
Sports Marketing	2015-15PM	\$400,000.00	S.402
Public Education through Trailer Wraps	2015-15PM	\$100,000.00	S.402
Teen Driver Radio Station Campaign	2015-15PM	\$75,000.00	S.402
MC PSA's to encourage experienced rider education	2015-15PM	\$100,000.00	S.402
Total		\$1,118,000.00	S.402

Safe Communities & Young Drivers

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

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

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

In FY2014 the MeBHS began funding teen driver safety grants. These grants were administered to five different law enforcement departments throughout the state, and the MeBHS subsequently received tremendous feedback from those towns. These grants have allowed law enforcement to educate young drivers in high schools in order to educate them on the dangers of distracted driving and the importance of occupant protection and overall good driving behaviors. In 2013, Maine experienced a significant decrease in young driver fatalities, which dropped from 41 in 2012 to 28 in 2013. This number represents the second lowest fatality number in young drivers since 2008 when the number of young driver fatalities was 27. Overall, Maine's numbers indicate that young driver fatalities are decreasing, and it is the goal of the MeBHS to continue to decrease its numbers towards zero deaths.

The MeBHS will continue to fund its teen driver safety grants but will attempt to expand the program in partnership with the Office of Substance Abuse by involving more non-profit organizations that are networked in schools throughout the state in FY2015. Pre and post licensure education, such as the education provided under this grant, are proven countermeasures in *Countermeasure that Work, Seventh Edition, 2011*. In addition to law enforcement providing education, a high school in Lisbon, ME developed a PSA about alcohol-impaired teen driving, which was posted to the Bureau's Facebook page. (View PSA by clicking [HERE](#).) The students involved in this project were part of an organization called "Students Against Destructive Decisions." These projects combine to increase teen and young driver education aimed at decreasing fatal accidents and increasing good decision making.

Maine SHSP Targets

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

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

-Reduce young driver crash fatalities by 10% by 2014

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

Projects

■ Project Number:	2015-15TD
Project Title:	Interactive Teen Driver Awareness
Project Description:	This project will fund an interactive, evidence based information prevention program which uses active learning to connect young people with factual information related to raising awareness of the different dangers that surround driving. This program has been proven to be an effective tool in Tennessee, Rhode Island, Virginia and Alaska. All states conducted pre and post surveys with students and saw an actual decrease in teen driver crashes and fatalities. The post surveys conducted by these states show that this program increase teens knowledge of safe driving and also changed their attitudes towards highway safety behaviors and laws such as seatbelt use, following GDL, speeding, drinking and driving and distracted driving. This program is delivered to middle and high schools throughout the state and by using a blend of social media, pop culture, and state of the art technology, this interactive program provides state specific information on rules and regulations to help teen drivers make good choices while operating a motor vehicle on Maine roadways.
Project Justification:	CTW, Seventh Edition 2013 Section 6: 4.1 "Enforcement of GDL and Zero - Tolerance Laws Project Cost: \$43,459.00 (S.402)

■ Project Number:	2015-15TD
Project Title:	Safe Communities Grants
Project Description:	Funds will support mini-grants (under \$5,000 do not require an individual RFP) for various traffic safety programs and enforcement designed to educate new drivers on the dangers of operating vehicles on Maine's roadways. Funds will be made available to various organizations to educate young drivers based on the release of an RFP following the approval of this project by NHTSA. This RFP will be based on the RFP released last year which resulted in six safe communities grants effecting occupant protection, distracted driving, and combinations of enforcement and education on all traffic safety concerns. Funds will also support mini-grants, to nonprofit organizations, aimed at educating drivers 55+ and those family members of the importance of self-testing. Self-testing is key in enabling older drivers and family members to recognize signs of impairments that could inhibit safe driving actions.
Project Cost:	\$100,000.00 (S.402)
Project Justification:	CTW, Seventh Edition 2013 Section 6: 2.2 Post-Licensure Driver Education

CTW, Seventh Edition 2013 Section 7:1.1-2.5

Project Title	Project Number	Budget	Source
Interactive Teen Driver Awareness Program	2015-15SA	\$43,459.00	S.402
Safe Communities Mini Grants	2015-15SA	\$100,000.00	S.402
Total		\$143,459.00	S.402

Mature Drivers

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

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

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

The Maine Strategic Highway Safety Plan states a goal to reduce mature driver fatalities by 10% by 2014. An excerpt from the Maine SHSP is below and all Maine Mature Driver Strategies are outlined in the Maine SHSP.

The Maine Senior Drivers Coalition plans to conduct three interlinked, three-year trial methods to reduce mature crashes in high mature rate rural (Franklin County) and urban regions (Cumberland County) of the state. The focus is on adapting tools developed elsewhere for Maine’s needs and requirements. The project will:

- Increase public knowledge, understanding, and acceptance of mature driver needs.

- Refine the elements of a system of assessment that can be entered in a variety of ways. An assessment needs to: Be effective in identifying individuals most at risk if they continue operating a motor vehicle.

- Improve access to transportation systems that ease the transition for all.

- Address the urgent need for safe transportation alternatives for those identified individuals who should no longer operate a motor vehicle.

- Enhance self-screening for improved safety that focuses on various outreach strategies and identifies effective approaches that engage the drivers and families most likely to be facing driving transitions. It uses a battery of tests available through the American Automobile Association’s Roadwise Review.

. **Reasoning:** Self assessment can lead to self-imposed restrictions resulting in limited driving in undesirable conditions.

. **Lead:** AAA Northern New England

. **Timing:** 2011-2012

Bureau of Motor Vehicles Senior Driver Assessment Pilot (SDAP) focuses on identifying and addressing organizational, legal and budgetary issues related to adopting and adapting test batteries trialed in other states at the regional BMV offices in our two study locations in anticipation of developing a policy proposal for Maine.

. **Reasoning:** Current evaluation methods do not include cognitive skills testing which should be included as part of the evaluation process.

. **Lead:** Secretary of State, Bureau of Motor Vehicles

. **Timing:** 2011-2012

The linking, testing and transportation project will work in the same two regions of the state with current and prospective senior transit providers to build a system that offers priority access to existing services to newly transitioning senior drivers and builds support for and integration of senior transit systems.

Reasoning: Alternative transportation will allow mature drivers the opportunity to continue their mobility after their driver's license has been retired.

Timing: 2011-2012

Lead: Uncertain at this time

Using ongoing Maine Crash data as well as BMV moving violation data, this evaluation of the combined projects will examine two year retro- and prospective differences in crash rates and other senior driver citations/restrictions in the study areas compared to non-intervention counties, as well as among all individual participants in the project by test scores.

Self screening and public education – physician education seminars for primary care physicians to provide a high-level overview of their role in maintaining the independence of seniors and assessing their capabilities to drive safely. AAA is continuing with promoting their self-screening tool “Roadwise Review.” AAA has been holding various Senior forums and fairs around the state sponsored by the Area Agencies on Aging and presenting their “Keeping the Keys” program at these events. Additionally the coalition is exploring strategies for publicizing these 2 programs along with AARP’s “We Need to Talk” program.

BMV is currently exploring the possibility of participating in an American Association of Motor Vehicle Administrators (AAMVA) pilot study using a cognitive screening tool program called Safe Driving BASICS to address the testing battery strategy at license renewal.

As far as the third strategy for linking testing and transportation, the coalition will be inviting a speaker from the KV Council of Governments to discuss their planning for alternative senior transportation resources in the KV area to its meeting in September.

HS-217 Program Cost Summary

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State: Maine

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Report Date: 06/27/2014

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2015-20-15-15		\$.00	\$ 773,047.16	\$.00	\$ 773,047.16	\$ 773,047.16	\$ 144,000.00
	Planning and Administration Total		\$.00	\$ 773,047.16	\$.00	\$ 773,047.16	\$ 773,047.16	\$ 144,000.00
Alcohol								
	AL-2015-20-15-15		\$.00	\$ 200,686.00	\$.00	\$ 802,740.14	\$ 802,740.14	\$ 321,100.00
	Alcohol Total		\$.00	\$ 200,686.00	\$.00	\$ 802,740.14	\$ 802,740.14	\$ 321,100.00
Motorcycle Safety								
	MC-2015-20-15-15		\$.00	\$ 25,000.00	\$.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00
	Motorcycle Safety Total		\$.00	\$ 25,000.00	\$.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00
Occupant Protection								
	OP-2015-20-15-15		\$.00	\$ 214,926.00	\$.00	\$ 859,702.58	\$ 859,702.58	\$ 343,882.00
	Occupant Protection Total		\$.00	\$ 214,926.00	\$.00	\$ 859,702.58	\$ 859,702.58	\$ 343,882.00
Police Traffic Services								
	PT-2015-20-15-15		\$.00	\$ 396,358.00	\$.00	\$ 1,585,430.73	\$ 1,585,430.73	\$ 634,173.00
	Police Traffic Services Total		\$.00	\$ 396,358.00	\$.00	\$ 1,585,430.73	\$ 1,585,430.73	\$ 634,173.00
Traffic Records								
	TR-2015-20-15-15		\$.00	\$ 53,049.00	\$.00	\$ 212,194.05	\$ 212,194.05	\$ 84,878.00
	Traffic Records Total		\$.00	\$ 53,049.00	\$.00	\$ 212,194.05	\$ 212,194.05	\$ 84,878.00
Safe Communities								
	SA-2015-20-15-15		\$.00	\$ 35,865.00	\$.00	\$ 143,459.12	\$ 143,459.12	\$ 143,459.12
	Safe Communities Total		\$.00	\$ 35,865.00	\$.00	\$ 143,459.12	\$ 143,459.12	\$ 143,459.12
Child Restraint								
	CR-2015-20-15-15		\$.00	\$ 90,125.00	\$.00	\$ 360,497.19	\$ 360,497.19	\$ 145,000.00

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Report Date: 06/27/2014

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	Child Restraint Total		\$.00	\$ 90,125.00	\$.00	\$ 360,497.19	\$ 360,497.19	\$ 145,000.00
	Paid Advertising							
	PM-2015-20-15-15		\$.00	\$ 279,614.00	\$.00	\$ 1,118,455.33	\$ 1,118,455.33	\$ 447,383.00
	Paid Advertising Total		\$.00	\$ 279,614.00	\$.00	\$ 1,118,455.33	\$ 1,118,455.33	\$ 447,383.00
	NHTSA 402 Total		\$.00	\$ 2,068,670.16	\$.00	\$ 5,955,526.30	\$ 5,955,526.30	\$ 2,363,875.12
	405 OP SAFETEA-LU							
	405 Occupant Protection							
	K2-2015-00-00-00		\$.00	\$ 117,155.00	\$.00	\$ 39,051.48	\$ 39,051.48	\$.00
	405 Occupant Protection Total		\$.00	\$ 117,155.00	\$.00	\$ 39,051.48	\$ 39,051.48	\$.00
	405 OP SAFETEA-LU Total		\$.00	\$ 117,155.00	\$.00	\$ 39,051.48	\$ 39,051.48	\$.00
	408 Data Program SAFETEA-LU							
	408 Data Program Incentive							
	K9-2015-00-00-00		\$.00	\$ 214,875.00	\$.00	\$ 859,500.00	\$ 859,500.00	\$.00
	408 Data Program Incentive Total		\$.00	\$ 214,875.00	\$.00	\$ 859,500.00	\$ 859,500.00	\$.00
	408 Data Program SAFETEA-LU Total		\$.00	\$ 214,875.00	\$.00	\$ 859,500.00	\$ 859,500.00	\$.00
	410 Alcohol SAFETEA-LU							
	410 Alcohol SAFETEA-LU							
	K8-2015-00-00-00		\$.00	\$ 3,803,397.00	\$.00	\$ 1,267,798.91	\$ 1,267,798.91	\$.00
	410 Alcohol SAFETEA-LU Total		\$.00	\$ 3,803,397.00	\$.00	\$ 1,267,798.91	\$ 1,267,798.91	\$.00
	410 Alcohol Planning and Administration							
	K8PA-2015-00-00-00		\$.00	\$ 247,738.20	\$.00	\$ 247,738.20	\$ 247,738.20	\$.00
	410 Alcohol Planning and Administration Total		\$.00	\$ 247,738.20	\$.00	\$ 247,738.20	\$ 247,738.20	\$.00
	410 Alcohol SAFETEA-LU Total		\$.00	\$ 4,051,135.20	\$.00	\$ 1,515,537.11	\$ 1,515,537.11	\$.00
	2010 Motorcycle Safety							
	2010 Motorcycle Safety Incentive							
	K6-2015-00-00-00		\$.00	\$.00	\$.00	\$ 211,366.70	\$ 211,366.70	\$.00

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

State: Maine

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Report Date: 06/27/2014

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	2010 Motorcycle Safety Incentive Total		\$.00	\$.00	\$.00	\$ 211,366.70	\$ 211,366.70	\$.00
	2010 Motorcycle Safety Total		\$.00	\$.00	\$.00	\$ 211,366.70	\$ 211,366.70	\$.00
	2011 Child Seats							
	2011 Child Seat Incentive							
		K3-2015-00-00-00	\$.00	\$ 118,683.16	\$.00	\$ 118,683.16	\$ 118,683.16	\$.00
	2011 Child Seat Incentive Total		\$.00	\$ 118,683.16	\$.00	\$ 118,683.16	\$ 118,683.16	\$.00
	2011 Child Seats Total		\$.00	\$ 118,683.16	\$.00	\$ 118,683.16	\$ 118,683.16	\$.00
	MAP 21 405b OP Low							
	405b Low HVE							
		M2HVE-2015-00-00-00	\$.00	\$ 313,922.00	\$.00	\$ 1,255,686.40	\$ 1,255,686.40	\$.00
	405b Low HVE Total		\$.00	\$ 313,922.00	\$.00	\$ 1,255,686.40	\$ 1,255,686.40	\$.00
	405b Low CSS Purchase/Distribution							
		M2CSS-2015-00-00-00	\$.00	\$ 17,351.00	\$.00	\$ 69,404.00	\$ 69,404.00	\$.00
	405b Low CSS Purchase/Distribution Total		\$.00	\$ 17,351.00	\$.00	\$ 69,404.00	\$ 69,404.00	\$.00
	MAP 21 405b OP Low Total		\$.00	\$ 331,273.00	\$.00	\$ 1,325,090.40	\$ 1,325,090.40	\$.00
	MAP 21 405c Data Program							
	405c Data Program							
		M3DA-2015-00-00-00	\$.00	\$ 302,411.00	\$.00	\$ 1,209,642.98	\$ 1,209,642.98	\$.00
	405c Data Program Total		\$.00	\$ 302,411.00	\$.00	\$ 1,209,642.98	\$ 1,209,642.98	\$.00
	MAP 21 405c Data Program Total		\$.00	\$ 302,411.00	\$.00	\$ 1,209,642.98	\$ 1,209,642.98	\$.00
	MAP 21 405d Impaired Driving Low							
	405d Impaired Driving Low							
		M6X-2015-00-00-00	\$.00	\$ 827,882.00	\$.00	\$ 3,311,524.23	\$ 3,311,524.23	\$.00
	405d Impaired Driving Low Total		\$.00	\$ 827,882.00	\$.00	\$ 3,311,524.23	\$ 3,311,524.23	\$.00

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State: Maine

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Report Date: 06/27/2014

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
	MAP 21 405d Impaired Driving Low Total		\$.00	\$827,882.00	\$.00	\$3,311,524.23	\$3,311,524.23	\$.00
	MAP 21 405e Distracted Driving							
	405e Distracted Driving							
	M8X-2015-00-00-00		\$.00	\$114,771.00	\$.00	\$459,082.20	\$459,082.20	\$.00
	405e Distracted Driving Total		\$.00	\$114,771.00	\$.00	\$459,082.20	\$459,082.20	\$.00
	MAP 21 405e Distracted Driving Total		\$.00	\$114,771.00	\$.00	\$459,082.20	\$459,082.20	\$.00
	NHTSA Total		\$.00	\$8,146,855.52	\$.00	\$15,005,004.56	\$15,005,004.56	\$2,363,875.12
	Total		\$.00	\$8,146,855.52	\$.00	\$15,005,004.56	\$15,005,004.56	\$2,363,875.12

Appendix A to Part 1200: Certifications & Assurances

APPENDIX A TO PART 1200 – CERTIFICATION AND ASSURANCES FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)

State: **Maine**

Fiscal Year: **2015**

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to sub recipients are noted under the applicable caption.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

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

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010,

(https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:

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

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

NONDISCRIMINATION

(applies to sub recipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all sub recipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

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

- condition of employment under the grant, the employee will –
 - Abide by the terms of the statement.
 - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
 - Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted –
 - Taking appropriate personnel action against such an employee, up to and including termination.
 - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT

(applies to sub recipients as well as States)

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

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

POLITICAL ACTIVITY (HATCH ACT)

(applies to sub recipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to sub recipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

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

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

RESTRICTION ON STATE LOBBYING

(applies to sub recipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to sub recipients as well as States)

Instructions for Primary Certification

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

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

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

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

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

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

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed

when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

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

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

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

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

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

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

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and

programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

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

SECTION 402 REQUIREMENTS

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

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

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

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))¹⁰

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

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

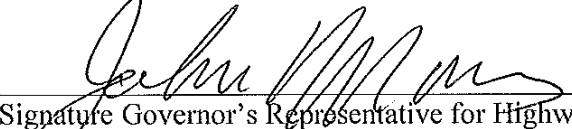
(23 U.S.C. 402(b)(1)(F))

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

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

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.



Signature Governor's Representative for Highway Safety

6/18/2014

Date

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

Printed name of Governor's Representative for Highway Safety

SECTION 405 GRANT APPLICATION



Appendix D to Part 1200: Certifications & Assurances

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

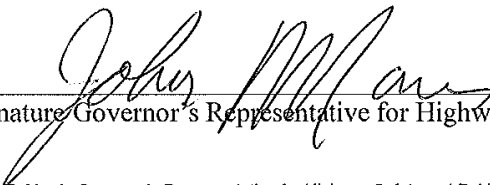
State: Maine

Fiscal Year: 2,015

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

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

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


Signature Governor's Representative for Highway Safety

6/18/2014
Date

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

Printed name of Governor's Representative for Highway Safety

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

Part 1: Occupant Protection (23 CFR 1200.21)

All States: [Fill in all blanks below.]

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

• The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # HSP Page# 46-48.

• The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # HSP Page# 37-45.

• Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # HSP Page # 41-45.

• The State's plan for child passenger safety technicians is provided as HSP attachment or page # HSP Page#40.

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

The State's **primary seat belt use law**, requiring primary enforcement of the State's occupant protection laws, was enacted on 09/20/2007 and last amended on 09/25/2009, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

Title 29A Chapter 19 Section 2081 HSP Appendix 4

The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on 12/27/1995 and last amended on 09/25/2009, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

• Requirement for all occupants to be secured in seat belt or age appropriate child restraint:

Title 29 A Chapter 19 Section 2081 HSP Appendix 4

• Coverage of all passenger motor vehicles:

Title 29 A Chapter 19 Section 2081 HSP Appendix 4

• Minimum fine of at least \$25:

Title 29 A Chapter 19 Section 2081 HSP Appendix 4

• Exemptions from restraint requirements:

Title 29 A Chapter 19 Section 2081 HSP Appendix 4

- The State's **seat belt enforcement plan** is provided as HSP attachment or page # _____.
 - The State's **high risk population countermeasure program** is provided as HSP attachment or page # _____.
 - The State's **comprehensive occupant protection program** is provided as HSP attachment # _____.
 - The State's **occupant protection program assessment**: [*Check one box below and fill in any blanks under that checked box.*]
 - The State's NHTSA-facilitated occupant protection program assessment was conducted on May 12 – May 16, 2014 HSP Appendix 5 _____.
- OR**
- The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)

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

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

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

- A copy of [*check one box only*] the TRCC charter or the statute legally mandating a State TRCC is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on 6/4/2014 _____.
- A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on 6/4/2014 _____.
- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # _____ or submitted electronically through the TRIPRS database on 6/4/2014 _____.
- The name and title of the State's Traffic Records Coordinator is Lauren V. Stewart, Director Maine Bureau of Highway Safety.
- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # Appendix 1 _____ or submitted electronically through the TRIPRS database on 6/4/2014 _____.
- [*Check one box below and fill in any blanks under that checked box.*]

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

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

OR

- If not detailed in the State’s Strategic Plan, the written description is provided as HSP attachment # _____.
- The State’s most recent assessment or update of its highway safety data and traffic records system was completed on 4/29/2011.

Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)

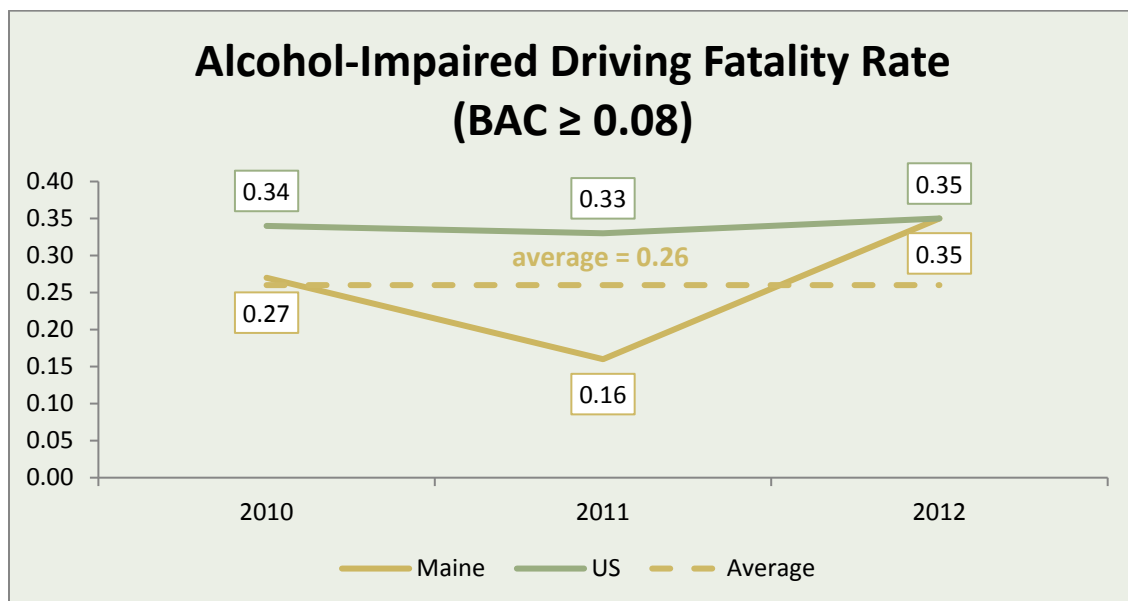
All States:

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

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

According to the guidelines, Maine qualifies as a low range state. In order to qualify as low range for the purpose of impaired driving grant funds, a state must have achieved an average impaired driving fatality rate of 0.30 or lower based on the most recent three years of final FARS data. Maine’s certified impaired driving fatality rate for 2010-2012, as established by the National Highway Safety Administration (NHTSA), is 0.26. Thus, Maine qualifies as a low range state. Low-range states have no additional requirements.

The following graph shows the impaired driving fatality rates provided by NHTSA for 2010, 2011, and 2012



Source: FARS

Mid-Range State:

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

The statewide impaired driving plan approved by a statewide impaired driving task force was issued on _____ and is provided as HSP attachment # _____;

OR

For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.

• A copy of information describing the statewide impaired driving task force is provided as HSP attachment # _____.

High-Range State:

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

A NHTSA-facilitated assessment of the State's impaired driving program was conducted on _____;

OR

For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;

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

For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;

OR

For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on _____ is provided as HSP attachment # _____.

• A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____.

Ignition Interlock Law: [Fill in **all** blanks below.]

• The State's ignition interlock law was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant. **Legal citation(s):**

Part 4: Distracted Driving (23 CFR 1200.24)

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

Prohibition on Texting While Driving

The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least \$25, and increased fines for repeat offenses, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

• Prohibition on texting while driving:

- Definition of covered wireless communication devices:
- Minimum fine of at least \$25 for first offense:
- Increased fines for repeat offenses:
- Exemptions from texting ban:

Prohibition on Youth Cell Phone Use While Driving

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

Legal citations:

- Prohibition on youth cell phone use while driving:
- Driver license testing of distracted driving issues:
- Minimum fine of at least \$25 for first offense:
- Increased fines for repeat offenses:
- Exemptions from youth cell phone use ban:

Part 5: Motorcyclist Safety (23 CFR 1200.25)

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

Motorcycle riding training course:

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

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

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

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

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

Motorcyclist awareness program:

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

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

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

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

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

Reduction of fatalities and crashes involving motorcycles:

• Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # _____.

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

Impaired driving program:

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

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

• The State law or regulation that defines impairment.

Legal citation(s):

Reduction of fatalities and accidents involving impaired motorcyclists:

• Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # _____.

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

• The State law or regulation that defines impairment.

Legal citation(s):

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

Applying as a Law State –

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

Legal citation(s):

AND

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

Legal citation(s):

Applying as a Data State –

- Data and/or documentation from **official** State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment # _____.

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

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

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

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

Legal citations:

- Testing and education requirements:
- Driving restrictions:
- Minimum duration:
- Applicability to novice drivers younger than 21 years of age:
- Exemptions from graduated driver licensing law:

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

Legal citations:

- Driving restrictions:
- Minimum duration:
- Applicability to any driver who has completed the learner's permit stage and is younger than 18 years of age:
- Exemptions from graduated driver licensing law:

Additional Requirements During Both Learner's Permit and Intermediate Stages

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

Legal citation(s):

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

Legal citation(s): 14

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

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

Legal citation(s):

OR

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

OR

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

Appendix 1: S. 405c Maine Strategic Traffic Records Plan (TRIPRS Application)

Maine Strategic Plan

Plan Year 2015

June 17, 2014

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Maine Strategic Plan

State Plan Information

Program / Plan Level Information:

Traffic Records Improvement Program Coordinator:

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

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

Assessment Last Updated: 23-MAY-2014

Last Updated: 04-JUN-2014

Revision Date: 23-MAY-2014

Crash Data Systems – MMUCC Review:

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

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

EMS Data Systems – NEMSIS Review:

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

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

Traffic Records Assessment:

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

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

TRCC Representation:

This section contains information about the TRCC membership.

Executive Level TRCC

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

Technical Level TRCC

Name	System	Email	Title	Member Status
John Smith	Court Information System	john.t.smith@courts.maine.gov	Manager	
Lt Brian Scott	Crash Data System	brian.p.scott@maine.gov	Lieutenant, Traffic Safety Unit	TRCC Co-Chair
Mr. Duane Brunell	Crash Data System	duane.brunell@maine.gov	Safety Performance Analysis Manager	
Ms. Linda Grant	Driver License / History Data System	linda.grant@maine.gov	Senior Section Manager	
Douglas Bracey	None	dbracy@yorkpolice.org	Chief	
Ms. Lauren Stewart	None	lauren.v.stewart@maine.gov	Director	TRCC Chair
Troy Morton	None	tmorton@penobscot-sheriff.net	Sherriff Deputy	
Emile Poulin	None	emile.poulin@maine.gov	Senior Information System Support Specialist	
Al Leighton	None	leighton@usm.maine.edu	CODES and Data Analyst	CODES / Data Analyst
James Tanner	None	James.T.Tanner@maine.gov	Contract Grants Specialist	
Mr. Jay Bradshaw	Pre-Hospital EMS System	jay.bradshaw@maine.gov	Director	

TRCC Operation:

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

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

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

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

If so, how often does it meet? Quarterly

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

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

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

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

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

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

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

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

Project Prioritization:

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

The State of Maine TRCC has identified and prioritized 11 projects selected to resolve the deficiencies identified in the strategic plan. The committee agreed on the prioritization at the TRCC meeting held on February 26, 2014.

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

The project priority is as follows:

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

12 Month TRCC Meeting Schedule

-September 24, 2014

-February 10, 2015

-May 12, 2015

Deficiencies and Objectives

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

Area: Accuracy
System: Roadway
Type: Deficiency
Status: Addressed - Some Progress
Source: Assessment
Last Updated: 01-JUN-2012
Revision Date:

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

Linked Items

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

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

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

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

Linked Items

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

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

Area: Integration
System: Roadway
Type: Deficiency
Status: Unknown / Not Defined
Source: Assessment

Last Updated: 18-MAY-2009

Revision Date:

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

Linked Items

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

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

Area: Timeliness

System: Injury Surveillance / EMS

Type: Deficiency

Status: Addressed - Completed

Source: Assessment

Last Updated: 01-JUN-2012

Revision Date:

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

Linked Items

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

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

Area: Completeness

System: Injury Surveillance / EMS

Type: Deficiency

Status: Addressed - Completed

Source: Assessment

Last Updated: 01-JUN-2012

Revision Date:

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

Linked Items

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

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

Area: Uniformity

System: Injury Surveillance / EMS

Type: Deficiency

Status: Addressed - Completed

Source: Assessment

Last Updated: 01-JUN-2012

Revision Date:

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

Linked Items

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

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

Area: Integration

System: Injury Surveillance / EMS

Type: Deficiency

Status: Addressed - Significant progress

Source: Assessment

Last Updated: 01-JUN-2012

Revision Date:

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

Linked Items

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

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

Area: Accessibility

System: Injury Surveillance / EMS

Type: Deficiency
Status: Addressed - Completed
Source: Assessment
Last Updated: 01-JUN-2012
Revision Date:

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

Linked Items

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

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

Area: Timeliness
System: Vehicle Registration
Type: Deficiency
Status: Addressed - Significant progress
Source: Assessment
Last Updated: 01-JUN-2012
Revision Date:

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

Linked Items

Type	Label	Name
Performance Measure	V-T-02	Vehicle Registration Timeliness
Project	ME-P-00004	Online Registration Renewal

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

Area: Completeness
System: Vehicle Registration
Type: Deficiency
Status: Unknown / Not Defined
Source: Assessment
Last Updated: 09-JUN-2009
Revision Date:

Deficiency-Objective Description: There is a need to capture more specific data as it relates to vehicle body styles such a SUV

to be useful in crash data analysis. It may be possible to correct this deficiency by amending internal procedures.

Linked Items

Type	Label	Name
------	-------	------

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

Area: Accessibility

System: Vehicle Registration

Type: Deficiency

Status: Addressed - Completed

Source: Assessment

Last Updated: 01-JUN-2012

Revision Date:

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

Linked Items

Type	Label	Name
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ME-D-00012 - ME-D-00012 - Vehicle Registration - Accessibility

Area: Accessibility

System: Vehicle Registration

Type: Deficiency

Status: Addressed - Completed

Source: Assessment

Last Updated: 01-JUN-2012

Revision Date:

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

Linked Items

Type	Label	Name
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ME-D-00013 - ME-D-00013 - Driver License / History - Accessibility

Area: Accessibility

System: Driver License / History

Type: Deficiency

Status: Addressed - Completed

Source: Assessment
Last Updated: 01-JUN-2012
Revision Date:

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

Linked Items

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

Area: Timeliness
System: Crash
Type: Deficiency
Status: Addressed - Significant progress
Source: Assessment
Last Updated: 01-JUN-2012
Revision Date:

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

Linked Items

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

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

Area: Uniformity
System: Crash
Type: Deficiency
Status: Addressed - Some Progress
Source: Assessment
Last Updated: 01-JUN-2012
Revision Date:

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

Linked Items

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

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

Area: Completeness

System: Crash

Type: Deficiency

Status: Addressed - Significant progress

Source: Assessment

Last Updated: 01-JUN-2012

Revision Date:

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

Linked Items

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

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

Area: Accuracy

System: Crash

Type: Deficiency

Status: Addressed - Some Progress

Source: Assessment

Last Updated: 01-JUN-2012

Revision Date:

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

Linked Items

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

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

Area: Accessibility

System: Crash

Type: Deficiency

Status: Addressed - Some Progress

Source: Assessment

Last Updated: 01-JUN-2012

Revision Date:

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

Linked Items

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

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

Area: Timeliness

System: Citation / Adjudication

Type: Deficiency

Status: Unknown / Not Defined

Source: Assessment

Last Updated: 18-MAY-2009

Revision Date:

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

Linked Items

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

ME-D-00020 - ME-D-00020 - Citation / Adjudication - Uniformity

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

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

Linked Items

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

ME-D-00021 - ME-D-00021 - Citation / Adjudication - Completeness

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

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

Linked Items

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

ME-D-00022 - ME-D-00022 - Citation / Adjudication - Accuracy

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

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

Linked Items

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

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

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

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

Linked Items

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

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

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

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

Linked Items

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

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

Area: Uniformity

System: Crash

Type: Deficiency

Status: Addressed - Completed

Source: TRCC

Last Updated: 01-JUN-2012

Revision Date:

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

Linked Items

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

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

Area: Completeness

System: Crash

Type: Deficiency

Status: Addressed - Completed

Source: TRCC

Last Updated: 01-JUN-2012

Revision Date:

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

Linked Items

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

Performance Measures and Goals

C-A-01 - Crash Accuracy

Status of Improvement: Demonstrated Improvement

Active Status: Active

Last Updated: 23-MAY-2014

Revision Date: 19-MAY-2014

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

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

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

The state will show measureable progress using the following method:

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

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

The baseline period is from April 1, 2012 to March 31, 2013 limited to reports entered into the database by April 30, 2013.

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

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

The baseline period had 296 reports with critical errors plus 33,975 reports with no errors for a total 34,271 reports resulting in an accuracy of 99.14%.

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

The result is an increase in accuracy of 0.8%.

Performance Measure Values

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

2013	97.83	97.83	31-MAR-12	2012 - 2013	0
2012	97.83	97.83	31-MAR-12	2011 - 2012	0
2014	97.83	99.14	31-MAR-13	2013 - 2014	1.31
2015	99.14	99.94	31-MAR-14	2014 - 2015	.8
2020	99.94			2019 - 2020	
2016	99.94			2015 - 2016	
2017	99.94			2016 - 2017	
2018	99.94			2017 - 2018	
2019	99.94			2018 - 2019	

Intermediate Measurements

Measurement Date	Measurement
31-MAR-2012	97.83
31-MAR-2013	99.14
31-MAR-2014	99.94

Linked Items

Type	Label	Name
Deficiency / Objective	ME-D-00017	ME-D-00017 - Crash - Accuracy
Project	ME-P-00006	Maine Crash Reporting System Upgrade
Recommendation	METRA06051	Make available data dictionaries and lists of common data elements among the various state databases in a single library to assist researchers in designing study methodologies.
Recommendation	METRA11026	Increase the formal nature of the quality control program. In particular, the following features of the current quality control program could be enhanced: <ul style="list-style-type: none"> o Keep a log of errors and their frequency

C-I-01 - Crash Integration

Status of Improvement: Unknown - No Final Data

Active Status: Planned

Last Updated: 18-MAR-2013

Revision Date:

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

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

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

The state will show measureable progress using the following method:

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

Performance Measure Values

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

Intermediate Measurements

Measurement Date	Measurement
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Linked Items

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

C-T-01B - Crash Timeliness

Status of Improvement: Demonstrated Improvement

Active Status: Active

Last Updated: 01-MAY-2014

Revision Date: 01-MAY-2014

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

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

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

The state will show measureable progress using the following method:

The average number of days from the crash date to the date the crash report is entered into the crash database using a baseline period of April 1, 2012 to March 31, 2013 and a current period of April 1, 2013 to March 31, 2014. Note 1: Both the baseline and current periods are limited to reports entered into the database by April 30, 2013 (baseline) and April 30, 2014 (current).

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

There were 34,271 crash reports during the baseline period with an average timeliness of 12.1 days. There were 37,588 crash reports during the performance period with an average timeliness of 8.5 days.

Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference
2013		12.4	12.4	31-MAR-12	2012 - 2013 0
2012		12.4	12.4	31-MAR-12	2011 - 2012 0
2014		12.4	12.1	31-MAR-13	2013 - 2014 -.3
2015		12.1	8.5	31-MAR-14	2014 - 2015 -3.6
2017		8.5			2016 - 2017
2016		8.5			2015 - 2016
2018		8.5			2017 - 2018

Intermediate Measurements

Measurement Date	Measurement
31-MAR-2012	12.4
31-MAR-2013	12.1
31-MAR-2014	8.5

Linked Items

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

C-U-01 - Crash Uniformity

Status of Improvement: Static - No Change

Active Status: Completed

Last Updated: 04-JUN-2014

Revision Date:

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

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

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

The state will show measureable progress using the following method:

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

Performance Measure Values

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

Intermediate Measurements

Measurement Date	Measurement
01-JUN-2009	19
01-JUN-2010	19
01-MAR-2011	50
15-MAR-2013	50
04-JUN-2014	50

Linked Items

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

C-X-01 - Crash Accessibility

Status of Improvement: Unknown - No Final Data

Active Status: Planned

Last Updated: 04-JUN-2014

Revision Date:

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

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

The ability of legitimate users to successfully obtain desired crash data

The state will show measureable progress using the following method:

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

Performance Measure Values

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

Intermediate Measurements

Measurement Date	Measurement
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Linked Items

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

CA-T-01A - Citation Timeliness

Status of Improvement: Unknown - No Final Data

Active Status: Planned

Last Updated: 18-MAR-2013

Revision Date:

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

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

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

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

The state will show measureable progress using the following method:

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

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

Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference
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Intermediate Measurements

Measurement Date	Measurement
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Linked Items

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

I-A-01 - EMS Accuracy

Status of Improvement: Unimproved (negative)

Active Status: Active

Last Updated: 04-JUN-2014

Revision Date:

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

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

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

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

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

The state will show measureable progress using the following method:

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

Performance Measure Values

Year	Goal	Baseline	Best Value	Best Date	Difference
2012		86.2	86.2	31-MAR-12	2011 - 2012 0
2013		86.2	86.2	31-MAR-12	2012 - 2013 0

2014	86.2	93.8	31-MAR-13	2013 - 2014	7.6
2015	93.8	91.3	31-MAR-14	2014 - 2015	-2.5
2016	93.8			2015 - 2016	
2017	93.8			2016 - 2017	
2018	93.8			2017 - 2018	
2019	93.8			2018 - 2019	

Intermediate Measurements

Measurement Date	Measurement
31-MAR-2012	86.2
31-MAR-2013	93.8
31-MAR-2014	91.3

Linked Items

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

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

Status of Improvement: *Unknown - No Final Data*

Active Status: *Planned*

Last Updated: *18-MAR-2013*

Revision Date:

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

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

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

The state will show measureable progress using the following method:

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

Performance Measure Values

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

Intermediate Measurements

Measurement Date	Measurement
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Linked Items

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

V-T-02 - Vehicle Registration Timeliness

Status of Improvement: Unimproved (negative)

Active Status: Active

Last Updated: 15-MAR-2013

Revision Date: 15-MAR-2013

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

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

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

The state will show measureable progress using the following method:

ME-M-00012 - Vehicle Registration / Timeliness

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

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

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

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

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

Performance Measure Values

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

Intermediate Measurements

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

Linked Items

Type	Label	Name
Deficiency / Objective	ME-D-00009	ME-D-00009 - Vehicle Registration - Timeliness
Project	ME-P-00004	Online Registration Renewal

Projects

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

Priority: 1

Last Updated: 28-MAR-2011

Revision Date: 24-AUG-2006

Status: Active

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

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

Website:

Project Director

Name: **Mr. Jay Bradshaw**

Title: Director

Agency: Department of Public Safety

Office: Emergency Medical Services

Address: 152 State House Station

City, Zip: Augusta 04333-0152

Phone: (207) 626-3860

Email: jay.bradshaw@maine.gov

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

Milestones

Milestone Description	Target Date	Actual Date	Status
Convene EMS data committee	11-01-2006	04-01-2007	Completed
Rollout plan for laptop computers	01-01-2007	03-01-2007	Completed
Computer specifications completed	01-01-2007	02-01-2007	Completed
Phase 1 Computers purchased	01-01-2007	04-01-2007	Completed
Exporting state data to NEMSIS.	10-01-2007	10-01-2007	Completed
Distribution and training with laptop computers	09-01-2008	09-01-2008	On Schedule
Phase 2 Computers purchased	09-01-2008	09-01-2008	On Schedule
Standard and Ad Hoc reports available to services	06-15-2009	01-01-2007	Ahead of Schedule

Core System and Performance Area

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

Budgets

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

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

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

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

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

Budget Source - 2019	Total Budget
NHTSA Section 402 Funds	\$0.00
NHTSA Section 405c Funds	\$0.00
NHTSA Section 408 Funds	\$0.00
State Funds	\$0.00

Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-17-2006	06-16-2007	06-02-2007	Jay Bradshaw
Activity	75 TabletPC computers were purchased in April 2007 and made available to EMS services utilizing a formula based upon annual call volume. In addition, hundreds of field personnel have been trained in the new system and work continues with other software vendors to make their data compatible with the Maine EMS system.		

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

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

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
09-16-2008	12-15-2008	12-03-2008	Jay Bradshaw
Activity	182 EMS Services (70%) reporting electronically with the majority using the state's Image Trend software. Currently, there are 200,000 reports in the new electronic system with an additional 4,000,000 records from the paper-based system that have been entered into an earlier database (pre-NEMSIS).		
	EMS has set January 1, 2009 as the date when all services should be submitting data electronically.		
Problems	Currently 60 or 70 services, mostly small services, are not transmitting electronically and it is possible that some of them will not be transmitting by the deadline.		
Plans	EMS staff is actively working to help all services comply in a timely manner.		
Comments	Some services are using other software that has been certified by NEMSIS. These services must verify with Maine EMS that their system is capable of providing a satisfactory export before being authorized to use this for submitting reports to Maine EMS.		

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

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

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

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

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

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

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

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

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

<u>Report Start</u> 01-20-2012	<u>Report End</u> 03-15-2012	<u>Report Date</u> 03-15-2012	<u>Provided By</u> Jay Bradshaw
Activity	<p>Maine EMS has a software update for the EMS Run Reporting System's state bridge, which is the software used to collect information from the EMS services.</p>		

Problems	
Plans	Maine EMS is continuing the dialogue with Maine HealthInfoNet, pilot testing their system, which collects patient information around the state. Maine HealthInfoNet is looking for places to test with EMS, which is the first step towards linking EMS records and patient records.
Comments	

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

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

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
01-18-2013	06-12-2013	06-12-2013	Jay Bradshaw
Activity	<p>EMS is in the process of purchasing 90 computers using TRCC funds. EMS is also planning on fulfilling approximately \$470K in computer related requests from other funding sources and matching funds. Much of the funds will be for ruggedized laptop computers.</p> <p>The State now has a state-wide license for the client-based Image Trend software. The statewide license allows users to purchase an annual license fee for \$175 versus the \$1000 under the previous licensing agreement. This has resulted in more interest in using the ruggedized computers.</p> <p>The State has changed the rules for report submission as of May 1st, 2013. Reports now have to be submitted within one business day of the call.</p> <p>EMS is working to integrate EMS run report data with Maine Health InfoNet which will allow EMS data to be accessible statewide. The integration will also allow EMS providers to access patient information in real-time. Maine is one of the first states to perform this data integration.</p> <p>As part of this year's grant process, EMS is performing a survey with each service that is receiving support from the grant. Each provider must attest that they have requested the report. The report explains how the reporting process is helping the provider with run reporting and their community. The survey asks each provider to explain their overall process.</p>		

Problems	
Plans	EMS should be receiving the first shipment of computers by the end of this week (June 14th). The survey will be available to providers as the computers are deployed. Jay said that the survey will be available online via SurveyMonkey.
Comments	

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

Linked Items

Type	Label	Name
Deficiency / Objective	ME-D-00004	ME-D-00004 - Injury Surveillance / EMS - Timeliness
Deficiency / Objective	ME-D-00005	ME-D-00005 - Injury Surveillance / EMS - Completeness
Deficiency / Objective	ME-D-00006	ME-D-00006 - Injury Surveillance / EMS - Uniformity
Deficiency / Objective	ME-D-00007	ME-D-00007 - Injury Surveillance / EMS - Integration
Deficiency / Objective	ME-D-00008	ME-D-00008 - Injury Surveillance / EMS - Accessibility
Performance Measure	I-A-01	EMS Accuracy
Performance Measure	I-I-01	I-I-01 - Injury Surveillance / EMS - Integration
Project	ME-P-00009	Traffic Records Data Warehouse
Project	ME-P-00010	EMS Public Access and Data Mining
Project	ME-P-00014	Maine CODES
Project	ME-P-00020	CODES EMS Linkage
Project	ME-P-00024	Electronic Collection of Highway Safety Data
Recommendation	METRA11004	Develop a meaningful set of quality improvement performance measures for each traffic records system component and report on the status of those measures at each Traffic Records Coordinating Committee
Recommendation	METRA11010	Develop a formal quality control program for each component of the traffic records system.
Recommendation	METRA11020	Revise the health-related websites to include queriable databases that allow the user to look at injuries by mechanism of injury, outcomes, and demographic factors.
Recommendation	METRA11026	Increase the formal nature of the quality control program. In particular, the following features of the current quality control program could be enhanced: <ul style="list-style-type: none"> o Keep a log of errors and their frequency
Recommendation	METRA11041	Establish specific quality metrics for each of the NEMSIS (and custom) fields; develop in-house edit checks to test the completeness of submissions as well as the validity and consistency of data subm
Recommendation	METRA11042	Expand the scope of responsibilities for the EMS Data Committee beyond

Linked Items

Type	Label	Name
		<i>that of a data user group to include on-going data quality reviews at the State, service, and provider levels; provide data quali</i>
Recommendation	METRA11044	<i>Emphasize the value of EMS data to the services and providers through initial trainings for new personnel, refresher and continuing education courses, and the Journal of MaineEMS.</i>
Recommendation	METRA11045	<i>Develop a de-identified Injury Surveillance database that can be analyzed internally for use in prevention and control activities; and provide support to injury prevention staff at the State and local</i>

ME-P-00004 - Online Registration Renewal

Priority: 4

Last Updated: 25-JUL-2011

Revision Date: 24-AUG-2006

Status: Active

Lead Agency: Bureau of Motor Vehicles

Partners: Municipalities and their software providers, InforMe

Website:

Project Director

Name: **Ms. Linda Grant**

Title: Senior Section Manager

Agency: Maine Office of the Secretary of the State

Office: Bureau of Motor Vehicles

Address: 101 Hospital Street

City, Zip: Augusta

Phone: 207-624-9095

Email: linda.grant@maine.gov

Project Description: The BMV is undertaking a project that will study the impact of direct mailings to registrants in an effort to increase online renewals. Increased use of the online renewal system will directly improve the timeliness of registration data. All registrants in selected municipalities will receive a postcard approximately 6 weeks prior to the expiration of their vehicle registration. The postcard will identify relevant vehicle data and provide easy instructions to renew online.

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

Update: The BMV is expanding a project that will measure the impact of direct mailings to registrants in an effort to increase online registration renewals. Increased

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

BASIS

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

EXPECTED IMPACT

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

Milestones

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

Core System and Performance Area

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

Budgets

Budget Source - 2014	Total Budget
State Funds	\$0.00

Budget Source - 2015	Total Budget
State Funds	\$0.00

Budget Source - 2016	Total Budget
State Funds	\$0.00

Budget Source - 2017	Total Budget
State Funds	\$0.00

Budget Source - 2018	Total Budget
State Funds	\$0.00

Budget Source - 2019	Total Budget
State Funds	\$0.00

Activity Report

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

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

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

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-16-2009	09-15-2009	09-30-2009	Richard Nickless
Activity	In 2008, BMV added 4 towns to the Online Registration Renewal project. So far, in 2009, BMV has added five additional towns to the Online Registration Renewal System.		
Problems	None.		
Plans	Efforts are underway to encourage additional towns to join the Online Registration Renewal System. The number of towns offering rapid renewal service is 136 leaving 314 towns that do not. The goal for this year is to increase participation from 132 towns to 150, but the increase may not amount to many renewals because populations are likely to be smaller than those already in the program.		
Comments	Registrants can register their trailer fleets (5 or more) using the online registration renewal system as opposed to registering trailers one at a time. Whether or not the additional functionality will increase the number of renewals is unknown.		

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
09-16-2009	12-15-2009	12-15-2009	Richard Nickless

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

<u>Report Start</u> 12-16-2009	<u>Report End</u> 03-15-2010	<u>Report Date</u> 03-24-2010	<u>Provided By</u> Richard Nickless
Activity	<p>Efforts are underway to encourage additional towns to join the Online Registration Renewal System.</p> <p>In 2008, BMV added 4 towns to the Online Registration Renewal project.</p> <p>In 2009, BMV added 5 additional towns.</p> <p>The current number of towns offering rapid renewal is 137 leaving 313 towns that do not.</p> <p>It is unlikely that adding several towns each year will result in significant increases in the amount of renewals. Populations will be smaller because larger cities and towns are already in the program.</p> <p>The number of online renewals as a percentage of total renewals are as follows:</p> <p>2009 - 99,795 online renewals divided by 1,144,720 total renewals = 8.7% 2008 - 86,972 online renewals divided by 1,106,632 total renewals = 7.9% 2007 - 75,528 online renewals divided by 1,090,467 total renewals = 6.8%</p>		
Problems	Online Registration Renewals are a well established customer service within Maine municipalities and the BMV does not anticipate any problems.		
Plans	Vehicle database timeliness continues to be a valid measure of project performance. The percentage of registration renewals available in the database within one day was 8.7% in 2009 (as shown above), and this percentage is expected to increase again in 2010.		
Comments	<p>The total number of renewals are generated directly from our BULL mainframe database each year. There is a Re-Reg flag (Y/N) on the registration record and we use this flag to separate renewals from new registrations.</p> <p>Registration renewal yearly totals are selected using the following criteria: Re-Reg = Y (Y means the registration type is a renewal). Effective Date = (Date range is the calendar year e.g. 01/01/09 to 12/31/09). Status = A (A means "Active" registration renewals on the BMV system). These yearly totals do not include any non-renewal registrations (such as first-time registrations of newly purchased vehicles, or first-time-in-Maine registrations of vehicles from out of State).</p> <p>The BMV relies on Information Resource of Maine (InforME) for the number of yearly online renewals. The yearly totals (as shown above) represent a completed "Rapid Renewal" transaction done by a user of the online application. The totals do not include off-line renewals completed by BMV branch offices which may or may not be updated on the system within a 24 hour period.</p>		

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
03-16-2010	06-15-2010	06-03-2010	Richard Nickless
	<p>Efforts are underway to encourage additional towns to join the Online Registration Renewal System.</p> <p>In 2008, BMV added 4 towns to the Online Registration Renewal project. In 2009, BMV added 5 additional towns. As of April 30, 2010, no additional towns have been added to the system. The current number of towns offering rapid renewal is 137 leaving 313 towns that do not.</p> <p>Activity It is unlikely that adding several towns each year will result in significant increases in the amount of renewals. Populations will be smaller because larger cities and towns are already in the program.</p> <p>The number of online renewals as a percentage of total renewals are as follows: 2009 - 99,795 online renewals divided by 1,144,720 total renewals = 8.7% 2008 - 86,972 online renewals divided by 1,106,632 total renewals = 7.9% 2007 - 75,528 online renewals divided by 1,090,467 total renewals = 6.8% According to BMV records, there were 32,175 registrations renewed from Jan 1 to April 30, 2009 compared to 34,732 renewals in 2010 for the same time period.</p>		
	Problems	Online Registration Renewals are a well established customer service within Maine municipalities and the BMV does not anticipate any problems.	
	Plans	The percentage of registration renewals available in the database within one day was 8.7% in 2009 (as shown above), and this percentage is expected to increase again in 2010. The BMV expects the number of participating towns to increase as well.	
	Comments	<p>Vehicle database timeliness, increasing the number of registration renewals updated on the system within 24 hours, continues to be a valid measure of project performance.</p> <p>The total number of renewals are generated directly from the BMV BULL mainframe database each year. A Re-Reg flag (Y/N) on the registration record is used to separate renewals from new registrations.</p> <p>Registration renewal yearly totals are selected using the following criteria: Re-Reg = Y (Y means the registration type is a renewal). Effective Date = (Date range is the calendar year e.g. 01/01/09 to 12/31/09). Status = A (A means "Active" registration renewals on the BMV system). These yearly totals do not include any non-renewal registrations (such as first-time registrations of newly purchased vehicles, or first-time-in-Maine registrations of vehicles from out of State).</p> <p>The BMV relies on Information Resource of Maine (InforME) for the number of yearly online renewals. The yearly totals (as shown above) represent a completed "Rapid Renewal" transaction done by a user of the online application. The totals do not include off-line renewals completed by BMV branch offices which may or may not be updated on the system within a 24 hour period.</p>	
<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2010	12-31-2010	12-29-2010	Linda Grant

	<p>Efforts are underway to encourage additional towns to join the Online Registration Renewal System.</p> <p>In 2008, BMV added 4 towns to the Online Registration Renewal project. In 2009, BMV added 5 additional towns. As of April 30, 2010, no additional towns have been added to the system.</p> <p>The current number of towns offering rapid renewal is 137 leaving 313 towns that do not.</p> <p>Activity It is unlikely that adding several towns each year will result in significant increases in the amount of renewals. Populations will be smaller because larger cities and towns are already in the program. The number of online renewals as a percentage of total renewals are as follows:</p> <p>2009 - 99,795 online renewals divided by 1,144,720 total renewals = 8.7% 2008 - 86,972 online renewals divided by 1,106,632 total renewals = 7.9% 2007 - 75,528 online renewals divided by 1,090,467 total renewals = 6.8% According to BMV records, there were 32,175 registrations renewed from Jan 1 to April 30, 2009 compared to 34,732 renewals in 2010 for the same time period.</p>
<p>Problems</p>	<p>Online Registration Renewals are a well established customer service within Maine municipalities and the BMV does not anticipate any problems.</p>
<p>Plans</p>	<p>The percentage of registration renewals available in the database within one day was 8.7% in 2009 (as shown above), and this percentage is expected to increase again in 2010. The BMV expects the number of participating towns to increase as well.</p>
<p>Comments</p>	<p>Vehicle database timeliness, increasing the number of registration renewals updated on the system within 24 hours, continues to be a valid measure of project performance.</p> <p>The total number of renewals are generated directly from the BMV BULL mainframe database each year. A Re-Reg flag (Y/N) on the registration record is used to separate renewals from new registrations.</p> <p>Registration renewal yearly totals are selected using the following criteria: Re-Reg = Y (Y means the registration type is a renewal). Effective Date = (Date range is the calendar year e.g. 01/01/09 to 12/31/09). Status = A (A means "Active" registration renewals on the BMV system). These yearly totals do not include any non-renewal registrations (such as first-time registrations of newly purchased vehicles, or first-time-in-Maine registrations of vehicles from out of State).</p> <p>The BMV relies on Information Resource of Maine (InforME) for the number of yearly online renewals. The yearly totals (as shown above) represent a completed "Rapid Renewal" transaction done by a user of the online application. The totals do not include off-line renewals completed by BMV branch offices which may or may not be updated on the system within a 24 hour period.</p>

<p><u>Report Start</u> 01-01-2011</p>	<p><u>Report End</u> 03-31-2011</p>	<p><u>Report Date</u> 03-01-2011</p>	<p><u>Provided By</u> Richard Nickless</p>
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	<p>Efforts are underway to encourage additional towns to join the Online Registration Renewal System.</p> <p>In 2008, BMV added 4 towns to the Online Registration Renewal service. In 2009, BMV added 5 towns. In 2010, BMV added 9 towns. The current number of towns offering rapid renewal is 147 leaving 303 towns that do not.</p> <p>Activity It is unlikely that adding several towns each year will result in significant increases in the amount of renewals. Populations will be smaller because larger cities and towns are already in the program. The number of online renewals as a percentage of total renewals are as follows:</p> <p>2007 - 75,528 online renewals divided by 1,090,467 total renewals = 6.8% 2008 - 86,972 online renewals divided by 1,106,632 total renewals = 7.9% 2009 - 99,795 online renewals divided by 1,144,720 total renewals = 8.7% 2010, 108,593 online renewals divided by 1,054,720 total renewals = 10%</p>
Problems	Online Registration Renewals are a well established customer service within Maine municipalities and the BMV does not anticipate any problems.
Plans	The percentage of registration renewals available in the database within one day was 10% in 2010 (as shown above), and this percentage is expected to increase again in 2011. The BMV expects the number of participating towns to increase as well.
Comments	<p>Vehicle database timeliness, increasing the number of registration renewals updated on the system within 24 hours, continues to be a valid measure of project performance. The total number of renewals are generated directly from the new Vehicle Registration database. Total renewals will be generated on a monthly basis in the future, and we will continue to produce a yearly report showing the number of rapid renewal registrations as a percentage of total renewals captured in the database. A Re-Reg flag (Y/N) on the registration record is the indicator used to separate renewals from new registrations.</p> <p>Registration renewal yearly totals are selected using the following criteria: Re-Reg = Y (Y means the registration type is a renewal). Effective Date = (Date range is the calendar year e.g. 01/01/10 to 12/31/10).</p> <p>Status = A (A means "Active" registration renewals on the BMV system). Class Code = CO (commercial vehicles registered from 12,001 to 100,000 pounds '21,472 records'). Class Code = TR (Tractor '1,638 records') which are not available for processing online Rapid Renewal transactions. These yearly totals do not include any non-renewal registrations (such as first-time registrations of newly purchased vehicles, or first-time-in-Maine registrations of vehicles from out of State).</p> <p>The BMV relies on Information Resource of Maine (InforME) for the number of yearly online renewals. The yearly totals (as shown above) represent a completed "Rapid Renewal" transaction done by a user of the online application. The totals do not include off-line renewals completed by BMV branch offices which may or may not be updated on the system within a 24 hour period.</p>

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

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

Plans
Comments

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

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

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

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

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

Linked Items

Type	Label	Name
Deficiency / Objective	ME-D-00009	ME-D-00009 - Vehicle Registration - Timeliness
Performance Measure	V-T-02	Vehicle Registration Timeliness
Recommendation	METRA11035	Extend the use of the Rapid Renewal process to the towns and counties processing registrations.

ME-P-00006 - Maine Crash Reporting System Upgrade

Priority: 6

Last Updated: 17-AUG-2011

Revision Date: 04-MAY-2009

Status: Active

Lead Agency: Department of Public Safety

Partners: Department of Public Safety, Department of Transportation, Bureau of Motor Vehicles, INFORME

Website:

Project Director

Name: **Ms. Lauren Stewart**

Title: Director

Agency: Bureau of Highway Safety

Office:

Address: 164 State House Station

City, Zip: Augusta 04333

Phone: (207) 626-3840

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

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

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

MCRS Phase 1 tasks include:

- upgrade the current MCRS application to Microsoft's .NET architecture,
- implement an XML Schema Definition (XSD) and Extensible Stylesheet Language (XSL) for standards-based data exchange,
- Migrate and update the current Oracle 10G server database to Microsoft SQL Server 2005 and match the data elements.
- Facilitate a crash form revision to increase MMUCC compliance.
- Implement a Security Module.

- Implement a Case Management Module.
- Update the current Import Service.
- Update the current Export Service.
- Update and improve the current Crash Location Mapping System.
- Update the current Email Processor.
- Create an automated Client Update Module.

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

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

The Maine Crash Reporting System Upgrade Phase III tasks include:

- Create a BMV query (operator and vehicle registration) auto fill function that will backfill operator and vehicle data entry fields using a remote query to a BMV database.
- Create a Crash Data Warehouse that will provide Maine crash data analysts with dynamic drill-down, data mining, decision support functionality, and pivot table analysis capabilities.
- FMCSA Commercial Vehicle Lookup
- System Management Screen
- Web-Based Map Reports
- Autonarrative
- VIN Decoding
- Alcohol and Drug Alert Notification
- DOT Corrective Feedback

Milestones

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
MDOT Synchronization Service	02-15-2010	02-15-2010	Completed

MCRS 2 Email Processor Complete	04-01-2010	04-01-2010	Completed
MDOT Crash Analysis System Update	04-15-2010	04-15-2010	Completed
MCRS 2 BMV XML Crash Export	05-30-2010	05-30-2010	Completed
MCRS 2 Crash Form and Data Standard	05-30-2010	05-30-2010	Completed
Web Standard Reports	09-01-2010	09-01-2010	Completed
Crash Reports PDF Web Service Complete	09-01-2010	09-01-2010	Completed
MCRS 2 Search/Print Web Module Complete	09-01-2010	09-01-2010	Completed
MCRS 2 Client - System Management Screen Completed	12-31-2010	12-31-2010	Completed
Commercial Vehicle Lookup in MCRS 2 Completed	12-31-2010	12-31-2010	Completed
Web-Based Map Reports for MCRS Complete	06-01-2011	06-01-2011	Completed
Ad Hoc Reporting module Complete	06-01-2011	06-01-2011	Completed
MCRS 2 Client - Auto Narrative Module Completed	09-01-2011	09-01-2011	Completed
Alcohol and Drug Alert Notification module	11-01-2011	11-01-2011	Completed
VIN Decoding Module for MCRS	12-31-2011	12-31-2011	Completed
MCRS Client Updates	04-01-2014	04-01-2014	Completed
Maine Client Map Upgrades	09-30-2014		On Schedule

Core System and Performance Area

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

Budgets

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

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

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

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

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

Budget Source - 2019	Total Budget
NHTSA Section 405c Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

Activity Report

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

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

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

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
03-16-2010	06-15-2010	06-04-2010	Lauren Stewart
Activity	Continued development of the Crash Analysis System Update. Completed development of the MDOT Synchronization Update. Completed development of the BMV XML Export service.		
Problems			
Plans	Complete development of the Crash Analysis System Update. Complete development of the MCRS Reporting and Analysis components.		
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
10-01-2010	12-31-2010	12-31-2010	Lauren Stewart
Activity	Completed development of the MCRS .NET Crash Location Module. Completed development of the MCRS .NET Client Upgrade. Completed development of the MDOT Synchronization Update. Completed development of the BMV XML Export service. Completed development of the Search/Print Web Module. Completed development of the Crash Reports PDF Web Service. Completed development of the Web-based Standard Reports.		
Problems			
Plans	With completion of the above activities, Phase II development is complete. Moving all modules from test servers to production servers is planned for 1st quarter CY2011.		

Comments	<p><i>Lt. Brian Scott (Maine State Police, Traffic Division) stated that MCRS 2 was well received during the MCJA training. Lt. Scott stated that the mobile training environment was setup and will be used for training of the new MCRS 2 program. Lt. Scott said that IMC build 17 has been sent to local law enforcement agencies that use the IMC Records Management System. IMC Build 17 contains the new crash form data elements. The MCRS 2 Email Processor is currently running in test mode and is ready to receive any data that may be sent to the State. The MCRS 2 mapping features will improve crash location accuracy with the addition of Google satellite imagery.</i></p>
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<u>Report Start</u> 10-01-2010	<u>Report End</u> 12-31-2010	<u>Report Date</u> 01-06-2011	<u>Provided By</u> Lauren Stewart
Activity	<p>FMCSA Commercial Vehicle Lookup</p> <p>Added capability to MCRS to auto fill commercial vehicle carrier name by querying FMCSA website.</p> <ol style="list-style-type: none"> 1. Add an auto-fill button on the commercial screen near where the USDOT number is entered. 2. This kicks off query to retrieve commercial vehicle information from FMCSA website. 3. Any data retrieved from the site would be used to populate the commercial screen. 4. Any information retrieved can be overwritten by the user if need be. 5. The data elements retrieved for auto populating include: <p>Carrier name Address City State Zip MC/MX number Interstate Carrier (checkbox) System Management Screen</p> <p>Add a screen to the MCRS client that is visible only to administrators that displays basic system information including:</p> <p>Total number of reports in system. Total number of reports in system for current calendar year. Number of approved reports. Number of reports pending approval. Number of approved reports not exported to the state. Clicking on number will open a window that displays a list of these reports.</p> <p>Number of MCRS users in Agency.</p>		
Problems			
Plans	Continue with implementation of remaining Phase III tasks.		
Comments			

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

Plans	Continue the rollout of MCRS 2 to local Maine police agencies.
Comments	

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

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
04-01-2011	11-03-2011	11-03-2011	Lauren Stewart
Activity	<p>Continued deployment of MCRS 2 to local law enforcement agencies by remotely installing the Maine Crash Reporting System server and client components.</p> <p>Completed development of the Alcohol and Drug Alert Notification module for MCRS.</p> <p>The notification service automatically notifies MDPS personnel when:</p> <ol style="list-style-type: none"> 1. BAC Test results coded as Pending and are 30 days past the date of the crash report 2. Drug Test Results coded as Pending and are 8 weeks past the date of the crash report. <p>Candidate crash reports must be formally submitted to the state. The notification service will query the State Crash Data Repository for crash data meeting the conditions above. Any crash reports meeting those conditions will be summarized in a report and emailed to MDPS personnel in a timely fashion.</p> <p>The notification service will be developed to execute as a stand-alone scheduled task and be configurable. The notification service will have its own event log to store and report any generated exceptions. The notification service will be configurable to control the location of the State Crash Data Repository, event log name, and SMTP address.</p>		
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
11-04-2012	01-19-2012	01-19-2012	Lauren Stewart

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

Report Start	Report End	Report Date	Provided By
01-20-2012	03-15-2012	03-15-2012	Lt. Brian Scott
Activity	Lt. Brian Scott stated that the rollout of MCRS 2 has completed and is deployed statewide.		
Problems			
Plans			
Comments	Mr. Duane Brunell added that it was the goal to get all the police departments signed on to the new crash system by the end of 2011 and that goal was achieved. Also, MDOT and Deep River LLC are in the process of migrating historical data and should have that completed shortly.		

Report Start	Report End	Report Date	Provided By
03-16-2012	06-28-2012	06-28-2012	Lt. Brian Scott
Activity	Duane Brunell stated that the MCRS project is essentially complete. Recent efforts included work on the MCRS legacy data migration and internal IT work on MDOT side to work with the in-house query system. Mr. Brunell said they were overall satisfied with the results of the migration.		
Problems	Lt. Scott said that there is a need for the addition of a delete feature so that MSP Traffic Division could delete duplicate and other types of problem reports from the system. The delete function would need to work across systems from MSP Traffic Division to MDOT MaineCRASH system as well as notification to BMV.		
Plans			
Comments			

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

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

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

Linked Items

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

Linked Items

Type	Label	Name
Measure		
Performance Measure	C-T-01B	Crash Timeliness
Performance Measure	C-U-01	Crash Uniformity
Project	ME-P-00009	Traffic Records Data Warehouse
Project	ME-P-00014	Maine CODES
Project	ME-P-00015	Public Access Reports – Traffic
Project	ME-P-00022	Registration Barcode
Project	ME-P-00024	Electronic Collection of Highway Safety Data
Recommendation	METRA 051	Create a single merged file that retains the original, official crash data as submitted and the changed data elements as modified by various data enhancement and quality improvement steps including lo
Recommendation	METRA11004	Develop a meaningful set of quality improvement performance measures for each traffic records system component and report on the status of those measures at each Traffic Records Coordinating Committee
Recommendation	METRA11010	Develop a formal quality control program for each component of the traffic records system.
Recommendation	METRA11013	Ensure adequate coordination between the MCRS and to-be-developed electronic citation software programs so that law enforcement officers are provided with products that are well integrated and can sha
Recommendation	METRA11014	Create a single merged file that retains the original, official crash data as submitted and the changed data elements as modified by various data enhancement and quality improvement steps including lo
Recommendation	METRA11026	Increase the formal nature of the quality control program. In particular, the following features of the current quality control program could be enhanced: <ul style="list-style-type: none"> o Keep a log of errors and their frequenc

ME-P-00009 - Traffic Records Data Warehouse

Priority: 9

Last Updated: 16-AUG-2011

Revision Date: 06-JUN-2011

Status: Proposed

Lead Agency: Bureau of Highway Safety

Partners: EMS, DOT, BMV, DPS

Website:

Project Director

Name: **Ms. Lauren Stewart**

Title: Director

Agency: Bureau of Highway Safety

Office:

Address: 164 State House Station

City, Zip: Augusta 04333

Phone: (207) 626-3840

Email: lauren.v.stewart@maine.gov

Project Description: Develop a data warehouse into which all traffic records systems

submit data; develop linkages between the various data sets and provide data warehouse drill down and reporting capabilities that support highway safety decision making.

Milestones

Milestone Description	Target Date	Actual Date	Status
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Core System and Performance Area

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

Budgets

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2017	Total Budget
NHTSA Section 408 Funds	\$0.00

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

Budget Source - 2019	Total Budget
NHTSA Section 408 Funds	\$0.00

Activity Report

Linked Items

Type	Label	Name
Performance Measure	C-X-01	Crash Accessibility
Performance Measure	I-I-01	I-I-01 - Injury Surveillance / EMS - Integration
Project	ME-P-00001	Electronic Collection of EMS Run Report Data
Project	ME-P-00006	Maine Crash Reporting System Upgrade
Project	ME-P-00011	E-Citation

Linked Items

Type	Label	Name
Recommendation	METRA11018	Charge the TRCC with coordinating the development of merged traffic safety datasets and establishing a coherent policy for broad user access to the data.
Recommendation	METRA11020	Revise the health-related websites to include queryable databases that allow the user to look at injuries by mechanism of injury, outcomes, and demographic factors.

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

Priority: 10

Last Updated: 15-MAR-2013

Revision Date: 06-JUN-2011

Status: Proposed

Lead Agency: Bureau of Highway Safety

Partners: EMS, DOT, BMV, DPS

Website:

Project Director

Name: **Mr. Jay Bradshaw**

Title: Director

Agency: Department of Public Safety

Office: Emergency Medical Services

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Phone: (207) 626-3860

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

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

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

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

Milestones

Milestone Description	Target Date	Actual Date	Status
Data Mining Tool for current electronic records. Access by State office.	09-15-2015		On Schedule
Review legacy data for mapping potential and methodology; complete mapping to current data.	12-15-2015		On Schedule
Development of permission levels and access policies.	05-15-2016		On Schedule
Web site access for public to query standardized templates.	05-15-2016		On Schedule

Core System and Performance Area

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

Budgets

Budget Source - 2014	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2016	Total Budget
NHTSA Section 408 Funds	\$0.00

Budget Source - 2017	Total Budget
NHTSA Section 408 Funds	\$0.00

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

Budget Source - 2019	Total Budget
NHTSA Section 408 Funds	\$0.00

Activity Report

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

Linked Items

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

ME-P-00011 - E-Citation

Priority: 11

Last Updated: 02-JUN-2014

Revision Date: 02-JUN-2014

Status: Active

Lead Agency: Maine Department of Public Safety

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

Website:

Project Director

Name: **Ms. Lauren Stewart**

Title: Director

Agency: Bureau of Highway Safety

Office:

Address: 164 State House Station

City, Zip: Augusta 04333

Phone: (207) 626-3840

Email: lauren.v.stewart@maine.gov

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

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

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

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

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

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

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

The E-Citation Reporting component will augment the E-Citation Data Collection system by providing a set of standard web-based reports with filtering capabilities. The E-Citation Reporting component will add 15 Standard Reports with the capability

to filter on items such as town, law enforcement agency, type of infraction, officer Id, etc. The E-Citation Reporting component will also provide for a web-based Ad Hoc Reporting capability that will allow users to perform "on the fly" report creation capabilities. The system will allow saving of Ad Hoc reports for future use.

Milestones

Milestone Description	Target Date	Actual Date	Status
Establish Working Group	10-01-2011	10-01-2011	Completed
Data Exchange Standard and Study Complete	09-30-2012	09-30-2012	Completed
Complete Working Group Objectives	09-30-2014		On Schedule

Core System and Performance Area

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

Budgets

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

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

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

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

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

Budget Source - 2019	Total Budget
NHTSA Section 405c Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

Activity Report

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

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

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

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

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

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

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

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-13-2013	02-26-2014	02-26-2014	Lauren Stewart
Activity	The Maine TRCC E-Citation Working Group has developed a draft set of recommendations and requirements. One of the requirements developed was a data exchange standard for transferring e-citations. Other requirements revolved around paper specifications and formats, security, and signature requirements. There were several phone conferences revolving around security. Legislation has been enacted to enable e-citation. The defendant's signature was no longer required on the citation. A key issue was the signature requirement of the officer. The Chief Judge was provided various options regarding security requirements for an ecitation system.		
Problems			
Plans			
Comments			

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

Linked Items

Type	Label	Name
Deficiency / Objective	ME-D-00019	ME-D-00019 - Citation / Adjudication - Timeliness
Deficiency / Objective	ME-D-00020	ME-D-00020 - Citation / Adjudication - Uniformity
Deficiency / Objective	ME-D-00021	ME-D-00021 - Citation / Adjudication - Completeness
Deficiency / Objective	ME-D-00022	ME-D-00022 - Citation / Adjudication - Accuracy
Deficiency / Objective	ME-D-00023	ME-D-00023 - Citation / Adjudication - Accessibility
Deficiency / Objective	ME-D-00024	ME-D-00024 - Citation / Adjudication - Integration
Performance Measure	CA-T-01A	Citation Timeliness
Project	ME-P-00009	Traffic Records Data Warehouse
Project	ME-P-00014	Maine CODES
Project	ME-P-00022	Registration Barcode
Recommendation	METRA11013	Ensure adequate coordination between the MCRS and to-be-developed

Linked Items

Type	Label	Name
		electronic citation software programs so that law enforcement officers are provided with products that are well integrated and can sha
Recommendation	METRA11036	Provide support, through the TRCC, for the combined efforts of the BMV, Law Enforcement, and the AOC to plan for adoption of an e-citation project.

ME-P-00014 - Maine CODES

Priority: 14

Last Updated: 02-JUN-2014

Revision Date: 06-JUN-2011

Status: Active

Lead Agency: Maine CDC

Partners: Maine BHS, Maine EMS, University of Southern Maine - Muskie School

Website:

Project Director

Name: **Ms. Lauren Stewart**

Title: Director

Agency: Bureau of Highway Safety

Office:

Address: 164 State House Station

City, Zip: Augusta 04333

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

Milestones

Milestone Description	Target Date	Actual Date	Status
Restart CODES efforts using new resources.	09-30-2013	09-30-2013	Completed

Core System and Performance Area

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

Budgets

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

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

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

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

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

Budget Source - 2019	Total Budget
NHTSA Section 402 Funds	\$0.00
NHTSA Section 405c Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

Activity Report

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

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
04-15-2012	01-19-2012	01-19-2012	Mr. Joseph Riddick

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

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

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
03-15-2012	06-28-2012	06-28-2012	Joseph Riddick
Activity	<p>Mr. Joseph Riddick stated the Maine CODES project has linked hospital ED deaths to crash data and they have also provided data to the University of Maryland to obtain scores on drug/alcohol use from all of the hospital and ED data. The University of Utah will perform imputation on missing variables in the data set. It will calculate and give us what the best score should be.</p>		
Problems	<p>Mr. Riddick said that by the end of July, Maine CODES will have a report on elder drivers focusing on three research questions including injury severity scores, ED, and hospital records to see if there is a variance between injury severity and medical outcomes. CODES will also be looking at trauma to different body regions in that population.</p>		
Plans	<p>Mr. Riddick stated that the national CODES program's future is in question. Although, the CODES efforts at the state level does not have to end if a state continues funding.</p>		
Comments			

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

Comments

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-13-2013	02-26-2014	02-26-2014	Al Leighton
Activity	<p>Muskie School is planning to have a conference call with CODES users in Nebraska and Rhode Island. This will assist in developing a strategy on how to link the various data sources.</p> <p>The Northeast Mobile Health ambulance service and South Portland are in the process of implementing a data linkage between EMS and hospital data.</p>		
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
02-27-2014	05-07-2014	05-07-2014	Al Leighton
Activity	<p>Muskie School is in various discussions with CODES personnel from other states and is evaluating all of the variables for the process of linking data with the assistance of a statistician to create a CODES system.</p> <p>Muskie School is currently evaluating the latest version of CODES versus developing a customized in-house system.</p>		
Problems			
Plans			
Comments			

Linked Items		
Type	Label	Name
Performance Measure	C-I-01	Crash Integration
Performance Measure	I-I-01	I-I-01 - Injury Surveillance / EMS - Integration
Project	ME-P-00001	Electronic Collection of EMS Run Report Data
Project	ME-P-00006	Maine Crash Reporting System Upgrade
Project	ME-P-00011	E-Citation
Project	ME-P-00020	CODES EMS Linkage
Recommendation	METRA11046	Provide the EMS data to the CODES project to be included in the crash and hospital discharge data integration.

ME-P-00015 - Public Access Reports - Traffic

Priority: 15

Last Updated: 15-MAR-2013

Revision Date: 04-JUN-2012

Status: Active

Lead Agency: Maine Department of Transportation

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

Website:

Project Director

Name: **Mr. Duane Brunell**

Title: Safety Performance Analysis Manager

Agency: Maine Department of Transportation

Office: Maine DOT Safety Office
 Address: 16 State House Station
 City, Zip: Augusta 04333-0016
 Phone: (207) 624-3278
 Email: duane.brunell@maine.gov

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

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

Milestones

<i>Milestone Description</i>	<i>Target Date</i>	<i>Actual Date</i>	<i>Status</i>
Establish PAR-T Working Group	11-30-2012	11-30-2012	Completed
Complete Working Group Objectives	09-30-2013	09-30-2013	Completed
Begin Development Work	07-15-2014		On Schedule
Complete Development	12-31-2014		On Schedule

Core System and Performance Area

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

Budgets

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

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

Budget Source - 2015	Total Budget
NHTSA Section 408 Funds	\$0.00

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

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

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

Budget Source - 2019	Total Budget
NHTSA Section 405c Funds	\$0.00
NHTSA Section 408 Funds	\$0.00

Activity Report

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
03-15-2012	06-28-2012	06-28-2012	Duane Brunell
Activity	<p>Mr. Duane Brunell provided background on the need for public access to basic traffic records analysis. Mr. Brunell said that there is a need for a working group to further define the requirements for increasing the accessibility of the data. Ms. Stewart stated that there is a need for having end-users (e.g. NPOs, DHS, and county and municipal law enforcement) involved in the working group.</p> <p>Mr. Brunell said that they have a starting point for this effort with the existing MCRS Standard Reports and also the mapping tools.</p> <p>Ms. Stewart said she and Duane would work on forming the working group.</p>		
Problems			
Plans			
Comments	Ms. Stewart said she and Duane would work on forming the working group.		

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
06-29-2012	03-05-2013	03-05-2013	Duane Brunell
Activity	<p>There have been two meetings with the working group looking into what types of public access reports would be available. Duane Brunell has drafted a set of data elements for public access.</p>		
Problems			
Plans			
Comments			

<u>Report Start</u>	<u>Report End</u>	<u>Report Date</u>	<u>Provided By</u>
03-06-2013	06-12-2013	06-12-2013	Duane Brunell

	<p>The working group described the current process for getting crash statistics. Personnel at BHS or DOT manually query the data systems and provide the results back to the asking party.</p> <p>The existing query tools were not intended for the general public.</p>
Activity	<p>Interviews have been conducted with police, local and metropolitan planning organizations to identify various crash needs. The group has now defined the scope of the project and is close to developing an RFP.</p> <p>A number of solutions are being reviewed including ones from both Michigan and Connecticut.</p>
Problems	
Plans	
Comments	

Report Start 06-13-2013	Report End 02-26-2014	Report Date 02-26-2014	Provided By Lauren Stewart
Activity	<p>The site will be designed to allow public access to crash data. Other data users with special permissions will have access to more functionality and analysis. The State intends to amend the existing Crash contract to complete the work.</p>		
Problems			
Plans			
Comments			

Report Start 02-27-2014	Report End 05-07-2014	Report Date 05-07-2014	Provided By Lauren Stewart
Activity	<p>Purchasing has approved an amendment to the existing contract with Appriss, Inc. for developing the Public Access Web Site.</p> <p>Some of the features in the new site include a mapping feature that will display crashes on a Google Map.</p> <p>The development will begin sometime in July and will be focused on ease-of-use for public users.</p> <p>Lt. Scott told the group that he hopes the site will help explain the strategy for law enforcement in terms of resources used in areas of high crash locations. It was decided by the group that the data source for the public access web site will be the DOT crash repository.</p>		
Problems			
Plans			
Comments			

Linked Items

Type	Label	Name
Deficiency / Objective	ME-D-00018	ME-D-00018 - Crash - Accessibility
Performance Measure	C-X-01	Crash Accessibility
Project	ME-P-00006	Maine Crash Reporting System Upgrade
Recommendation	METRA11016	Evaluate the suitability of the MCRS data analysis tools for meeting general users' needs.
Recommendation	METRA11019	Update data files and reports that are made available to the public via websites with timely and relevant information; ensure updates are made on a regular basis.
Recommendation	METRA11020	Revise the health-related websites to include queriable databases that allow

Linked Items

Type	Label	Name
		the user to look at injuries by mechanism of injury, outcomes, and demographic factors.
Recommendation	METRA11023	Promote expanded use of the crash data by making it accessible to the research community, safety stakeholders, and others.

ME-P-00020 - CODES EMS Linkage

Priority: 20

Last Updated: 02-JUN-2014

Revision Date: 11-MAY-2009

Status: Proposed

Lead Agency: Maine Department of Public Safety

Partners: Maine EMS, Maine CODES

Website:

Project Director

Name: **Ms. Lauren Stewart**

Title: Director

Agency: Bureau of Highway Safety

Office:

Address: 164 State House Station

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Project Description: The CODES EMS Linkage project will provide for the inclusion of EMS data into the CODES data set.

Milestones

Milestone Description	Target Date	Actual Date	Status
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Core System and Performance Area

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

Budgets

Budget Source - 2014	Total Budget
NHTSA Section 405c Funds	\$0.00

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

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

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

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

Budget Source - 2019	Total Budget
NHTSA Section 405c Funds	\$0.00

Activity Report

Linked Items

Type	Label	Name
Performance Measure	C-I-01	Crash Integration
Performance Measure	I-I-01	I-I-01 - Injury Surveillance / EMS - Integration
Project	ME-P-00001	Electronic Collection of EMS Run Report Data
Project	ME-P-00014	Maine CODES

ME-P-00022 - Registration Barcode

Priority: 22

Last Updated: 25-JUL-2011

Revision Date: 11-MAY-2009

Status: Proposed

Lead Agency: Bureau of Motor Vehicles

Partners: Bureau of Motor Vehicles, Department of Public Safety

Website:

Project Director

Name: **Ms. Linda Grant**

Title: Senior Section Manager

Agency: Maine Office of the Secretary of the State

Office: Bureau of Motor Vehicles

Address: 101 Hospital Street

City, Zip: Augusta

Phone: 207-624-9095

Email: linda.grant@maine.gov

Project Description: The Registration Barcode project adds a 2-D Barcode image to motor vehicle registration documents. The 2-D Barcode will adhere to the AAMVA (American Association of Motor Vehicle Administrators) 2-D Barcode standard and will encode the text data found on the registration document into the barcode image. The image will be used by various software programs to reduce data entry errors and to reduce data entry time for various state reporting requirements including motor vehicle crash and citation data collection.

Milestones

Milestone Description	Target Date	Actual Date	Status
-----------------------	-------------	-------------	--------

Core System and Performance Area

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

Budgets

Budget Source - 2014	Total Budget
NHTSA Section 405c Funds	\$0.00

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

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

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

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

Budget Source - 2019	Total Budget
NHTSA Section 405c Funds	\$0.00

Activity Report

Linked Items

Type	Label	Name
------	-------	------

Linked Items

Type	Label	Name
Project	ME-P-00006	Maine Crash Reporting System Upgrade
Project	ME-P-00011	E-Citation
Recommendation	METRA11032	Introduce the type of bar code for all registration documents to be consistent with those produced through the Rapid Renewal process.

ME-P-00024 - Electronic Collection of Highway Safety Data

Priority: 21

Last Updated: 02-JUN-2014

Revision Date: 10-MAR-2014

Status: Active

Lead Agency: Maine Bureau of Highway Safety

Partners: Maine EMS, Maine DOT, Maine Department of Public Safety, Maine BMV

Website:

Project Director

Name: **Ms. Lauren Stewart**

Title: Director

Agency: Bureau of Highway Safety

Office:

Address: 164 State House Station

City, Zip: Augusta 04333

Phone: (207) 626-3840

Email: lauren.v.stewart@maine.gov

Project Description: The Highway Safety Office plans to use data from various traffic records sources to collect in databases to facilitate highway safety reports and analyses.

Milestones

Milestone Description	Target Date	Actual Date	Status
-----------------------	-------------	-------------	--------

Core System and Performance Area

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

Budgets

Budget Source - 2014	Total Budget
NHTSA Section 405c Funds	\$0.00

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

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

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

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

Budget Source - 2019	Total Budget
NHTSA Section 405c Funds	\$0.00

Activity Report

<u>Report Start</u> 02-27-2014	<u>Report End</u> 05-07-2014	<u>Report Date</u> 05-07-2014	<u>Provided By</u> Al Leighton
<p><i>EMS Data Records Review</i> Al updated everyone that his group had not received the necessary EMS data from Image Trend to calculate the accuracy and timeliness of EMS reports.</p> <p><i>HVE (High Visibility Enforcement)</i> Al indicated that his group is in the external testing phase of the HVE application. The application will ease the recording of HVE information. The State Police/York County Sheriffs will begin testing the application soon.</p> <p>Activity <i>Child Passenger Safety Application</i> Al told the group the Child Passenger Safety Application is completed and historical data is currently being entered.</p> <p><i>Fatalities Database</i> Al indicated that a fatalities database is being created based on the MCRS schema.</p> <p><i>Highway Safety Reports</i> Robyn Dumont has been working on reports using 2013 data which should be completed by the end of June 2014.</p>			
Problems			
Plans			
Comments			

Linked Items

Type	Label	Name
Project	ME-P-00001	Electronic Collection of EMS Run Report Data
Project	ME-P-00006	Maine Crash Reporting System Upgrade
Recommendation	METRA06002	Assure that the strategic plan is a living document. Replace completed projects with new projects, and report on the progress of those projects that have been undertaken until full implementation is
Recommendation	METRA94022	Develop a capability to electronically access all the various traffic safety files

Linked Items

Type	Label	Name
		<i>in the state and make this information available to the highway safety community.</i>

Project Prioritization and Budget

The State of Maine TRCC reviewed each system's deficiencies and developed goals, projects, and tasks to address the deficiencies identified during the April 29, 2011 Traffic Records Assessment. As a result of this review, the State of Maine TRCC has identified and prioritized the 11 projects listed in the table below.

State of Maine TRCC FFY 2015 Budget

Project	Section 408c Carry Over Funds	FY 2013 405c Funds	FY 2014 405c Funds	FY2015 405c Funds	Total
ME-P-00001 Electronic Collection of EMS Run Report Data	\$200,000				\$200,000
ME-P-00004 Online Registration Renewal					\$0
ME-P-00006 MCRS Upgrade	\$600,000				\$600,000
ME-P-00009 Traffic Records Data Warehouse					\$0
ME-P-00010 EMS Public Access/Data Mining					\$0
ME-P-00011 E-Citation	\$59,500	\$387,783.36	\$310,930		\$758,213
ME-P-00014 Maine CODES			\$100,000		\$100,000
ME-P-00015 Public Access Reports – Traffic				\$250,000	\$250,000

ME-P-00020 CODES EMS Linkage					\$0
ME-P-00022 Registration Barcode					\$0
ME-P-00024 Electronic Collection of Highway Safety Data				\$150,000	\$150,000
Totals	\$859,500	\$387,783	\$410,930	\$400,000	\$2,058,213

S. 408 estimated carry-over 6/3/2014 = \$859,500.00
 S. 405c estimated carry-over 6/3/2014 = \$798,712.98
 S. 405c estimated FFY15 award = \$400,000.00
 Total estimated for project obligation = \$2,058,212.98

Maine Crash Accuracy Query Supporting Details

--2012

```
select COUNT(*) from
(
select ReportingAgency + ReportNumber as ReportNumber, COUNT(*) as NumberOfErrorsPerReport
from UploadLog where
cast(convert(varchar(10),substring(REPLACE(REPLACE(CAST(CAST( OriginalCrashReport as
XML).query(
'/MaineCrashReport/CrashReport/CrashDate') as
VARCHAR(MAX)), '<CrashDate>', ''), '</CrashDate>', ''), 1, 10), 101) as DateTime)
between '04/01/2011' and '03/31/2012' and ReceivedDateAndTime < '04/30/2012' and UploadStatus in
(4,5)
group by ReportingAgency + ReportNumber
) a
```

--2013

```
select COUNT(*) from
(
select ReportingAgency + ReportNumber as ReportNumber, COUNT(*) as NumberOfErrorsPerReport
from UploadLog where
cast(convert(varchar(10),substring(REPLACE(REPLACE(CAST(CAST( OriginalCrashReport as
XML).query(
'/MaineCrashReport/CrashReport/CrashDate') as
VARCHAR(MAX)), '<CrashDate>', ''), '</CrashDate>', ''), 1, 10), 101) as DateTime)
between '04/01/2012' and '03/31/2013' and ReceivedDateAndTime < '04/30/2013' and UploadStatus in
(4,5)
group by ReportingAgency + ReportNumber
) a
```

--2014

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

-1-

Maine Crash Timeliness Query Supporting Details

--2013

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

--2014

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

-1-

Appendix 2: Critical Insights Study



Critical Insights on Maine™ Tracking Survey

~ Fall 2013 ~

Summary Report of Findings from Proprietary Items

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

October 2013

Full Service Market Research and Public Opinion Polling

172 Commercial Street, 2nd Floor, Portland, Maine 04101

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

www.criticalinsights.com

Introduction

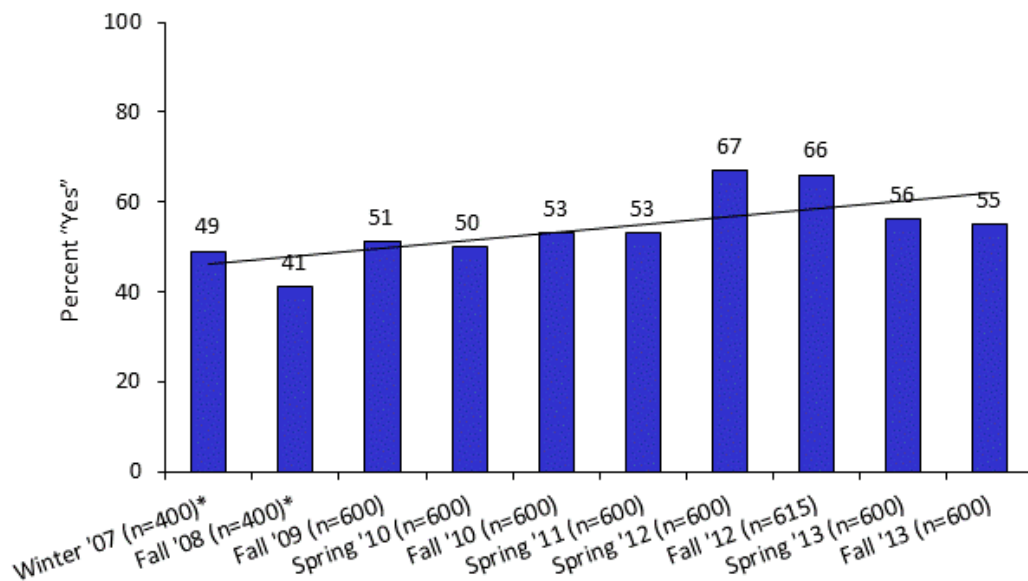
Background & Methodology

- Each Spring and Fall, Critical Insights conducts the *Critical Insights on Maine™* Tracking Survey, a comprehensive, statewide public opinion survey of registered voters which covers a variety of issues of interest to business, government, and the general public.
- *Critical Insights on Maine™* has been documenting the attitudes, perceptions, and preferences of Maine's residents for over 17 years, making it the longest running consistently administered Tracking Survey in the Northeast.
 - In addition to general interest items (the results of which are released to the media as a public service), the survey also includes a number of proprietary items included in the poll on behalf of sponsoring entities, with the results of those items released only to those sponsors.
- For the current wave of the study, Critical Insights completed a total of 600 telephone interviews (including cell phones) with randomly selected likely voters across the state between September 17th and September 30th, 2013.
 - With a sample of 600 interviews, results presented here have an associated sampling error of +/- 4 percentage points at the 95% confidence level.
 - All interviews were conducted with self-reported registered and likely voters; final data were statistically weighted according to relevant demographics to reflect the voter base in Maine.
 - On average, the entire survey instrument – including both general interest items and all subscriber questions – was 20 minutes in administrative length.
- This document presents results of questions proprietary to NL Partners and the Maine Bureau of Highway Safety.
 - Where appropriate, comparisons of current results are made with findings from past iterations of the *Insights on Maine™* Tracking Survey.

Research Results

Results are consistent when compared to last Spring, with 55% of Maine residents polled claiming they recall seeing or hearing ads in the past year relating to a safe driving campaign.

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

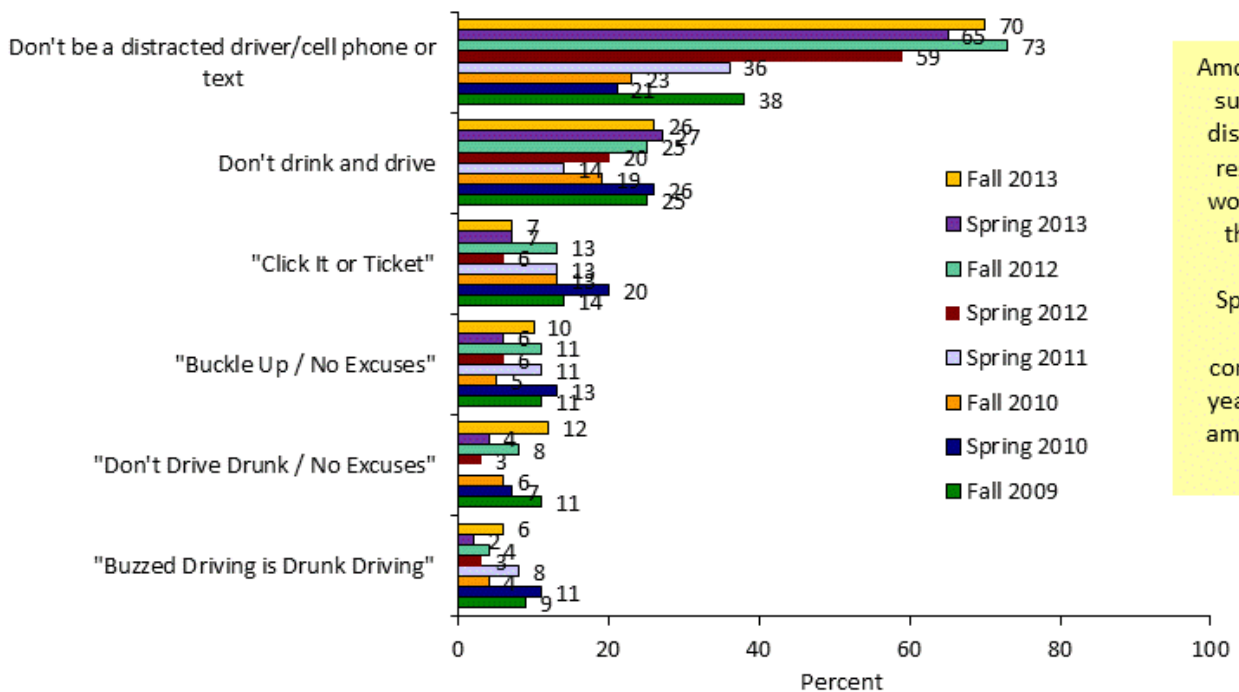


There is a direct relationship between age of residents and awareness with younger residents most likely to have awareness of safe driving messages.

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

Awareness of messages surrounding distracted driving / cell phone has improved since the Spring survey (+5 percentage points), but still down from last year.

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



Among different age subgroups, the general message about distracted driving resonates most with women and residents in the Southern Region. Specific recall of "Don't drink and drive" is consistent over the year and most prevalent among the under-25 age groups.

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

Unaided Awareness: Media Campaigns

- Similar to past iterations of the survey, ad campaign recall was examined among the entire sample of respondents (versus only those who are aware of the campaign). This approach provides a more accurate estimate of overall unaided public awareness for category ad campaigns.
 - By focusing only on the subset of respondents who say they have seen or heard ads in the past year, measures of awareness can be artificially inflated by basing the proportions on only that portion of the surveyed sample.
 - Additionally, re-based measures such as this will change year-to-year due to differing proportions of respondents who report having seen or heard campaigns from year-to-year, making trends over time more difficult, because the comparison base (and the associated sampling error) is not consistent. Basing all proportions on the total sample size offers a more precise and more projectable view of actual campaign awareness.
- Official safe driving campaign messages remain relatively constant. *“Click It or Tick It”* (4%), *“Buckle Up/No Excuses”* (6%), and *“Don’t Drive Drunk/No Excuses”* (7%) have improved and continue to be the most frequently recalled top-of-mind campaign messages.
- The messaging theme of *“Don’t be a distracted driver/Don’t use cell phone or text while driving”* was mentioned by 38% of Mainers polled, virtually identical to last spring.

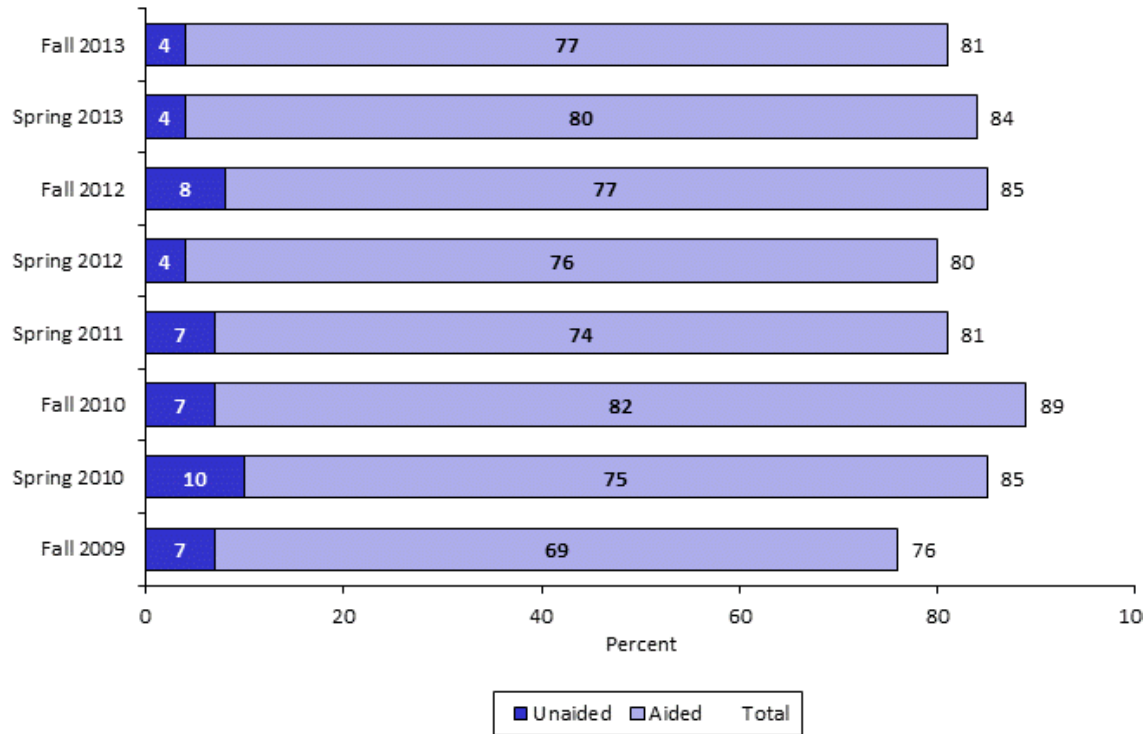
Unaided Awareness: Official Safe Driving Campaign Messages

<i>What were the messages of the ad(s) that you saw or heard? What was the ad about?</i>	Fall '09	Spring '10	Fall '10	Spring '11	Spring '12	Fall '12	Spring '13	Fa '13
Don't Drive Drunk / No Excuses	5	4	3	4	2	5	2	7
Buckle Up / No Excuses	6	6	3	6	4	7	3	6
Click It or Ticket	7	10	7	7	4	8	4	4
Buzzed Driving is Drunk Driving	5	5	2	5	2	3	1	3
You Drink and Drive, You Lose	1	1	1	1	1	1	0	2
Friends Don't Let Friends Drive Drunk	1	1	1	1	<1	1	0	1
Think About It - a simple action...	<1	1	<1	1	<1	<1	0	1
Survive Your Drive	<1	<1	0	1	<1	<1	<1	1
Safe Guard	1	1	<1	<1	<1	0	<1	1
Vanishing Teens / Keep Teens Alive	1	<1	<1	1	1	1	1	0
Thinking Ahead	1	<1	<1	<1	<1	1	0	0
Be a Road Model / Flash	0	2	1	<1	<1	<1	0	0

Unaided Awareness: General Campaign Messages

<i>What were the messages of the ad(s) that you saw or heard? What was the ad about?</i>	Fall '09	Spring '10	Fall '10	Spring '11	Spring '12	Fall '12	Spring '13	F '13
Don't be a distracted driver / Don't use cell phone/text while driving	19	9	12	19	39	49	37	3
Don't drink and drive	13	13	10	7	14	17	15	1
Use your seat belt	3	2	2	2	1	2	7	
Safe teen drivers	3	3	1	2	5	2	1	
Motorcycle safety	2	1	1	<1	<1	3	1	
Don't speed	1	3	1	1	<1	1	1	
Construction safety	2	2	1	1	1	<1	1	
Smoking and driving	1	<1	<1	<1	<1	0	0	

Total awareness of “Click It or Ticket” continues a relatively stable but has declined slightly since last year.



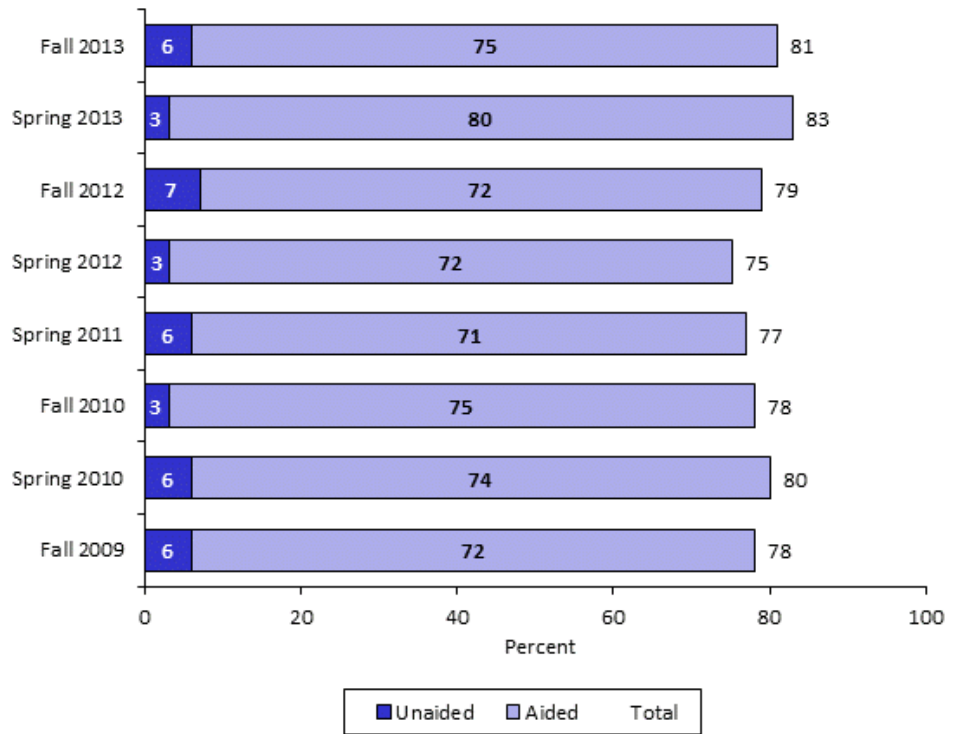
Note: Respondents were prompted for each campaign if they had not mentioned it unaided or if they said they had not seen any advertising in the past year.



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Awareness of “Buckle Up / No Excuses” is consistent with the spring results, though unaided awareness has improved slightly.



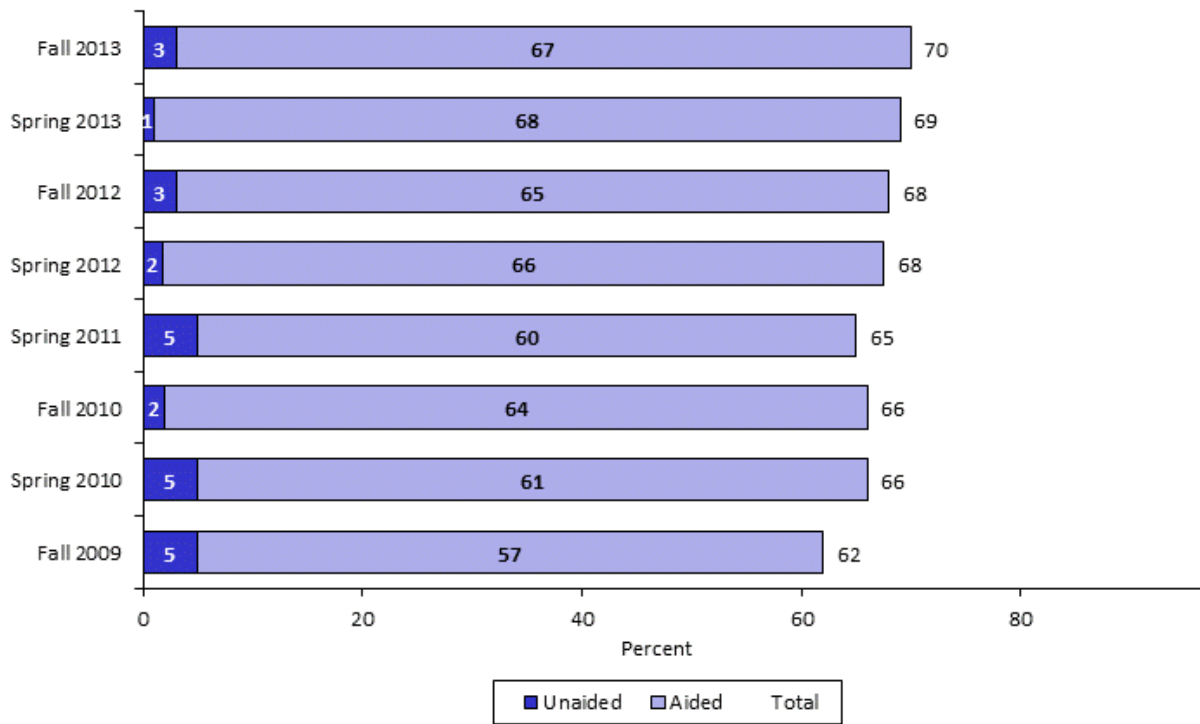
Note: Respondents were prompted for each campaign if they had not mentioned it unaided or if they said they had not seen any advertising in the past year.



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Playback of “Buzzed Driving is Drunk Driving” has remained essentially stable over the past several iterations of the survey.



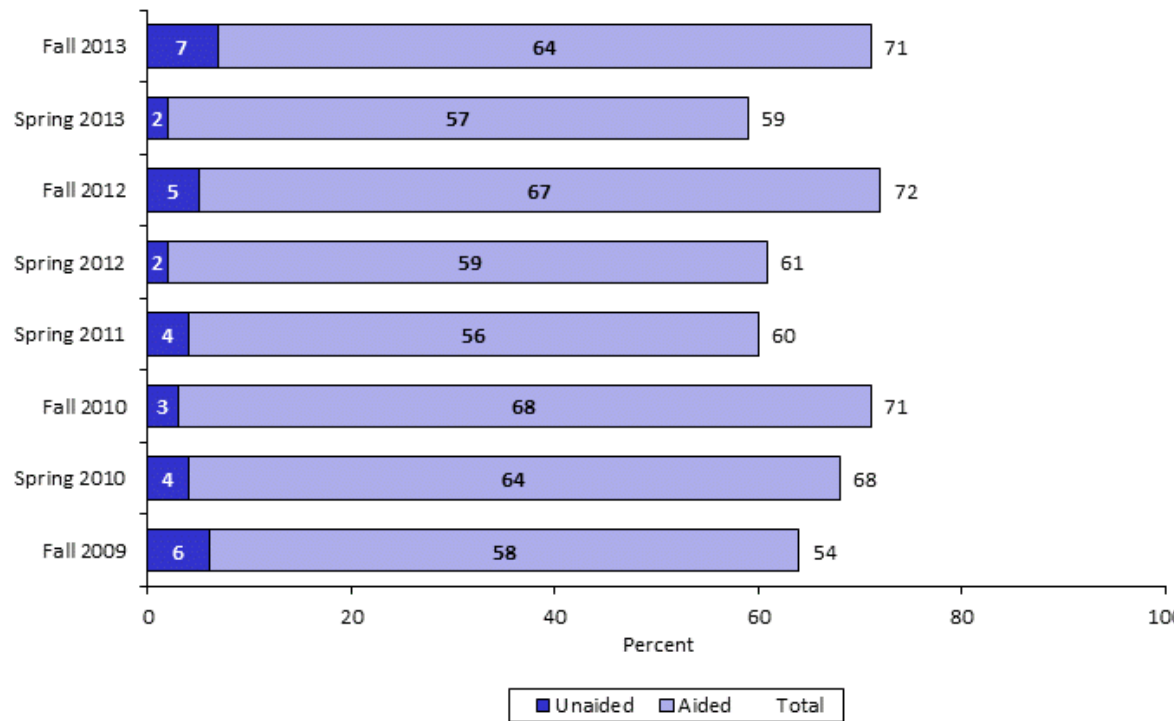
Note: Respondents were prompted for each campaign if they had not mentioned it unaided or if they said they had not seen any advertising in the past year.



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Overall awareness of “Don’t Drive Drunk/No Excuses” has rebounded dramatically since last spring and is on par with the Fall ‘12 results.



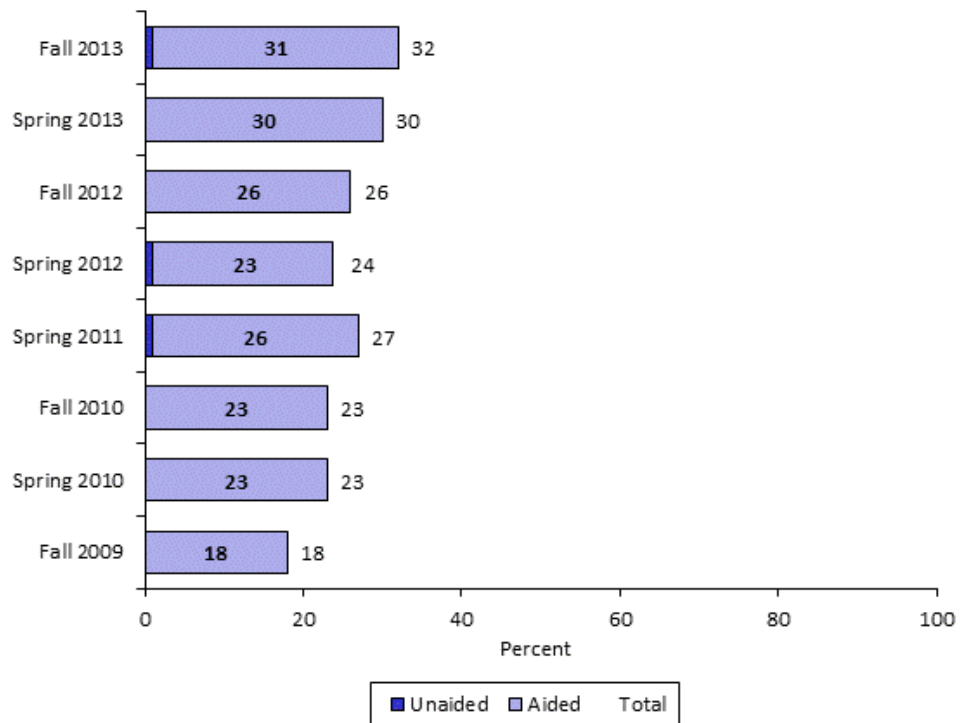
Note: Respondents were prompted for each campaign if they had not mentioned it unaided or if they said they had not seen any advertising in the past year.



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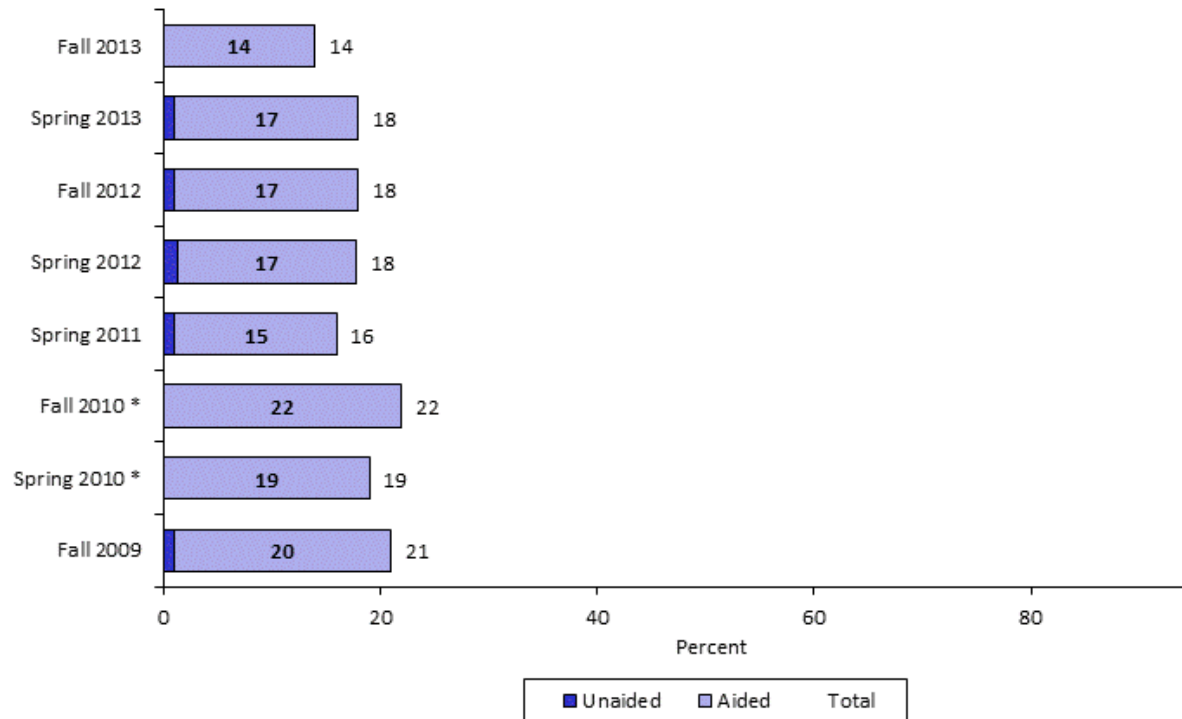
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Awareness of “Survive Your Drive” continues to show moderate improvement since the Spring ‘12 survey, but is still at lower levels than awareness than other specific media campaigns.



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

Dropping from last spring, awareness of “Vanishing Teens / Keep Them Alive” is less robust than other taglines tested.



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

* In both 2010 waves of measurement, while unaided awareness is noted as “0” actual mentions total < 1%.



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Appendix 3: Public Relations & Marketing Events

(referenced on p.76)

Event Information		
	<h3>Maine One Text Or Call Campaign</h3> <p>Portland Regional High School Portland, ME March 14, 2014</p> 	
Photos		
		
Summary		
<p>We worked with Principal Cari Medd to arrange the visit. We set up in the main lobby of the school, which allowed us to interact with a large number of the students. Prior to the lunch period, several faculty and staff members came up to us to express their gratitude for us bring this program to the school and talking with the students. They felt that it was a major issue with their students and were happy that someone was taking the time to put the issue in front of the students. We had a large crowds at our table to use the simulator, which allowed us to run many students on it and show them why they should avoid distracted driving, or change their habits if they admitted to being distracted drivers. Faculty members also tested the simulator, which further helped demonstrate to the students the dangers of texting and driving. Thanks in part to the participation by faculty members, we had a great visit to Poland Regional and were able to make some great connections with the students.</p>		

Event Information

Maine One Text Or Call Campaign



Oak Hill High School
Wales, ME
March 19, 2014

ALLIANCE
SPORT MARKETING

Photos



Summary

Wednesday's visit took us to Oak Hill High School, where we were able to get the message of avoiding distracted driving in front of a large number of students. Principal Pat Doyle was our point of contact for the visit and put us in the main lobby of the school, which was very close to the cafeteria. Oak Hill is a smaller school, but we were able to talk with a lot of students and faculty members about the issues with distracted driving. The students enjoyed using the simulator to see the effects of using a cell phone while driving, with many of them surprised as to how quickly they could start drifting out of their lane after only looking at a phone for 2-5 seconds. The simulator helped leave a big impact on the students, and left faculty members and some bus drivers for the school impressed that we were offering this program for the kids. The school was going to use a student group to further incorporate this program into their Prom safety messaging and we even drew interest from a local Driver's Ed instructor, who taught at Oak Hill. This was a great trip that allowed us to educate several students on the dangers of being distracted drivers.

Event Information

Maine One Text Or Call Campaign



Gray- New Gloucester
Gray, ME
March 11, 2014

ALLIANCE
SPORT MARKETING

Photos



Summary

Principal Eric Klein and Secretary Rene Vallee were our main contacts for this visit and allowed us to set our table up outside of the cafeteria entrance, which gave us a great deal of traffic from the students. Overall student response was fantastic, with many of the students stopping at the table to try the simulator and see the effects of driving distracted. Several students were surprised at how quickly they would drift out of their lane into oncoming traffic after only looking at their phones for 3-4 seconds, which created some great teaching moments with the students using the simulator and those who were just watching. The students also enjoyed the pledge program that is in place and seemed eager to pledge to not be distracted drivers. We were able to have some great interactions with the students during the lunch periods at the school, making this another valuable visit.

Appendix 4: Title 29A Chapter 19 Section 2081

Requirement 2. Occupant Protection Laws

§2081. Use of safety seat belts

1. Definitions. **As** used in this section, unless the context otherwise indicates, the following terms have the following meanings.

A. "Child safety seat" means a child safety seat that meets the standards described in the Federal Motor Vehicle Safety Standards. [2001, c. 585, §1 (NEW); 2001, c. 585, §6 (AFF).]

B. "Federal Motor Vehicle Safety Standards" means the standards described in 49 Code of Federal Regulations, Part 571, in effect on January 1, 1981, as subsequently amended. [2001, c. 585, §1 (NEW); 2001, c. 585, §6 (AFF).]

C. "Federally approved child restraint system" means a child safety restraint that is intended to be used as crash protection in vehicles and that meets the requirements of the Federal Motor Vehicle Safety Standard 213. [2003, c. 380, §1 (AMD); 2003, c. 380, §5 (AFF).]
[2003, c. 380, §1 (AMD); 2003, c. 380, §5 (AFF) .]

2. Children under 40 pounds. When a child who weighs less than 40 pounds is being transported in a motor vehicle that is required by the United States Department of Transportation to be equipped with safety seat belts, the operator must have the child properly secured in accordance with the manufacturer's instructions in a child safety seat. Violation of this subsection is a traffic infraction for which a fine of \$50 for the first offense, \$125 for the 2nd offense and \$250 for the 3rd and subsequent offenses must be imposed. A fine imposed under this subsection may not be suspended by the court.

[2005, c. 12, Pt. AAA, §1 (AMD) .]

3. Passengers less than 18 years of age. Except as provided in subsection 2, the following provisions apply to passengers less than 18 years of age riding in a vehicle that is required by the United States Department of Transportation to be equipped with seat belts. Violation of this subsection is a traffic infraction for which a fine of \$50 for the first offense, \$125 for the 2nd offense and \$250 for the 3rd and subsequent offenses must be imposed. A fine imposed under this subsection may not be suspended by the court.

A. The operator shall ensure that a child who weighs at least 40 pounds but less than 80 pounds and who is less than 8 years of age is properly secured in a federally approved child restraint system. Nonprofit, municipal or contracted transportation service providers are exempt from this paragraph until February 1, 2005, except that the operator shall ensure that the child is properly secured in a seat belt. [2003, c. 380, §2 (AMD); 2003, c. 380, §5 (AFF).]

B. The operator shall ensure that a child who is less than 18 years of age and at least 8 years of age or who is less than 18 years of age and more than 4 feet, 9 inches in height is properly secured in a seat belt. [2007, c. 295, §2 (AMD).]

C. The operator shall ensure that a child who is less than 12 years of age and who weighs less than 100 pounds is properly secured in the rear seat of a vehicle, if possible. [2001, c. 585, §3 (NEW); 2001, c. 585, §6 (AFF).]
[2007, c. 295, §2 (AMD) .]

3-A. Other passengers 18 years of age and older; operators. When a person 18 years of age or older is a passenger in a vehicle that is required by the United States Department of Transportation to be equipped with seat belts, the passenger must be properly secured in a seat

belt. Each such passenger is responsible for wearing a seat belt as required by this subsection, and a passenger that fails to wear a seat belt as required by this subsection is subject to the enforcement provisions of subsection 4. The operator of a vehicle that is required by the United States Department of Transportation to be equipped with seat belts must be secured in the operator's seat belt. Violation of this subsection is a traffic infraction for which a fine of \$50 for the first offense, \$125 for the 2nd offense and \$250 for the 3rd and subsequent offenses must be imposed. A fine imposed under this subsection may not be suspended by the court. A vehicle, the contents of a vehicle, the driver of or a passenger in a vehicle may not be inspected or searched solely because of a violation of this subsection.

[2007, c. 60, §1 (AMD) .]

4. Enforcement. The following provisions apply to subsections 2, 3 and 3-A.

A. Unless the vehicle is operated by a person under 21 years of age, the requirements do not apply to a passenger over one year of age when the number of passengers exceeds the vehicle seating capacity and all of the seat belts are in use. [1997, c. 737, §7 (AMD) .]

A-1. The requirements of subsection 3-A do not apply to a driver or passenger who has a medical condition that, in the opinion of a physician, warrants an exemption from the requirements of subsection 3-A and that medical condition and opinion are documented by a certificate from that physician. That certificate is valid for the period designated by the physician, which may not exceed one year. The Secretary of State may issue a removable windshield placard that is visible to law enforcement officers to a person with a certificate from a physician. A removable windshield placard is a 2-sided permit designed to hang from the rearview mirror when the vehicle is in motion without obstructing the view of the operator. The placard must be displayed by hanging it from the rearview mirror so that it may be viewed from the front and rear of the vehicle when the vehicle is in motion. If the vehicle is not equipped with a rearview mirror, the placard must be displayed on the dashboard. The placard must be identifiable as a seat belt placard as designed by the Secretary of State. A placard issued to a person under this paragraph expires when the physician's certificate expires. [2009, c. 436, §1 (AMD) .]

E. [2007, c. 60, §2 (RP) .]

[2009, c. 436, §1 (AMD) .]

5. Evidence. In an accident involving a motor vehicle, the nonuse of seat belts by the operator or passengers or the failure to secure a child is not admissible in evidence in a civil or criminal trial, except in a trial for violation of this section.

[1993, c. 683, Pt. A, §2 (NEW); 1993, c. 683, Pt. B, §5 (AFF) .]

6. Exceptions. Notwithstanding subsection 3-A:

A. A rural mail carrier of the United States Postal Service is not required to be secured in a seat belt while engaged in the delivery of mail; [2009, c. 34, §1 (AMD) .]

B. The operator of a taxicab or a limousine is not responsible for securing in a seat belt a passenger transported for a fee; and [2009, c. 34, §1 (AMD) .]

C. A newspaper delivery person is not required to be secured in a seat belt while engaged in the actual delivery of newspapers from a vehicle or performing newspaper delivery duties that require frequent entry into and exit from a vehicle. [2009, c. 34, §1 (NEW) .]

[2009, c. 34, §1 (AMD) .]

Appendix 5: 2014 Maine Occupant Protection Assessment



MAINE

Occupant Protection Program Assessment DRAFT

May 12 – 16, 2014

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INTRODUCTION

The Maine Bureau of Highway Safety (MeBHS) strives to eliminate deaths, injuries, and economic losses resulting from traffic crashes. MeBHS is responsible for overseeing the disbursement of federal and state funding for the transportation programs of the State. This is accomplished by implementing programs designed to address motor vehicle occupant behaviors. MeBHS provides grant funding for highway safety programs, specifically to local and state level partners, and to non-profit organizations for the development and implementation of programs that help enforce traffic laws, educate the public in traffic safety, and provide varied and effective means of reducing fatalities, injuries, and economic losses from traffic crashes.

In 2012, 21,667 occupants of passenger vehicles died in motor vehicle traffic crashes in the United States. Of the 21,667 occupants killed, only 9,679 were restrained. Looking only at occupants where the restraint status was known, 52 percent were unrestrained at the time of the crash despite the observed seat belt use rate for the United States in 2012 being recorded at 86 percent. The lack of proper restraint use therefore remains a serious highway safety, public health, and societal issue. This is especially true in Maine, where in 2012, the number of unrestrained occupant fatalities increased from 53 to 76. Maine suffered 164 traffic fatalities overall in 2012, of which 100 percent of them occurred on rural roadways. Maine's traffic statistics at a glance in 2012 indicate the following:

- Traffic fatalities between 2011 and 2012 increased by 28.
- The fatality rate increased from 0.95 per 100 million vehicle miles traveled in 2011 to 1.16 in 2012. The rural rate also increased from 1.31 in 2011 to 1.60 in 2012.
- The number of unbelted fatalities increased from 53 in 2011 to 76 in 2012.
- Seat belt use was below the national average at 84.4 percent in 2012, and has since decreased to 83 percent in 2013.
- Seat belt use among pickup truck drivers continues to be significantly lower than any other vehicle type drivers with a rate of 71.6 percent in 2013.

Occupant protection is the foundation of any sound traffic safety program and wearing a seat belt is the single most effective habit and no-cost option that the people of Maine can adopt to protect themselves in motor vehicle crashes.

MeBHS, in cooperation with NHTSA and an expert team of evaluators, has undergone a comprehensive assessment of the occupant protection component of Maine's highway safety program. Based on the fundamental elements of the Uniform Guidelines for State Highway Safety Programs for Occupant Protection, this assessment report identifies Maine's strengths and challenges and provides recommendations for each of the following areas: Program Management; Legislation, Regulation, and Policy; Enforcement; Communications; Occupant Protection for Children; Outreach Programs; and Data and Evaluation.

The intent of this assessment is to provide a guide for MeBHS to look toward program enhancements and ultimately increase occupant protection and decrease unrestrained fatalities statewide.

The key recommendations presented in the first section of this report are those found to be the most critical for improving the State's occupant protection program. While Maine has many initiatives in place to increase occupant protection, there is room for growth. All recommendations presented in this report are intended to increase occupant protection and help MeBHS carry out its life-saving mission.

Maine is comprised of 35,385 square miles of land mass and is home to 1,328,302 residents, according to the latest population estimates, making Maine the least densely populated U.S. state east of the Mississippi River. Maine's roadways are 72 percent rural and 28 percent urban, with nearly 500 municipalities spread across the State. Based on the State's geography and population distribution, the challenges associated with deploying an effective occupant protection program are considerable.

The demographics of the State provide the following breakdowns: Males make up 49 percent of the population and females dominate at 51 percent of their population. The racial make-up of the state includes White: 94.4 percent; Black: 1.1 percent; American Indian: 0.6 percent; Asian: 1.0 percent; Other race: 0.1 percent; Two or more races: 1.4 percent; and Hispanic/Latino: 1.3 percent. Seventy-nine percent of the population is 18 years of age and older, and 16 percent is 65 years old and over, with the median age being 42.7.

Maine became the 23rd state as part of the Missouri Compromise in 1820. Maine produces 98 percent of the nation's low-bush blueberries. With almost 89 percent of its area forested, Maine is one of the world's largest pulp-paper producers and turns out wood products from boats to toothpicks. A scenic seacoast, beaches, lakes, mountains, and resorts make Maine a popular vacation destination. There are more than 2,500 lakes and 5,000 streams, plus more than 30 state parks to attract hunters, fishermen, skiers, and campers.

Major points of interest are Bar Harbor, Acadia National Park, Allagash National Wilderness Waterway, the Wadsworth-Longfellow House in Portland, Roosevelt Campobello International Park, and the St. Croix Island National Monument. According to the 2010 census data, the 10 largest cities are Portland, 66,194; Lewiston, 36,592; Bangor, 33,039; South Portland, 25,002; Auburn, 23,055; Biddeford, 21,277; Sanford, 20,792; Brunswick, 20,278; Augusta, 19,136; and Scarborough, 18,919. There are 16 counties in total, with the two largest counties by population and area being Cumberland and Aroostook.

ACKNOWLEDGEMENTS

The assessment team would like to acknowledge and thank the Governor’s Highway Safety Representative, John Morris; Lauren Stewart, Director of the Maine Bureau of Highway Safety (MeBHS); Janet Cummings, Corey Perreault, James Tanner, and Johannah Oberg, MeBHS Highway Safety Program Coordinators for their support, level of effort, and commitment to occupant protection in Maine. A special thanks goes to Angela Roberts, MeBHS, for her logistical and administrative assistance to the overall assessment and especially to the team.

The team would also like to acknowledge the dedication and hard work of all those individuals who took time out of their schedules to participate in the assessment by sharing their knowledge, experiences, and expertise. Thanks go to them and to everyone else committed to saving lives on Maine’s roadways.

This assessment also benefitted from the guidance and technical assistance provided by National Highway Traffic Safety Administration headquarters and regional staff: Liza Lemaster-Sandbank, Janice Hartwill-Miller, and Paul Logozzo; and support from their supervisors, Occupant Protection Division Chief Maria Vegega and Regional Administrator Michael Geraci.

Special recognition and appreciation also goes to the team’s administrative consultant, Belinda Oh, for her able assistance throughout the assessment process and in producing this report.

Each member of the team appreciates the opportunity to have served on this assessment and hopes that consideration and implementation of the proposed recommendations will enable Maine to continue to improve its occupant protection program.

Note:

The information included in this document has been collected from a variety of sources including interviews, official documents, websites and other materials. Sources may not be consistent. Some copyrighted material has been used under the “Fair Use” Doctrine of the US copyright statute.

ASSESSMENT BACKGROUND

The purpose of the Occupant Protection Program Assessment is to provide the Maine Bureau of Highway Safety (MeBHS) with a review of its statewide occupant protection program through the identification of the program's strengths and accomplishments, the identification of challenge areas, and recommendations for enhancement or improvement. The assessment is intended to serve as a tool for occupant protection program planning, development, and implementation purposes and for making decisions about how to best prioritize programs and use available resources. The assessment process provides an organized approach for measuring program progress.

National Highway Traffic Safety Administration (NHTSA) Headquarters and Regional Office staff facilitated this Occupant Protection Program Assessment. Working with MeBHS, NHTSA recommended a team of five individuals with demonstrated expertise in various aspects of occupant protection program development, implementation, and evaluation.

This assessment report follows the format of the *Uniform Guidelines for State Highway Safety Programs, Highway Safety Program Guideline No. 20, Occupant Protection* (November 2006). The guidelines that start each section of this report are taken from this document. The U.S. Department of Transportation developed the guidelines in collaboration with the States to support technical guidance for the States.

In addition, the team consulted the NHTSA Interim Final Rule (IFR) for Moving Ahead for Progress in the 21st Century (MAP-21). MAP-21 was passed in 2013, and the IFR specifies several requirements that must be met by States in order to receive occupant protection funds under this authorization. Some of the requirements differ from earlier authorizations; therefore, team members also considered these new requirements when writing the assessment report.

The Occupant Protection Program Assessment uses established criteria against which statewide and community programs are measured. The assessment examined significant components of the State's occupant protection program. All states, in cooperation with their political subdivisions, should have a comprehensive occupant protection program that educates and motivates its citizens to use available motor vehicle occupant protection systems. A combination of use requirements, enforcement, public information, education, and outreach is necessary to achieve significant, lasting increases in seat belt and child restraint use, which will prevent fatalities and decrease the number and severity of injuries.

The assessment consisted of a thorough review of State-provided occupant protection program briefing materials and interviews with state and community level program directors, coordinators, advocates, traffic safety partners, law enforcement personnel, and MeBHS staff. The conclusions drawn by the assessment team were based upon, and limited by, the facts and information provided in the briefing materials and by the various stakeholders who made presentations to the team.

Following the completion of the presentations, the team convened to review and analyze the information presented. The team noted the occupant protection program's strengths and challenges as well as recommendations for improvement. The recommendations provided are based on the unique characteristics of the State and what the assessment team members believe the State, its political subdivisions, and partners could do to improve the effectiveness and comprehensiveness of their occupant protection activities.

This report is a consensus report. The assessment team noted that much exemplary work is conducted throughout Maine in the area of occupant protection. It is not the intent of this report to thoroughly document all of these successes, nor to give credit to the large number of individuals at all levels who are dedicated to traffic safety. By its very nature, the report tends to focus on areas that need improvement. The report should not be viewed as criticism. Instead, it is an attempt to provide assistance to all levels for improvement, which is consistent with the overall goals of these program assessments.

On the final day of the assessment, the team briefed MeBHS on the results of the assessment and discussed major points and recommendations. This report belongs to the state of Maine; it is not a NHTSA owned document. Maine may use this assessment report as the basis for planning occupant protection program improvements, assessing legislative priorities, providing for additional training, and evaluating funding priorities. The final report is provided to MeBHS and NHTSA.

KEY RECOMMENDATIONS

(Note: Key Recommendations are **BOLDED** in each individual section)

PROGRAM MANAGEMENT

- Establish and convene a task force comprised of traffic safety experts, advocates, parents, youths, and survivors to develop a comprehensive occupant protection program strategy and to specifically address the declining seat belt use rate, the over-representation of unbelted teen fatalities, and the low male and pickup truck driver belt use rates.
- Invest federal carryover funds in additional staff or contract employees to lessen the burden on and maintain existing MeBHS staff.
- Publish an annual crash facts report that summarizes a variety of information concerning seat belt use, child passenger safety, distracted driving, alcohol, motorcycle, pedestrian, and other traffic safety related data.

LEGISLATION/REGULATION AND POLICY

- Amend Maine Motor Vehicle Statute Title 29-A, Section 2081 to require motor vehicle drivers to be “properly” restrained by seat belts.

LAW ENFORCEMENT

- Require law enforcement agencies to report levels of year-round occupant restraint enforcement when applying for grant funding and provide additional funding to agencies that conduct more consistent year-round enforcement. Allow these agencies to use some of the additional funding to augment their enforcement efforts at times other than the annual *Click It or Ticket* mobilizations.
- Maintain the Law Enforcement Liaison position within the MeBHS. Law enforcement agencies find this position to be beneficial.

COMMUNICATION

- Assign a full-time employee to MeBHS to be the designated media and communications officer handling all public relations issues including events and earned, paid, and social media.
- Include strong enforcement messages in all paid and earned media efforts during the *Click It or Ticket* (CIOT) mobilizations. During these periods, make CIOT the stronger, primary message with *Buckle Up. No Excuses!* as the secondary message. The enforcement message should be included in and on all safety messages including the promotional materials used at various sporting events across the State.

- Identify ways to attract individuals qualified in Information Technology and Web Design to evaluate and upgrade the web and social media capacity of MeBHS or include these requirements in the next communications contract.
- Develop a statewide social media plan (e.g., Facebook, Twitter, Pinterest, Instagram, Vimeo, Flickr, etc.) for highway safety issues, including occupant protection, to push out safety messages to the general public and the media.

OCCUPANT PROTECTION FOR CHILDREN

- Develop a plan to create a key occupant protection safety message platform that establishes and institutionalizes a safety norm for making good decisions for children of all ages.
- Consider using a pre-conference workshop (at the 2015 Child Passenger Safety (CPS) Technician Conference) taught by law enforcement to provide information about curbside CPS education, teen driver/passenger information in a networking environment to State Police, local police, and sheriffs. Identify potential candidates for CPS technician certification from the group of participants.
- Create an opportunity to bring the two parallel groups of Child Passenger Safety instructors in the State together in a meeting to address the differences between them. Use a mediator if necessary.

OUTREACH PROGRAM

- Require non-law enforcement grantees to include a media outreach component in all their grant activities, e.g., issuing a media advisory for an upcoming event.

DATA AND EVALUATION

Include a child restraint use component as part of the statewide seat belt survey. Use this data to show trends in child restraint use.

- Expand the elements of program evaluations used to measure progress, determine effectiveness, plan and implement new program strategies, and ensure that resources are allocated to the State's best advantage.
- Make the Maine Center for Disease Control and Prevention's Maine Integrated Youth

Health Survey (MIYHS) data on youth seat belt use the primary state resource for youth occupant protection data. Make this data readily available to all interested users.

1. PROGRAM MANAGEMENT

GUIDELINE:

Each state should have centralized program planning, implementation and coordination to achieve and sustain high rates of seat belt use. Evaluation is also important for determining progress and ultimate success of occupant protection programs.

- *Provide leadership, training and technical assistance to other State agencies and local occupant protection programs and projects;*
- *Establish and convene an occupant protection advisory task force or coalition to organize and generate broad-based support for programs. The coalition should include agencies and organizations that are representative of the State's demographic composition and critical to the implementation of occupant protection initiatives;*
- *Integrate occupant protection programs into community/corridor traffic safety and other injury prevention programs; and*
- *Evaluate the effectiveness of the State's occupant protection program.*

1A. STRENGTHS

- The Maine Bureau of Highway Safety (MeBHS) is housed in the Maine Department of Public Safety which helps to elevate the office. The Governor appoints the Commissioner of the Maine Department of Public Safety, who also serves as the Governor's Representative for Highway Safety (GR). The GR appoints the Director of MeBHS and is directly involved in the operation of the MeBHS. Staff employees at MeBHS are civil service employees.
- The GR; the Director of MeBHS; the Law Enforcement Liaison (LEL), currently vacant; and MeBHS program coordinators regularly attend Maine Chiefs of Police Association, Maine Sheriffs Association, and Maine Chiefs Traffic Safety Committee meetings.
- MeBHS annually develops the *Maine Highway Safety Plan* and the *Maine Highway Safety Annual Report*. These documents include crash data/trends, performance goals, financial summaries, behavioral programming, noteworthy practices, outcome measures, problem identification, and planned countermeasures.
- MeBHS, the Maine Commercial Motor Vehicle Division, and the Maine Department of Transportation continue to update the *Strategic Highway Safety Plan* and the *Maine Transportation Safety Coalition (MTSC) Data Book*.
- Currently there are 181 certified child passenger safety technicians and 13 child passenger safety instructors in Maine. The State has a 61.3 percent re-certification rate of

child passenger safety technicians, which is higher than the national average of 55 percent. Last year, MeBHS sponsored its first statewide child passenger safety conference with 100 participants in attendance.

- MeBHS identifies highway safety problem areas by analyzing available crash data; traffic citations; Operating Under the Influence (OUI) arrests; Fatality Analysis Reporting System (FARS); Crash Outcome Data Evaluation System (CODES); U.S. Department of Transportation, National Highway Traffic Safety Administration (NHTSA) data; and emergency medical services (EMS) data.
- Currently all crash reports in Maine are collected electronically.
- The Maine Teen Driver Safety Committee (MTDSC) was formed in 2009. Membership is comprised of safety partners from both the private and public sectors. MTDSC has developed and continues to update a teen safe driving strategy.
- In Federal Fiscal Year 2014, MeBHS is funding teen safe driving initiatives with five local law enforcement groups.

1B. CHALLENGES

- There is no state-level occupant protection-specific advisory task force or coalition to plan, organize, and generate broad-based support for occupant protection programs. Information sharing and coordination among MeBHS and its partners is inconsistent.
- MeBHS operates with a staff of six. Five staff members, including the Director, are responsible for more than one highway safety program area. The Child Passenger Safety Program Coordinator is the only staff member with a single program area.
- Maine's seat belt use rate in 2013 was 83 percent, with approximately 60 percent unrestrained fatalities.
- According to the U.S. Census Bureau, Maine is the most rural state in the nation, with 61.3 percent of its residents living outside urban areas.
- The rural mileage five-year highway death rate (2009 – 2013) was 1.26 per 100 million vehicle miles traveled compared to 0.56 in urban Maine.
- Attracting more non-law enforcement grantees from the private and public sector to become partners in making Maine's roadways safer has been an ongoing challenge.
- Young drivers (16 to 24-year-olds) in Maine are involved in three times as many fatal crashes as all other drivers. Teen drivers have the lowest seat belt use rate in the State.

- In comparison to female driver and passenger seat belt use, Maine’s male drivers and passengers continue to have lower use rates in 2012 at 79.5 percent and 71.9 percent respectively. Female drivers’ seat belt use rate was 87.2 percent and female passengers were at 91.6 percent.
- In 2013, the lowest seat belt use rate by vehicle type was pickup truck drivers with 71.6 percent use.
- Local law enforcement’s interest in participating in the State’s May seat belt mobilization has lessened, and attracting new agencies is difficult.
- There is no comprehensive state crash facts book.

1C. RECOMMENDATIONS

- Establish a state-level occupant protection coalition composed of state leaders (e.g., elected officials, agency directors, etc.) to provide input, gain a broad-based sense of ownership, and provide support and resources to the occupant protection program.
- **Establish and convene a task force comprised of traffic safety experts, advocates, parents, youths, and survivors to develop a comprehensive occupant protection program strategy and to specifically address the declining seat belt use rate, the over-representation of unbelted teen fatalities, and the low male and pickup truck driver belt use rates.**
- **Invest federal carryover funds in additional staff or contract employees to lessen the burden on and maintain existing MeBHS staff.**
- Pursue private partnerships (e.g., auto dealerships, automakers, insurance companies, retailers, civic groups, etc.) to further the goals of the MeBHS.
- Develop a strategy to use carryover funds by proactively soliciting occupant protection projects.
- Research and implement best practices from other states to reduce the number of teen roadway deaths and injuries (e.g., Tazewell County Teen Initiative, Illinois).
- Make additional grant funding available for innovative local teen safe driving initiatives.
- **Publish an annual crash facts report that summarizes a variety of information concerning seat belt use, child passenger safety, distracted driving, alcohol, motorcycle, pedestrian, and other traffic safety related data.**

- Encourage law enforcement participation in both the May and November seat belt mobilizations as part of a sustained enforcement plan, coupled with a communications plan.

2. LEGISLATION/REGULATION AND POLICY

GUIDELINE:

Each state should enact and vigorously enforce primary enforcement occupant protection use laws. Each state should develop public information programs to provide clear guidance to the motoring public concerning motor vehicle occupant protection systems. This legal framework should include:

- *Legislation permitting primary enforcement that requires all motor vehicle occupants to use systems provided by the vehicle manufacturer;*
- *Legislation permitting primary enforcement that requires that children birth to 16 years old (or the State's driving age) be properly restrained in an appropriate child restraint system (i.e., certified by the manufacturer to meet all applicable Federal safety standards) or seat belt;*
- *Legislation permitting primary enforcement that requires children under 13 years old to be properly restrained in the rear seat (unless all available rear seats are occupied by younger children);*
- *Graduated Driver Licensing (GDL) laws that include three stages of licensure, and that place restrictions and sanctions on high-risk driving situations for novice drivers (i.e., nighttime driving restrictions, passenger restrictions, zero tolerance, required seat belt use);*
- *Regulations requiring employees and contractors at all levels of government to wear seat belts when traveling on official business;*
- *Official policies requiring that organizations receiving Federal highway safety program grant funds develop and enforce an employee seat belt use policy; and*
- *Outreach to state insurance commissioners to encourage them to persuade insurers to offer incentives to policyholders who use seat belts and child restraints. Insurance commissioners are likely to have significant influence with insurers that write policies in their states.*

2A. STRENGTHS

- In September 2007, Maine's primary seat belt law went into effect for all passengers and ticketing began on April 1, 2008.
- Fines for seat belt violations are \$50 for a first offense, \$125 for a second offense, and \$250 for third and subsequent offenses, in addition to court costs. Courts may not suspend fines for violations of this law.
- In September 1997, Maine enacted a law making motor vehicle drivers responsible for securing persons under the age of 18 in a seat belt or child passenger safety seat. Fines for violations under this law are \$50 for a first offense, \$125 for a second offense, and \$250 for third and subsequent offenses, in addition to court costs. Courts may not suspend fines for violations of this law.

- Maine passed its first Graduated Driver Licensing (GDL) law in 1997 and updated it to its current form in 2011. The law includes three stages of licensure, nighttime restrictions, passenger limits, and zero tolerance for violations. Traffic violations extend the intermediate license period by 270 days. For GDL violations, the Secretary of State shall suspend without hearing, the driver license for 60 days for a first offense, 180 days for a second offense, and one year for third or subsequent offenses.
- In 1985, Maine Governor Joseph Brennan issued an Executive Order mandating state employees and their passengers to wear seat belts while on duty in a state or personal vehicle. Failure to comply may result in a warning or progressive discipline. This executive order remains intact.
- State employees involved in a crash while on duty in a state or personal vehicle may be required to take a defensive driving course administered by Maine Risk Management.

2B. CHALLENGES

- Violations of the occupant restraint law are not considered moving violations in the state of Maine.
- The Maine Motor Vehicle Statute Title 29-A, Section 2081 states that a driver must be restrained by a seat belt while passengers must be “properly” restrained. This language appears to legally allow drivers to wear their seat belt improperly, and as a result, some judges have refused to convict drivers ticketed for improper seat belt use (e.g., placing their seat belt under their arm).

2C. RECOMMENDATIONS

- Allow a violation of occupant restraint law to be considered a moving violation for penalty purposes.
- **Amend Maine Motor Vehicle Statute Title 29-A, Section 2081 to require motor vehicle drivers to be “properly” restrained by seat belts.**

3. LAW ENFORCEMENT

GUIDELINE:

Each State should conduct frequent, high-visibility law enforcement efforts, coupled with communication strategies, to increase seat belt and child safety seat use. Essential components of a law enforcement program should include:

- *Written, enforced seat belt use policies for law enforcement agencies with sanctions for noncompliance to protect law enforcement officers from harm and for officers to serve as role models for the motoring public;*
- *Vigorous enforcement of seat belt and child safety seat laws, including citations and warnings;*
- *Accurate reporting of occupant protection system information on police accident report forms, including seat belt and child safety seat use or non-use, restraint type, and airbag presence and deployment;*
- *Communication campaigns to inform the public about occupant protection laws and related enforcement activities;*
- *Routine monitoring of citation rates for non-use of seat belts and child safety seats;*
- *Use of National Child Passenger Safety Certification (basic and in-service) for law enforcement officers;*
- *Utilization of Law Enforcement Liaisons (LELs), for activities such as promotion of national and local mobilizations and increasing law enforcement participation in such mobilizations and collaboration with local chapters of police groups and associations that represent diverse groups (e.g., NOBLE, HAPCOA) to gain support for enforcement efforts.*

3A. STRENGTHS

- All law enforcement agencies receiving grant funding from the Maine Bureau of Highway Safety (MeBHS) are required to have a written policy requiring all officers to wear seat belts when operating agency vehicles. Many agencies have a progressive disciplinary system in place for personnel in violation of this policy.
- Law enforcement officers are increasing their enforcement of State occupant restraint laws.
- The Maine vehicle crash report provides for reporting the use or nonuse of all forms of occupant protection. Procedures are in place that permit the correction of occupant restraint use incorrectly entered on the crash report when originally submitted. Data from the State database are compared to data in the National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System (FARS) at the end of each year to ensure consistency.
- Many law enforcement agencies have officers who are trained as Child Passenger Safety (CPS) technicians. These officers make up approximately 25 percent of statewide CPS

technicians.

- MeBHS has a Law Enforcement Liaison (LEL) position that is recognized as an important resource by law enforcement agencies, although this position is currently vacant.
- A state Contract Grant Specialist conducts training on grant writing and recruits law enforcement agencies to participate in mobilizations in the absence of the LEL. Currently, there are approximately 70 law enforcement agency occupant protection grantees in the State.
- Maine has a comprehensive set of occupant restraint laws with fines that are meaningful but not overly burdensome.
- Law enforcement agencies are provided incentives for their participation in highway safety enforcement efforts including *Click It or Ticket* (CIOT). To qualify, agencies must meet or exceed all enforcement and reporting standards set by MeBHS. If an agency tries but fails to meet all incentive requirements, they may still receive opportunities for incentives at a reduced cost.
- MeBHS has a very good working relationship with law enforcement agencies throughout the State and is continually working to increase the number of agencies participating in annual enforcement efforts. Currently, about 70 of the 138 law enforcement agencies who conduct traffic enforcement in Maine participate in the annual CIOT mobilization.
- MeBHS conducts the Maine Law Enforcement Challenge to encourage law enforcement agencies to participate in highway safety activities and to recognize those agencies who do so. This Challenge encourages support and enforcement of Maine's occupant restraint laws. The friendly rivalry between participants helps drive each to continually improve their efforts. Participants are eligible for entry into the International Association of Chiefs of Police (IACP) Law Enforcement Challenge and some have won national recognition.
- MeBHS requires law enforcement grantees to conduct at least 40 hours of occupant restraint law enforcement during the CIOT mobilization and mandates that 50 percent of that enforcement be conducted between the hours of 6:00pm and 6:00am.
- Plans are underway to conduct a two hour CPS training session for law enforcement officers to better educate them on the intricacies of the child restraint laws and how to identify and enforce violations on the roadways.

3B. CHALLENGES

- Most enforcement of the State's occupant restraint laws is conducted during the annual CIOT mobilization. Little incentive or funding is provided for law enforcement agencies

to conduct occupant restraint enforcement outside of the limited CIOT mobilization.

- Law enforcement agencies bypass the intent of the MeBHS nighttime enforcement requirement for grant funding by conducting most of their nighttime enforcement when it is still daylight after 6:00pm.
- There appears to be a lack of understanding among law enforcement partners as to the importance of conducting nighttime enforcement of occupant restraint laws.
- There is no organized law enforcement media or public information campaign to emphasize the increased level of enforcement during the CIOT mobilization.
- There is no organized statewide enforcement plan to impact the populations that most frequently fail to use seat belts and the locations where unrestrained fatalities most frequently occur.
- MeBHS enforcement requirements for obtaining grant funding prevent many smaller law enforcement agencies from qualifying.
- The MeBHS LEL's four year grant contract recently expired and was not renewed. While MeBHS is currently preparing to release a Request for Proposals (RFP) to hire a person with law enforcement experience to be a grant specialist, they are only considering hiring a part time LEL.

3C. RECOMMENDATIONS

- **Require law enforcement agencies to report levels of year-round occupant restraint enforcement when applying for grant funding and provide additional funding to agencies that conduct more consistent year-round enforcement. Allow these agencies to use some of the additional funding to augment their enforcement efforts at times other than the annual *Click It or Ticket* mobilizations.**
- Require that grant funded nighttime enforcement of occupant restraint laws take place during hours of darkness.
- Provide data-driven training and educational materials to law enforcement agencies to help their personnel understand the importance of nighttime enforcement of occupant restraint laws. Where appropriate, provide equipment to assist agencies in conducting nighttime enforcement (e.g., mobile lighting).
- Sponsor a large-scale press conference with representatives from all law enforcement agencies to kick off the *Click It or Ticket* enforcement mobilizations.
- Develop informational materials and roll-call training to inform law enforcement personnel of the best practices for enforcing occupant restraint laws in ways that impact

the most problematic populations.

- Modify the requirements to obtain grant funding for smaller law enforcement agencies that are unable to meet the same requirements as agencies with more staffing.
- **Maintain the Law Enforcement Liaison position within the MeBHS. Law enforcement agencies find this position to be beneficial.**

4. COMMUNICATION

GUIDELINE:

As part of each State's communication program, the State should enlist the support of a variety of media, including mass media, to improve public awareness and knowledge and to support enforcement efforts to about seat belts, air bags, and child safety seats. To sustain or increase rates of seat belt and child safety seat use, a well-organized effectively managed communication program should:

- *Identify specific audiences (e.g., low belt use, high-risk motorists) and develop messages appropriate for these audiences;*
- *Address the enforcement of the State's seat belt and child passenger safety laws; the safety benefits of regular, correct seat belt (both manual and automatic) and child safety seat use; and the additional protection provided by air bags;*
- *Continue programs and activities to increase the use of booster seats by children who have outgrown their toddler seats but who are still too small to safely use the adult seat belts;*
- *Capitalize on special events, such as nationally recognized safety and injury prevention weeks and local enforcement campaigns;*
- *Provide materials and media campaigns in more than one language as necessary;*
- *Use national themes and materials;*
- *Participate in national programs to increase seat belt and child safety seat use and use law enforcement as the State's contribution to obtaining national public awareness through concentrated, simultaneous activity;*
- *Utilize paid media, as appropriate;*
- *Publicize seat belt use surveys and other relevant statistics;*
- *Encourage news media to report seat belt use and non-use in motor vehicle crashes;*
- *Involve media representatives in planning and disseminating communication campaigns;*
- *Encourage private sector groups to incorporate seat belt use messages into their media campaigns;*
- *Utilize and involve all media outlets: television, radio, print, signs, billboards, theaters, sports events, health fairs;*
- *Evaluate all communication campaign efforts.*

4A. STRENGTHS

- The Maine Bureau of Highway Safety (MeBHS) has a strong partnership in place with its sports marketing contractor, Alliance Sports Marketing (ASM). ASM has worked with MeBHS for several years to help promote their seat belt message to fans attending various sporting events across the State such as minor league and college baseball, basketball and football games, hockey games, races at motor speedways, and even high school science and math tournaments. Seat belt safety messages are promoted at these events through a variety of mediums such as premium signage, public address announcements, promotional items such as t-shirts, and team schedule posters. These events, especially the motorsports races, provide an excellent opportunity to reach the

highly targeted demographic of males between the ages of 18 and 44 who are designated by the National Highway Traffic Safety Administration (NHTSA) as a key, at-risk population.

- MeBHS has an ongoing contract with a full-service media firm, NL Partners. NL Partners is well-positioned in the State to leverage their paid media buys for MeBHS and garners a minimum 1:1 ratio in large part due to the fact that they are the advertising firm of record for two large statewide accounts including the Maine Lottery and Subway restaurants.
- The Maine State Police (MSP) assists MeBHS to promote highway safety messages through their strong media contacts and the MSP's social media network including its more than 16,398 Facebook followers at www.facebook.com/MaineSP and its 2,377 Twitter followers at @MEStatePolice.

4B. CHALLENGES

- MeBHS does not have a dedicated, full-time communications person on its staff. The person who serves in the media and communications role also wears several other non-related hats including serving as the Fatality Analysis Reporting System (FARS) Analyst for MeBHS.
- The lack of a dedicated, full-time communications position results in no consistent and coordinated messaging in outreach efforts across the State. This is a missed opportunity to elevate occupant protection use to a top priority and social norm for the State.
- The State does not use a strong enforcement message in its earned and paid media during *Click It or Ticket* mobilizations.
- The Maine Department of Public Safety (DPS), which includes the MeBHS as well as the MSP, the Capitol Police, the Criminal Justice Academy, the Drug Enforcement Agency, the Emergency Medical System, the Fire Marshal's Office and the Gambling Control Unit, as well as various additional bureaus and units, only has one Public Information Officer (PIO) handling all media relations and communication issues for all DPS agencies. The DPS PIO handles so many varied issues from homicides to drug arrests, that traffic safety is only a small part of his daily workload.
- The State has a large demographic area to cover, including several rural areas, with a limited amount of paid advertising dollars available.
- The MeBHS website (www.maine.gov/dps/bhs/) appears to be outdated and is extremely difficult to navigate. The most recent press release listed on the site is almost two years old (from September 4, 2012) and doesn't even appear to be a MeBHS press release. It is a press release from the Maine Bureau of Insurance.

- There is currently a very small number of followers (386) of the MeBHS’s Facebook page (www.facebook.com/MaineBureauOfHighwaySafety) and MeBHS does not have a Twitter account.
- There is no current effort to put a face on the issue of unrestrained fatalities or to use personal stories in occupant protection messaging or at events.

4C. RECOMMENDATIONS

- **Assign a full-time employee to MeBHS to be the designated media and communications officer handling all public relations issues including events and earned, paid, and social media.**
- **Include strong enforcement messages in all paid and earned media efforts during the *Click It or Ticket* (CIOT) mobilizations. During these periods, make CIOT the stronger, primary message with *Buckle Up. No Excuses!* as the secondary message. The enforcement message should be included in and on all safety messages including the promotional materials used at various sporting events across the State.**
- **Identify ways to attract individuals qualified in Information Technology and Web Design to evaluate, energize, and upgrade the web and social media capacity of MeBHS or include these requirements in the next communications contract.**
- Include a “News Room” section to the current MeBHS website and post all of MeBHS’s current and previous news releases in that section as a resource for the public and the media.
- Sign up to participate in the Maine state government’s news system (maine.gov) so that all MeBHS press releases can be shared to the widest distribution list possible.
- **Develop a statewide social media plan (e.g., Facebook, Twitter, Pinterest, Instagram, Vimeo, Flickr, etc.) for highway safety issues, including occupant protection, to push out safety messages to the general public and the media.**
- Include the use of unrestrained car crash victims and survivors as spokespeople in all outreach efforts, including paid and earned media.

5. OCCUPANT PROTECTION FOR CHILDREN

GUIDELINE:

Each State should enact occupant protection laws that require the correct restraint of all children, in all seating positions and in every vehicle. Regulations and policies should exist that provide clear guidance to the motoring public concerning occupant protection for children. Each State should require that children birth to 16 years old (or the State's driving age) be properly restrained in the appropriate child restraint system or seat belt. Gaps in State child passenger safety and seat belt laws should be closed to ensure that all children are covered in all seating positions, with requirements for age-appropriate child restraint use. Key provisions of the law should include: driver responsibility for ensuring that children are properly restrained; proper restraint of children under 13 years of age in the rear seat (unless all available rear seats are occupied by younger children); a ban of passengers from the cargo areas of light trucks; and a limit on the number of passengers based on the number of available seat belts in the vehicle. To achieve these objectives, State occupant protection programs for children should:

- *Collect and analyze key data elements in order to evaluate the program progress;*
- *Assure that adequate and accurate training is provided to the professionals who deliver and enforce the occupant protection programs for parents and caregivers;*
- *Assure that the capability exists to train and retain nationally certified child passenger safety technicians to address attrition of trainers or changing public demographics;*
- *Promote the use of child restraints and assure that a plan has been developed to provide an adequate number of inspection stations and clinics, which meet minimum quality criteria;*
- *Maintain a strong law enforcement program that includes vigorous enforcement of the child occupant protection laws;*
- *Enlist the support of the media to increase public awareness about child occupant protection laws and the use of child restraints. Strong efforts should be made to reach underserved populations;*
- *Assure that the child occupant protection programs at the local level are periodically assessed and that programs are designed to meet the unique demographic needs of the community;*
- *Establish the infrastructure to systematically coordinate the array of child occupant protection program components;*
- *Encourage law enforcement participation in the National Child Passenger Safety Certification (basic and in-service) training for law enforcement officers.*

5A. STRENGTHS

- The Maine Bureau of Highway Safety (MeBHS) has a full time employee dedicated to occupant protection for children (OPC).
- MeBHS has accomplished several key recommendations from the State's 2011 Occupant Protection for Children Assessment which has made its Child Passenger Safety (CPS) program more robust.

- Maine has a strong CPS law that protects children less than age eight and 80 pounds using child restraints and children less than 12 and 100 pounds using seat belts in the back seat.
- The State has 13 certified CPS technician instructors, 181 certified technicians and 3 technician proxies. In 2013, Maine's recertification rate was 61.3 percent which is higher than the national average of 55 percent.
- The State held a statewide CPS conference in 2013 that provided continuing education credits for 100 of the State's approximately 200 certified technicians and instructors. A second statewide conference is planned for 2015.
- The MeBHS CPS Coordinator has made a significant effort to attend training and conferences to build technical awareness and skills. She has created an environment conducive to building the CPS program in a sustainable way.
- The MeBHS Occupant Protection (OP) Coordinator is a CPS technician instructor with 17 years of CPS experience.
- The State supports 28 child restraint distribution sites in 14 of 16 counties that provide free car seats to income eligible families. A database to track child seat allocations is in development and due to be functional within the year. Regular paper reports track monthly activity until the electronic system is in place.
- The State updates and maintains a list of 24 car seat inspection stations in 12 of 16 counties. Inspections are conducted by certified technicians.
- MeBHS has developed a 2014 Program Manual: *A Guide for CPS Technicians and Partners* to set criteria for and standardize procedures at car seat distribution and inspection stations.
- There appears to be a working relationship between MeBHS, law enforcement agencies, hospitals, Department of Labor, South Maine University-Muskie School, Department of Health and Human Services, Healthy Maine Partnerships, Department of Transportation, Department of Motor Vehicles, and other partners who can assist in developing and extending OPC services provided to children from birth to age 18.
- There is a formal group, The Maine Teen Driver Safety Committee, which meets bi-monthly to plan and address the needs of teens as a high-risk road user group.
- There are several law enforcement generated programs (Ultimate Consequences, Boys in Blue, Driving Dynamics, and Project SAFEGuard) to address the at-risk teen driver and passenger.
- There is an Alive at 25 training program for repeat teen driver violators that operates through the Safety and Health Council at 10 locations, with 10 certified instructors.

- There is a newly developed two hour education course that prepares law enforcement to provide car seat education and information about the Maine CPS law curbside during a traffic stop.
- Law enforcement personnel appear to have access into school venues to conduct education programs.
- There are two certified technicians in the State who are trained to assess the needs of children with special healthcare challenges.
- There are three trauma centers in Maine. Each has access to a trauma registry.
- MeBHS provides teen driving enforcement grants for creative and innovative programs with an OPC component.

5B. CHALLENGES

- There is no singular occupant protection safety message that is promoted as part of, and integrated into, making healthy choices and good decisions for children at different ages as part of a social norm. While children under age eight will learn differently than pre-teens, young teens, and teen drivers, the key message for mandatory restraint use should be incorporated into each teaching opportunity beginning at birth.
- There is a parallel CPS instructor team in the State that does not work collaboratively with the MeBHS team of CPS instructors.
- The State is geographically large and many law enforcement agencies are small with limited backup which inhibits opportunities for networking and CPS training.
- There is no required or coordinated school safety curriculum to address occupant protection at the elementary, middle, and high school levels statewide.
- There is no statewide recognition of OPC champions.
- Like almost every state in the nation, there is no targeted effort to address the occupant protection needs of kids ages eight to 15 who are out of booster seats but are not yet driving.
- The State does not know what percentage of children under 18 who are restrained as no child specific use survey has been conducted since 2007.
- The Maine Teen Driver Safety Committee does not yet have representation from the State Department of Education, parents, and youth to provide valuable insight into reaching the last of the unrestrained occupants in the State.

- The newly developed two hour education course that prepares law enforcement to provide car seat education during a traffic stop must be delivered in person.
- The current website that could be used by CPS technicians and law enforcement does not appear to be maintained on a regular basis.
- There are only two CPS technicians trained in serving children with special healthcare needs in the State. The products needed for children with special healthcare needs are expensive and often difficult to obtain.
- Driver education starts too late in Maine where children begin using motorized and/or wheeled vehicles (e.g., snowmobiles, ATVs, etc.) at ages as young as three.

5C. RECOMMENDATIONS

- **Develop a plan to create a key occupant protection safety message platform that establishes and institutionalizes a safety norm for making good decisions for children of all ages.**
- Work with the State Department of Education to develop an acceptable standardized curriculum for school districts to educate students in elementary, middle, and high schools to be safer vehicle occupants as part of the social norming and key messaging process.
- Maintain and support existing Child Passenger Safety (CPS) technicians at the proposed 2015 CPS Technician Conference during or around CPS Week by providing continuing education credits and other re-certification opportunities.
- Recognize occupant protection for children champions and their exemplary work (in schools, at distribution sites, and at inspection stations, etc.) at the Child Passenger Safety Technician conference and through local media press releases.
- **Consider using a pre-conference workshop (at the 2015 Child Passenger Safety (CPS) Technician Conference) taught by law enforcement to provide information about curbside CPS education, teen driver/passenger information in a networking environment to State Police, local police, and sheriffs. Identify potential candidates for CPS technician certification from the group of participants.**
- **Create an opportunity to bring the two parallel groups of Child Passenger Safety instructors in the State together in a meeting to address the differences between them. Use a mediator if necessary.**
- Establish a subgroup of the proposed occupant protection (OP) task force to study the OP needs of children post-booster seat and pre-driver in the State. Consider looking at kids

in three stages; 8-10; 11-12 and 13-15.

- Conduct a child specific use survey at strategic, designated locations within the State to determine the percentage of children using restraints. Pay particular attention to high crash areas, roads surrounding tribal lands, and other identified high-risk locations.
- Explore online tools to provide the two hour police child passenger safety awareness course to law enforcement officers who cannot attend an in-person training due to staffing limitations or distance.
- Identify ways to attract individuals qualified in Information Technology and Web Design to evaluate, energize, and upgrade the web and social media capacity of MeBHS or include these requirements in the next communications contract to promote online access to occupant protection for children information.
- Provide an opportunity for the two technicians trained in transporting children with special healthcare needs to stay current and learn strategies that others in the field have used to acquire the expensive equipment needed by some children.
- Recognize that driver education starts when young children notice their parents' driving behaviors. Promote parents as the first "driver education" teacher.

6. OUTREACH PROGRAM

GUIDELINE:

Each state should encourage extensive statewide and community involvement in occupant protection education by involving individuals and organizations outside the traditional highway safety community. Representation from health, business, education, and diverse cultures of the community are encouraged, among others. Community involvement broadens public support for the state's programs and can increase a state's ability to deliver highway safety education programs. To encourage statewide and community involvement, States should:

- *Establish a coalition or task force of individuals and organizations to actively promote use of occupant protection systems;*
- *Create an effective communications network among coalition members to keep members informed about issues;*
- *Provide culturally relevant materials and resources necessary to conduct occupant protection education programs, especially directed toward young people, in local settings;*
- *Provide materials and resources necessary to conduct occupant protection education programs, especially directed toward specific cultural or otherwise diverse populations represented in the State and in its political subdivisions.*

States should undertake a variety of outreach programs to achieve statewide and community involvement in occupant protection education, as described below. Programs should include outreach to diverse populations, health and medical communities, schools and employers.

a. Diverse Populations

Each State should work closely with individuals and organizations that represent the various ethnic and cultural populations reflected in State demographics. Individuals from these groups might not be reached through traditional communication markets. Community leaders and representatives from the various ethnic and cultural groups and organizations will help States to increase the use of child safety seats and seat belts. The State should:

- *Evaluate the need for, and provide, if necessary, materials and resources in multiple languages;*
- *Collect and analyze data on fatalities and injuries in diverse communities;*
- *Ensure representation of diverse groups on State occupant protection coalitions and other work groups;*
- *Provide guidance to grantees on conducting outreach in diverse communities;*
- *Utilize leaders from diverse communities as spokespeople to promote seat belt use and child safety seat;*
- *Conduct outreach efforts to diverse organizations and populations during law enforcement mobilization periods.*

b. Health and Medical Communities

Each State should integrate occupant protection into health programs. The failure of drivers and passengers to use occupant protection systems is a major public health problem that must be recognized by the medical and health care communities. The SHSO, the State Health Department and other State or local medical organizations should collaborate in developing programs that:

- *Integrate occupant protection into professional health training curricula and comprehensive public health planning;*
- *Promote occupant protection systems as a health promotion/injury prevention measure;*
- *Require public health and medical personnel to use available motor vehicle occupant protection systems during work hours;*
- *Provide technical assistance and education about the importance of motor vehicle occupant protection to primary caregivers (e.g., doctors, nurses, clinic staff);*
- *Include questions about seat belt use in health risk appraisals;*
- *Utilize health care providers as visible public spokespeople for seat belt and child safety seat use;*
- *Provide information about the availability of child safety seats at, and integrate child safety seat inspections into, maternity hospitals and other prenatal and natal care centers;*
- *Collect, analyze and publicize data on additional injuries and medical expenses resulting from non-use of occupant protection devices.*

c. Schools

Each State should encourage local school boards and educators to incorporate occupant protection education into school curricula. The SHSO in cooperation with the State Department of Education should:

- *Ensure that highway safety and traffic-related injury control, in general, and occupant protection, in particular, are included in the State-approved K-12 health and safety education curricula and textbooks;*
- *Establish and enforce written policies requiring that school employees use seat belts when operating a motor vehicle on the job; and*
- *Encourage active promotion of regular seat belt use through classroom and extracurricular activities as well as in school-based health clinics; and*
- *Work with School Resource Officers (SROs) to promote seat belt use among high school students;*
- *Establish and enforce written school policies that require students driving to and from school to wear seat belts. Violation of these policies should result in revocation of parking or other campus privileges for a stated period of time.*

d. Employers

Each State and local subdivision should encourage all employers to require seat belt use on the job as a condition of employment. Private sector employers should follow the lead of Federal and State government employers and comply with Executive Order 13043, “Increasing Seat Belt Use in the United States” as well as all applicable Federal Motor Carrier Safety Administration (FMCSA) Regulations or Occupational Safety and Health Administration (OSHA) regulations requiring private business employees to use seat belts on the job. All employers should:

- *Establish and enforce a seat belt use policy with sanctions for non-use;*
- *Conduct occupant protection education programs for employees on their seat belt use policies and the safety benefits of motor vehicle occupant protection devices.*

6A. STRENGTHS

- The Maine Bureau of Highway Safety (MeBHS) has strong partnerships in place with several non-law enforcement grantees, including Atlantic Partners EMS and Alliance Sports Marketing (ASM):
 - Atlantic Partners EMS conducts approximately 160 highway safety education events across the State each year reaching more than 6,500 people. Monthly activity reports are provided to MeBHS.
 - ASM works with MeBHS to promote seat belt messages to fans at various sporting events across the State such as minor league and college baseball, basketball and football games, hockey games, races at motor speedways, and even high school science and math tournaments, through a variety of mediums such as signage, public address announcements, and promotional items.
- MeBHS also provides a grant to the Safety & Health Council of Northern New England to conduct four hour Alive at 25 defensive driving courses to young drivers who have had their license suspended. In 2013, 1,301 students completed the Alive at 25 program across the state of Maine in 10 locations.
- Local law enforcement agencies that receive *Click It or Ticket* grant funds are required to include a media outreach component as part of their plans which includes issuing press releases to their local media, making follow-up calls, and participating in media interviews about the stepped up enforcement efforts.
- Project SAFEGuard is a statewide initiative involving a partnership between the Maine State Police, the Maine Chiefs of Police Association, the Maine Sheriffs Association, MeBHS, the Maine Bureau of Motor Vehicles, and the Maine Transportation Safety Coalition started in 2006 that encourages all law enforcement agencies across the State to call the parents/guardians of all young drivers who receive a traffic citation. There is a Project SAFEGuard brochure as part of the program. This policy seems to be well

received by both the law enforcement community and the parents/guardians who receive the phone calls about their teen's unsafe driving behaviors.

6B. CHALLENGES

- There is no real hard evidence or data to show that any of the public awareness events taking place at schools, sporting events, etc. are actually changing anyone's behavior to make them wear their seat belts.
- There is no evidence to show if the various defensive driving courses offered in the State are making a difference in drivers' behaviors behind the wheel.
- There are not many local police departments, if any, that have dedicated public affairs/communications officers that can dedicate their time to media outreach for traffic safety programs. As a result, media outreach is usually handled by an officer who is also wearing many other hats and doing many other duties.
- School Resource Officers do not seem to have a big presence in high schools across the State. They are only available in more heavily populated areas of the State and their use seems to be spotty at best.
- There appears to be a limited number of youth groups operating at the state level making outreach to students more difficult. For example, there is no statewide Students Against Destructive Decisions (SADD) coordinator or statewide Family Career and Community Leaders of America (FCCLA) Chapter.
- There are no school parking permit programs in which a student needs to attend a safety class with his or her parent or guardian to become eligible to receive a permit to park on the school's campus.
- There is very little communication and coordination between MeBHS and the State Department of Education.
- MeBHS's non-law enforcement grantees do not appear to be doing any media outreach regarding their activities such as notifying the media of their attendance/involvement at a sporting event or their local highway safety events.
- The State has a large demographic area to cover, including several rural areas, with limited ways of engaging residents across the State.

6C. RECOMMENDATIONS

- Create and disseminate new surveys and forms, especially pre- and post-project/class or campaign, to gauge any changes in behaviors as a result of participation in a highway safety event or taking a highway safety course.

- Explore additional ways of tracking numbers of people reached with occupant protection safety messages. For instance, encourage attendees of safety events to “like” a page on Facebook or enter a drawing to win a free iPad, etc.
- Establish a means for collecting data from participants at safety events in an effort to track their safety awareness levels and driving behaviors over time.
- Work to establish strong partnerships with the Maine Department of Education and other education-related groups such as the statewide Parent Teacher Association and the Maine Education Association that can help facilitate stronger outreach into the school systems.
- **Require non-law enforcement grantees to include a media outreach component in all their grant activities, e.g., issuing a media advisory for an upcoming event.**
- Recruit occupant protection champions in local communities (e.g., healthcare, employers, and tribes) and equip them with the safety tools needed to educate those in their communities.

7. DATA AND EVALUATION

GUIDELINE:

Each State should access and analyze reliable data sources for problem identification and program planning. Each State should conduct several different types of evaluation to effectively measure progress and to plan and implement new program strategies. Program management should:

- *Conduct and publicize at least one statewide observational survey of seat belt and child safety seat use annually, making every effort to ensure that it meets current, applicable Federal guidelines;*
- *Maintain trend data on child safety seat use, seat belt use and air bag deployment in fatal crashes;*
- *Identify high-risk populations through observational usage surveys and crash statistics;*
- *Conduct and publicize statewide surveys of public knowledge and attitudes about occupant protection laws and systems;*
- *Obtain monthly or quarterly data from law enforcement agencies on the number of seat belt and child passenger safety citations and convictions;*
- *Evaluate the use of program resources and the effectiveness of existing general communication as well as special/high-risk population education programs;*
- *Obtain data on morbidity, as well as the estimated cost of crashes, and determine the relation of injury to seat belt use and non-use;*
- *Ensure that evaluation results are an integral part of new program planning and problem identification.*

7A. STRENGTHS

- In 2013, Maine conducted a statewide observational survey of seat belt use in the State. The Survey was conducted by the Survey Research Center, Muskie School of Public Service, University of Southern Maine. The State used the 2012 National Highway Traffic Safety Administration (NHTSA) standardized method of conducting seat belt observations in the State. The use rate for the State was 83 percent. The passenger use rate was higher than drivers at 83.5 percent and 82.9 percent respectively.
- Maine conducted statewide nighttime observational surveys in June of 2012 and 2013. The 2012 survey used 28 sites in the State and observed 1,181 passenger vehicle drivers and 304 passengers. Overall nighttime belt use was 87.6 percent. The 2013 survey used 29 sites, observing 1,084 drivers and 295 passengers. Belt use was down to 87.2 percent.
- The State uses a set of questions developed by the Governors Highway Safety Association (GHSA) and NHTSA in surveys that track driver attitudes and awareness concerning seat belt use, impaired driving, speeding, and distracted driving. The data from these surveys were used to determine general public awareness of the primary seat belt law. The Maine Bureau of Highway Safety (MeBHS) contracted with the University of Maine, Muskie School of Public Service to conduct three waves of these surveys at

eight Maine Bureau of Motor Vehicle offices. Drivers reported high personal use of seat belts (83 percent “always” and 10 percent “nearly always”) which is consistent with statewide survey results.

- The State maintains trend data on seat belt use and makes that data available to the public in chart form such as the one below.

Comparison of seat belt usage rates by gender:

Gender	2013 Study	2012 Study	2011 Study
Male Driver	79.5%	82.1%	78.2%
Female Driver	87.2%	88.8%	86.2%
Male Passenger	71.9%	71.7%	76.1%
Female Passenger	91.6%	89.7%	87.0%

- In March and April of 2009 the MeBHS Law Enforcement Liaison (LEL) and a MeBHS Contract Grant Specialist visited seven regions in the State to prepare and train agencies on performing highway safety grants. MeBHS has continued this training to increase law enforcement grant participation. Many law enforcement agencies in the State have attended these training meetings. Areas addressed in the training include:
 - Grant writing
 - Common mistakes
 - Thinking outside the box
 - Collaboration among agencies
 - Problem Identification
 - Evaluation
 - Crash reduction
 - Occupant protection warnings/citations
 - Budget
 - Progress reports
 - Monthly and after major enforcement activity
- State traffic safety goals were established for the various program priority areas. Targets are based on five year averages based on past trends and Maine-specific experiences. The goals in the Highway Safety Plan (HSP) are shown together with appropriate performance measures. Performance measures include:
 - absolute numbers (fatalities, serious injuries with and without restraint use),
 - percentages (occupant restraint use in crashes and non-crashes), and
 - rates (occupant protection rate/100 million motor vehicle miles traveled).

- MeBHS recognizes achievement of goals is not solely dependent upon the activities performed within the MeBHS office, but is inclusive of collaborative and ongoing efforts of a multitude of government and private entities.
- Maine uses the NHTSA and GHSA minimum set of performance measures to be used by States and Federal agencies in the development and implementation of behavioral highway safety plans and programs within the State. The minimum set of performance goals contains 14 measures: ten core outcome measures, one core behavior measure and three activity measures. The measures cover the major areas common to State highway safety plans and use existing state data systems.
- Maine grantees use crash and injury data to support their grant applications.
- Most law enforcement agencies use citation data from their records management system (RMS) to evaluate countermeasure success. Grantees are required to report grant activity to MeBHS at the end of major operations, monthly and yearly.
- Maine has a wealth of data at the Maine Center for Disease Control and Prevention (Maine CDC). These data are available to MeBHS and could be used to better understand the State's trends and challenges relevant to occupant protection. Some of the data available are:
 - Hospital Discharge Datasets - The hospital discharge datasets include all hospitalizations and emergency department visits in Maine facilities. The datasets are maintained by the Maine Health Data Organization (MHDO), legislatively-established in 1996 to collect and maintain "clinical and financial health care information and to exercise stewardship in making this information accessible to the public."
 - Maine Vital Records - A unit within Maine CDC charged with collecting data on births and deaths within the state and among Maine residents. Also, raw data from Vital Records are processed by the statistical service unit to produce analysis-ready datasets. The State uses this data when identifying locations of high and low seat belt use and include this data when identifying roads to be targeted for occupant protection enforcement.
 - Maine Integrated Youth Health Survey (MIYHS) - The MIYHS was first administered in 2009 and will be offered in February of odd-numbered years. Its purpose is to quantify the health of Kindergarten and Grade 3 students through parent interviews, and the health-related behaviors and attitudes of 5th through 12th graders by direct student survey. Occupant protection has been a component of every survey.
 - Youth Risk Behavior Survey (YRBS) - The YRBS is a biennial survey supported by the Federal CDC, but conducted at the state level. The YRBS was designed to collect uniform data on health risk behavior among youth. The sampling frame includes publicly-funded Maine middle and high schools and the students attending those schools. Survey data for

estimates are weighted to be a representative sample of the state youth population. Seat belt use is one of the risk behaviors included in the survey at least once every five years.

- Annual Survey of Occupational Injuries and Illnesses - Shows rates of injuries and illnesses; comparable state to state since it is part of a nationwide survey from the U.S. Bureau of Labor Statistics.
 - Electronic Medical Records (EMRs) - A set of databases that contains the health information for patients from a variety of clinical service delivery processes. EMRs may also include clinical applications that can act on the data contained within the record, including clinical decision support systems, computerized provider order entry, and a reporting system.
- The State has an active three tiered Traffic Records Coordinating Committee (TRCC). The State has maintained the TRCC since 2004. Each member of the TRCC shares information about data collection and uses that occur within their agency with other committee members. This highlights the value and uses of the data available. It also provides agencies with resources to obtain data needed to perform analyses, justify funding, measure program successes, and build future plans.

7B. CHALLENGES

- The 2013 Maine seat belt survey did not include a child restraint use component and there is no trend data on child restraint use.
- It is unclear if MeBHS ensures that their grantees evaluate their programs to measure program effectiveness or how MeBHS uses the results of these evaluations to improve programming.
- MeBHS reported that they use YRBS youth seat belt use data. However, a review of YRBS data for the past eight years does not show any evidence of occupant protection data for youth.
- It was reported that MeBHS uses seat belt observational surveys to identify high-risk occupant protection populations, but there is no evidence of targeted educational programs for the identified populations.
- Data on the cost of crashes to determine the relation of injury to seat belt use to non-use are not currently being used in the State. MeBHS feels that the data on cost is outdated and of little use.

7C. RECOMMENDATIONS

- **Include a child restraint use component as part of the statewide seat belt survey. Use this data to show trends in child restraint use.**

- **Expand the elements of program evaluations used to measure progress, determine effectiveness, plan and implement new program strategies, and ensure that resources are allocated to the State's best advantage.**
- **Make the Maine Center for Disease Control and Prevention's Maine Integrated Youth Health Survey (MIYHS) data on youth seat belt use the primary state resource for youth occupant protection data. Make this data readily available to all interested users.**
- Use data from observational surveys, crash reports, and other datasets to identify high-risk populations in the State, direct enforcement, and develop educational programs designed to increase their restraint use.
- Use available data to compute the cost of crashes to determine the relation of injury to seat belt use to non-use in the State. Obtain the cost for each crash type from reliable sources such as the National Highway Traffic Safety Administration, National Safety Council, etc. Publish and make this data available to all interested parties. See the NSC definitions for a description of what is included in each component. The Average Economic Cost per Death, Injury, or Crash in 2012 were:
 - Death: \$1,410,000
 - Nonfatal Disabling Injury: \$78,900
 - Property Damage Crash (including nondisabling injuries): \$8,900

2014 MAINE OCCUPANT PROTECTION ASSESSMENT AGENDA

Sunday, May 11, 2014

5:30 PM Assessment Team and NHTSA Meet and Greet

Monday, May 12, 2014-On-Site Interviews (full day)

8:00 am – 8:30 am **Breakfast, Meet and Greet with BHS Staff**

- Lauren Stewart, Director, BHS
- Angie Roberts, Office Assistant
- Janet Cummings, Office and Research Associate II-Child Passenger Safety, BHS
- James Tanner, Contract Grant Specialist, BHS (Communications/Social Media)
- Corey Perreault, Highway Safety Coordinator, BHS

8:30 am – 10:15 am **Maine Bureau of Highway Safety: Session 1**

Introductions/State Program and Program Management

- Lauren Stewart, Director BHS
- Janet Cummings, Planning and Research Associate II-Child Passenger Safety (CPS), BHS
- Corey Perreault, Highway Safety Coordinator-Occupant Protection, BHS
- James Tanner, Contract Grant Specialist BHS (Communications/Social Media)
- Rick Tarr, Atlantic Partners Emergency Medical Services
- Rick Petrie, Atlantic Partners Emergency Medical Services
- Bill Zito, Atlantic Partners Emergency Medical Services

10:15 am – 10:30 am Break

10:30 am – 12:15 pm **Outreach Programs: Session 2**

- Rick Tarr, Atlantic Partners Emergency Medical Services
- David Henderson, Safety & Health Council of Northern New England
- Melissa Worcester, Safety & Health Council of Northern New England
- Steve Greeley, Director, Workplace Safety & Health Division, Maine Department of Labor
- Lauren Stewart, Director BHS
- Corey Perreault, BHS
- Janet Cummings, BHS

12:15 pm -1:30 pm – Lunch

- 1:30 pm – 3:00 pm **Legislation, Regulation and Policy: Session 3**
- Col. Robert Williams, Maine State Police
 - Lt. Brian Scott, Maine State Police
 - David Fitts, Director, Maine Risk Management
 - Linda Grant, Director of License Services, Maine Bureau of Motor Vehicles
 - Tom Harvey, AARP Driver Safety
- 3:00 pm - 3:15pm Break
- 3:15 pm - 4:30 pm Wrap-up with BHS staff

Tuesday, May 13, 2014

- 8:00 am – 9:00 am Breakfast
- 9:00 am - 10:30 am **Communication Program: Session 4**
- Lauren Stewart, Director, BHS
 - Brandon Vonderharr, Alliance Sports Marketing (ASM)
 - Chris Snyder, Alliance Sports Marketing
 - Jennifer Cartnell, NL Partners
 - Chris Nichols, NL Partners
 - Dan McMillen, NL Partners
 - Steve McCausland, Maine State Police
- 10:30 am – 10:45 am Break
- 10:45 am - 12:30 pm **Occupant Protection for Children: Session 5**
- Janet Cummings, BHS
 - Corey Perreault, BHS
 - June Turcotte, Central Maine Medical Center, Lewiston
 - Dawn Bryant, Belfast Waldo Community Action Program
 - Jodi Polchies, Gorham Fire
- 12:30 pm – 1:30 pm Lunch
- 1:30 pm - 2:45 pm **Data and Evaluation Program: Session 6**
- Duane Brunell, Safety Performance Analysis Manager, Maine Department of Transportation
 - Lauren Stewart, Director BHS
 - James Tanner, Contract Grant Specialist, BHS
 - Al Leighton, Muskie School
 - Jamar Croom, Muskie School
 - Robyn Dumont, Muskie School
 - Michelle Ward, MSP, former FARS Analyst, BHS

2:45 pm – 3:00 pm Break

3:00 pm – 3:15 pm Wrap-up with BHS Staff

Wednesday, May 14, 2014

8:00 am – 9:00 am Breakfast

9:00 am – 10:30 am **Enforcement: Session 7**

- Colonel Robert Williams, MSP
- Lt. Brian Scott, MSP
- Chief Deputy Tim Carroll, Knox SO
- Deputy Lance Mitchell, Agency Leader, Knox SO
- Captain Marla St. Pierre, Scarborough PD
- Chief Doug Bracy, York PD
- Deputy Chief Major Jared Mills, Augusta PD

10:30 am – 10:45 am Break

10:45 am – 12:15 pm **Teen Driver Committee (unbelted teens): Session 8**

- James Tanner, BHS
- Angela Porter, Maine State Trooper
- Rebecca Ireland, Office of Substance Abuse
- Duane Brunell, Maine Department of Transportation
- Eric Bellavance, Maine Bureau of Motor Vehicles, Student Driver Education
- Michelle Ward, Maine State Police, Former FARS Analyst
- Doug Bracy, York Police Department Chief

12:15 pm – 1:15 pm Wrap-Up lunch with BHS Staff

1:15 pm – 9:30 pm Team member discussion, deliberation, report preparation

Thursday, May 15, 2014

All-day Team member discussion, deliberation, report preparation

Friday, May 16, 2014

7:45 am – 8:30 am Breakfast

8:30 am Report out with BHS Staff

ASSESSMENT TEAM CREDENTIALS

CATHY GILLEN

cathy@thegillengroup.com

Practice Focus Cathy Gillen is a Washington, DC based public affairs transportation consultant with more than 23 years-experience in the highway safety arena. She brings non-profits, NGOs, businesses and government together to create highway safety programs that save lives and prevent injuries on the nation's highways. As a former National Highway Traffic Safety Administration (NHTSA) official with the U.S. Department of Transportation (DOT), she is proficient in behavioral safety issues including impaired driving, occupant protection, distracted driving and teen and older driving. Having served as the Managing Director of the Roadway Safety Foundation she is also an expert on the engineering issues that affect roadway safety. Her relationships with key safety organizations, government agencies including NHTSA, the Federal Highway Administration and the Federal Motor Carrier Safety Administration, and transportation reporters allow her to meet both private and public sector needs.

Clients Since 2005, Gillen's clients have included AAA, the AAA Foundation for Traffic Safety (AAAFTS), AARP, The American Highway Users Alliance (Highway Users), the Automotive Coalition for Traffic Safety (ACTS), Governors Highway Safety Association (GHSA), National Organizations for Youth Safety (NOYS), the Institute of Transportation Engineers (ITE), Mitsubishi Motors North America, Make Roads Safe, the Roadway Safety Foundation (RSF), the Connecticut Department of Transportation, the Missouri Department of Transportation and many others.

Significant Accomplishments Led a team of PR professionals to conduct one national and 23 local press conferences in state capitols across the country to announce a Ford Motor Company safety campaign. As part of the "Boost America!" campaign, Ford donated 1 million child booster seats to low-income families through a partnership with the United Way. The local press events included speakers such as local Governors Highway Safety representatives, Governors, state legislators, parents and automobile dealers. Gillen arranged all press outreach for the events and also served as a spokesperson for the campaign.

Managed press relations and media outreach for the National Traffic Signal Report Card project for the Institute of Transportation Engineers. The goal of the FHWA-funded campaign was to raise awareness through the media of the importance traffic signals play in moving traffic safely and efficiently across the United States. Gillen secured national and local press coverage in such media outlets as NBC Nightly News, MSNBC and CBS Network Radio.

Created a safety coalition and campaign in South Carolina known as *Recognize, React, Recover* to address the importance of using rumble strips to prevent run-off-the-road crashes, particularly on rural roads. The campaign brought together the state department of transportation, public safety agencies, law enforcement agencies, victims of car crashes and private-sector businesses to create an educational DVD and brochure, hold a partner luncheon and a news conference to launch the campaign. Press coverage of the campaign was widespread and the DVD and brochure have

been distributed to more than 5,000 safety partners across the country.

Held 15 child passenger safety inspection stations for Mitsubishi's child passenger safety program known as *Kids Safety First* in September 2010, Summer 2011 and Fall of 2012. Gillen managed all logistics for the events which were held at Mitsubishi dealerships in major media outlets such as Miami, Chicago and Kansas City. In addition to managing all logistics for the events, she conducted media outreach for the events including press conferences with speakers from NHTSA and GHSA. She also managed a partnership with a major child safety seat manufacturer who provided free child safety seats for the events.

Client Benefits

Gillen began her career in 1992 in the press office of the Maryland State Highway Administration in Baltimore, MD. She then went on to public affairs positions with the Governors Highway Safety Association, Advocates for Highway and Auto Safety and the National Highway Traffic Safety Administration. She then worked for a DC-based Strategic Communications firm where she headed up the Ford Motor Company account and managed other transportation safety accounts before starting her own practice in 2005.

Other Activities

Gillen is a current board member of the Washington Regional Alcohol Program (WRAP); leads the National Safety Council's Maryland Safe Teen Driving Coalition; is the Maryland Representative for the National Association of Women Highway Safety Leaders (NAWHSL); and is a member of the Road Gang and the Washington Automotive Press Association (WAPA).

Communications

Gillen has conducted dozens of media interviews, and given dozens of presentations on issues such as impaired driving and roadway safety, to highway safety groups and other organizations across the country.

Distinctions

Gillen has received the NHTSA Administrator's Award for Excellence and The Century Council's Kevin Quinlan Traffic Safety Leader Award. She holds a bachelors of science from the University of Maryland in Journalism with a specialization in public relations and a master's degree in Publications Design from the University of Baltimore.

LARRY HOLESTINE

lholestine@aol.com

Experience

- Consultant – Transportation Safety and Criminal Justice – 2009-Present
- Data Nexus Inc., Director of Public Safety Services 2003 – November 2009
- National Highway Traffic Safety Administration Region VIII, Law Enforcement Liaison 2002 -2003
- Colorado State Patrol Major 1990 – June 2002
- Colorado State Patrol Lieutenant and Captain 1984 – 1990
- Colorado State Patrol Sergeant 1981- 1984
- Instructor Coordinator, Colorado Law Enforcement Training Academy 1979-1981
- Colorado State Patrol Trooper 1973-1979

Education and Credentials

- Bachelor of Science – Adult Technical Education specializing in Criminal Justice – Colorado State University 1990
- Certificate - School of Police Staff and Command - Northwestern University 1985
- Certificate - Management in State Government - State of Colorado 1987
- Coordinator/Instructor for the Colorado Law Enforcement Training Academy and Colorado State Patrol Academy
- Instructor, Colorado Institute of Law Enforcement Training at Colorado State University
- Colorado Police Officer Standards and Training (POST), Certified Trainer
- Technical Crash Investigation – Northwestern University 1979

Professional Activities

- Executive Board, Association of Transportation Safety Information Professionals, National Safety Council, 1987- 2003
 - 2001 Program Chair, 2002 1st Vice Chair, 2003 Chair
- Member, ANSI D-16 Committee on Motor Vehicle Accident Classification
- Chair, Steering Committee, Law Enforcement Section, Colorado Safety Management System
- Co-Chair and Member, Colorado State Traffic Records Advisory Committee
- Member, National Agenda for Traffic Records Committee, National Safety Council
- Representative for National Highway Transportation Safety Administration (NHTSA) and the National Safety Council (NSC) to promote the Association of Transportation Safety Information Professionals (ATSIP)
- Member, Intelligent Transportation Systems, Archived Data User Program Committee, Federal Highway Administration
- Co-Chair, Highway Safety Program Advisory for Traffic Records Panel, Data Nexus, Inc. for National Safety Council
- Member, Project Panel/Advisory Group, Project #NCHRP 17-12 (Improved

Safety Information to Support Highway Design) Northwestern University Traffic Institute

- Member, Project Panel/Advisory Group, National Center for Highway Research Projects
 - Reducing Crashes in Construction Zones
 - Developing Basic Training for Transportation Safety Information Users
 - Data needs for Transportation Information Professionals
- Member, Colorado Department of Transportation RFP Review committee for Intelligent Transportation Systems
- Member, NHTSA Traffic Records Assessment Team (Number Denotes Number of Assessments for the State); Kansas(4), South Carolina(2), Nebraska, Louisiana(3), Arizona(2), Iowa(2), New Mexico(2), Wisconsin(3), North Dakota(2), South Dakota(3), Connecticut, Idaho, Oregon(3), Tennessee(3), Delaware(2), Kentucky, Mississippi(3), Missouri(3), New Jersey, Montana, Idaho, Nevada, Ohio(2), Illinois, Massachusetts(2), Wyoming(3), Virginia, Vermont, Maryland, San Carlos Reservation, White River Reservation, Menominee Reservation
- Co-Chair, National Safety Council, Association of Highway Safety Information Professionals, Marketing and Honest Broker Committee
- Member, Transportation Research Board – Law Enforcement Committee and Traffic Record Committee
- Member, Colorado State Patrol Diversity Committee
- Member, NHTSA Impaired Driving Assessment team: Vermont, Nevada, Massachusetts, California, Indiana, Oregon, Tennessee, Delaware, Louisiana, Alaska, Florida, Maine, Missouri, Michigan
- Member, NHTSA Occupant Protection Assessment team: South Dakota, Ohio, Utah, Idaho, North Carolina, Vermont
- President and Member, Northern Colorado Peace Officers Association
- Member, Committee on Guidelines for Transportation Safety Information Management Systems and files, National Safety Council and National Highway Traffic Safety Administration
- Member, National Academy of the Sciences (NAS), National Center for Highway Research Projects (NCHRP) Committee: Project 17-40 Model Curriculum for Highway Safety Core Competencies, Project 03-80 Traffic Enforcement Strategies for Work Zones

MICHAEL R. STOUT

mstout2002@att.net

Mike Stout is the Business Manager for the Illinois State Employees Association – Laborers’ Local 2002 which is the collective bargaining representative for a large group of State of Illinois managers and administrators. He has held several other positions in organized labor including Director of Governmental Affairs in the Central States for the International Brotherhood of Teamsters and Director of Operations for the Laborers’ International Union of North America, Midwest Region.

Mike was also employed by the Illinois Department of Transportation for 18 years, where he first served in an entry level position as a Transportation Analyst, later as the Deputy Director of Finance and Administration, and seven years as the Director of Traffic Safety and Governor’s Representative for Highway Safety. He was in charge of state and federal oversight of the United States Department of Transportation (USDOT), National Highway Traffic Safety Administration (NHTSA) and USDOT, Federal Motor Carrier Safety Administration programs. In addition, he administered the State’s traffic records, motorcycle training, data, and data evaluation programs. Mike also served on the Governor’s Highway Safety Association (GHSA) Executive Board as a regional representative and was twice elected Treasurer. He has served on numerous traffic safety related boards, committees, and commissions including impaired driving, occupant protection, and teen driving. Notably, Mr. Stout served on the Illinois Secretary of State’s Graduated Driver’s License Task Force that drafted the legislation establishing the State’s graduated driver’s license law.

In 2007, Mike, the Ford Motor Fund, and the Allstate Foundation developed the Illinois Operation Teen Safe Driving (OTSD). The OTSD was the first of its kind program in the nation. It is an annual program that challenges the creativity of high school students from every geographical area in Illinois to develop and implement community based programs to reduce fatalities and injuries due to motor vehicle crashes. The OTSD has been honored and received numerous awards locally, statewide, and nationally including the Harvard University’s Kennedy School of Government, GHSA’s Peter O’Rourke Special Achievement Award, the Non-Profit Public Relations Awards Luncheon in Washington, D.C., and the USDOT National Roadway Safety Award.

Since 2013, Mike has served as a member of Impaired Driving and Occupant Protection Assessment teams for NHTSA in Connecticut, New Jersey, Louisiana, Mississippi, and Maine. He is also a certified child passenger safety technician.

In 2011, Mike received the USDOT NHTSA, “Safety Champions Award” and was recognized by the Students Against Destructive Decisions (SADD) with an “Outstanding Contributions Award.” In 2008, he received the Illinois State Police “Directors Award of Distinction.”

LORRIE WALKER

lwalker@safekids.org

Lorrie Walker has more than 28 years experience in the traffic safety field, predominately in the areas of child passengers, bikes, school buses, children with special health care needs, teen drivers, teen passengers, and pedestrian safety.

Lorrie joined Safe Kids Worldwide as the training manager and technical advisor for the Safe Kids Buckle Up program in August, 2004. She develops community-based educational programs on vehicle safety and oversees the international and national training program for more than 300 Safe Kids Coalitions in the United States and overseas.

Lorrie also currently serves on the National Child Passenger Safety Board.

Prior to working in Washington, DC, with Safe Kids Buckle Up, she served as the director of the Florida Traffic Safety Resource Center and assistant professor of research at Florida Atlantic University. She was also the program administrator of the Traffic Injury Prevention Project at the American Academy of Pediatrics, Pennsylvania Chapter for more than a decade.

As an advocate for child safety and injury prevention, she is a nationally certified child passenger safety instructor, has consulted on numerous studies and published articles and routinely participates as an expert panel member for NHTSA and other organizations.

Lorrie holds a bachelor's degree in social work from Eastern College in St. Davids, PA, and a master of science from St. Joseph's University in Philadelphia. She worked for nine years as an adjunct professor in the Health Administration and Health Education Departments in both the graduate and undergraduate schools at St. Joseph's University.

THOMAS WOODWARD

t.woodward@myactv.net

Professional Background

Thomas H. Woodward retired from the Maryland State Police on July 1, 2013 after a 36 year career as a law enforcement officer in Maryland; eight with the Frederick City Police and 28 with the Maryland State Police. At the time of his retirement he was the Commander of the Hagerstown Barrack. As Commander, Tom is credited with being the first to implement the Data Driven Approach to Crime and Traffic Safety (DDACTS) within the Maryland State Police. He also brought increased media attention to highway safety initiatives and enforcement actions of troopers within Washington County, MD.

Prior to transferring to the Hagerstown Barrack Tom served in the Chemical Test for Alcohol Unit for 11 years, six of those as the Commander. In this position he was responsible for the training of all breath test operators, acquisition and maintenance of all breath testing instrumentation, training of sobriety checkpoint managers, Standardized Field Sobriety Testing instruction and oversight of the state's Drug Recognition Expert (DRE) Program. He has served as an adjunct representative for the Office of Government Affairs, reviewing legislation, recommending departmental positions and testimony, and testifying before the State legislature on many highway safety issues. He has served on the staff of the Chief of Field Operations Bureau, and as the Executive Officer for the Commander of the Transportation Safety Division. He administered highway safety grants of the Maryland State Police, Field Operations Bureau for two years and supervised the Maryland Fatality Analysis Reporting System (FARS) for two years.

Mr. Woodward has been a Standardized Field Sobriety Testing (SFST) Instructor and DRE Instructor for over 20 years. He also instructs the NHTSA SFST and DRE Instructor Development training. He served in the State Coordinator of the DRE program for 10 years.

Since retirement Mr. Woodward has served on several state occupant protection assessment boards evaluating the effectiveness of occupant protection programs and identifying areas for improvement.

Educational Background

Mr. Woodward received a Bachelor's Degree in Organizational Leadership and Development from Wheeling Jesuit University in May 2005. He is also a graduate of the Northwestern University School Police Staff and Command.

Organizational Affiliations

- International Association of Chiefs of Police (IACP)
- IACP Drug Recognition Expert Section
 - Officer 2006-2009
 - Chair - 2009
- Mothers Against Drunk Driving (MADD) – Maryland Operations Council

Appendix 6: Working Funds Project List

Program Area	Project Number	Project Cost	Source *	Current 402 =(C/O)	Current Other=(C/O)	Est. F2015 Funds 402	Est. F2015 Funds Other	Grand Total
Administration								
Program Management & Operations (13%P&A)	2015-15PA1	\$413,047.16	S. 402	\$196,587.16		\$216,460.00	\$0.00	\$413,047.16
Web-based Grants Management System	2015-15PA2	\$350,000.00	S. 402	\$350,000.00			\$0.00	\$350,000.00
Computer Tablets	2015-15PA3	\$10,000.00	S.402			\$10,000.00		\$10,000.00
		\$773,047.16		\$546,587.16	\$0.00	\$226,460.00	\$0.00	\$773,047.16
Impaired Driving								
Program Management and Operations	2015-15AL	\$100,000.00	S. 402	\$100,000.00				\$100,000.00
Planning and Administration S. 410	2015-15K8PA	\$247,738.20	S. 410		\$247,738.20			\$247,738.20
Regional Impaired Driving Task Force Teams	2015-15AL	\$102,801.80	S. 402/S.410	\$57,740.00	\$45,061.80			\$102,801.80
Breath Alcohol Testing Mobile Vehicle	2015-15AL	\$300,000.00	S. 410		\$300,000.00			\$300,000.00
Traffic Safety Resource Prosecutor	2015-15AL	\$175,000.00	S.410		\$175,000.00			\$175,000.00
Impaired Driving High Visibility Enforcement Campaigns	2015-15AL	\$2,100,000.00	S.405d		\$1,996,250.00		\$103,750.00	\$2,100,000.00
Specialized Law Enforcement Training	2015-15AL	\$75,000.00	S.405d		\$75,000.00			\$75,000.00
Law Enforcement Impaired Driving Equipment	2015-15AL	\$1,500,000.00	S. 410/S. 405d		\$500,000.00		\$1,000,000.00	\$1,500,000.00
Impaired Driving Summit	2015-15AL	\$20,000.00	S. 402	\$20,000.00				\$20,000.00
PBT Mobile Breath Testing Instruments	2015-15AL	\$150,000.00	S. 405d		\$150,000.00			\$150,000.00
Maine State Police Impaired Driving Reduction Coordinator	2015-15AL	\$100,000.00	S. 402	\$50,000.00		\$50,000.00		\$100,000.00
DRE Stipend - Call Out Reimbursement	2015-15AL	\$60,000.00	S. 402/405d	\$50,000.00	\$10,000.00			\$60,000.00
Judicial Outreach Liaison	2015-15AL	\$150,000.00	S. 405d		\$150,000.00			\$150,000.00
Blood Drug Lab Testing	2015-15AL	\$400,000.00	S. 402	\$200,000.00		\$200,000.00		\$400,000.00
Drug Chemist Salaries (Proportional)	2015-15AL	\$150,000.00	S. 402	\$75,000.00	\$75,000.00			\$150,000.00
		\$5,630,540.00		\$552,740.00	\$3,724,050.00	\$250,000.00	\$1,103,750.00	\$5,630,540.00
\$3,724,050.00								
Program Management and Operations	2015-15OP	\$200,000.00	S. 402	\$200,000.00				\$200,000.00
OP Equipment Maintenance	2015-15OP	\$50,000.00	S. 402	\$50,000.00				\$50,000.00
Click it or Ticket High Visibility Enforcement Campaign	2015-15OP	\$814,000.00	S. 405b		\$514,000.00		\$300,000.00	\$814,000.00
ROPE Enforcement Team Project	2015-15OP	\$91,750.00	S.405b				\$91,750.00	\$91,750.00
Child Safety Seats for Distribution Sites	2015-15OP	\$429,901.00	S.402/S.405b(5%)	\$160,497.00	\$46,154.00	\$200,000.00	\$23,250.00	\$429,901.00
Annual Observational Seat Belt Usage Survey	2015-15OP	\$200,000.00	S. 405b		\$200,000.00			\$200,000.00
Child Occupant Observational Seat Belt Usage Survey	2015-15OP	\$100,000.00	S.405b		\$100,000.00			\$100,000.00
Child Passenger Safety Technician and Instructor Training	2015-15OP	\$131,410.00	S.2011/S.402		\$118,670.00	\$12,740.00		\$131,410.00
Child Passenger Safety Roving Instructor Program	2015-15OP	\$100,000.00	S. 402	\$100,000.00				\$100,000.00
OP Traffic Enforcement Equipment (Night Vision)	2015-15OP	\$249,000.00	S.402/S.405S	\$100,000.00	\$39,000.00	\$110,000.00		\$249,000.00
OP Task Force	2015-15OP	\$10,000.00	S.402			\$10,000.00		\$10,000.00
Traffic Safety Educator Position	2015-15OP	\$100,000.00	S.402	\$100,000.00				\$100,000.00
Tween and Pre-Driver Education	2015-15OP	\$50,000.00	S.402	\$50,000.00				\$50,000.00
LE OP Awareness Training	2015-15OP	\$50,000.00	S.405b				\$50,000.00	\$50,000.00
Teen Driver Expo/Summit	2015-15OP	\$26,963.00	S.402	\$11,963.00		\$15,000.00		\$26,963.00
CPS Biennial Conference Planning	2015-15OP	\$50,000.00	S. 402	\$50,000.00				\$50,000.00
CPS Reference Materials for LEA	2015-15OP	\$50,000.00	S. 402			\$50,000.00		\$50,000.00
		\$2,703,024.00		\$822,460.00	\$1,017,824.00	\$397,740.00	\$465,000.00	\$2,703,024.00
Traffic Records								
Program Management and Operations	2015-15TR	212,194.00	S. 402	144,394.00		\$67,800.00		212,194.00
Electronic Collection of EMS Run Report Data	2015-15TR	200,000.00	S.408S		\$200,000.00			\$200,000.00
MCRS Update	2015-15TR	600,000.00	S.408S		\$600,000.00			\$600,000.00
E-Citation	2015-15TR	758,213.00	S.405c		\$758,213.00			\$758,213.00
Maine CODES	2015-15TR	100,000.00	S.405c		\$100,000.00			\$100,000.00
Public Access Reports-Traffic	2015-15TR	250,000.00	S.405c				\$250,000.00	\$250,000.00
Electronic Collection of Highway Data	2015-15TR	\$150,000.00	S.405c				\$150,000.00	\$150,000.00
		\$2,270,407.00		\$144,394.00	\$1,658,213.00	\$67,800.00	\$400,000.00	\$2,270,407.00

Appendix 7: MaineDOT Complete Streets Program

MaineDOT

Complete Streets Policy

The Maine Department of Transportation (MaineDOT) has a long history of providing for the needs of all modes of travel in the planning, programming, design, rehabilitation, maintenance, and construction of the state's transportation system. In partnership with municipalities, Metropolitan Planning Organizations, Regional Planning Organizations, Federal Highway Administration and other federal agencies, MaineDOT develops and implements a safe, comprehensive transportation system that balances the needs of all users.

By a letter dated May 24th, 2013, the Joint Standing Committee on Transportation specifically requested that MaineDOT formalize its current practices and policies into a Complete Streets policy, and to post all relevant and related policies on one section of the MaineDOT website. To that end, MaineDOT and its partners reviewed applicable state laws and policies (consistent with the goals of the Maine Sensible Transportation Policy Act and associated Rules (23 M.R.S. § 73 et al), federal laws and policies related to bicycle transportation and pedestrian walkways (23 US Code § 217 (g)), as well as federal laws and policies related to civil rights and other non-discrimination requirements, that either recommend or require that transportation agencies consider bicycle and pedestrian access needs as part of all transportation improvement plans and projects. MaineDOT and its partners developed this policy which incorporates current policies, best practices, as well as applicable state and federal requirements.

Policy Statement

The intent of this formalized policy (and related policies) is to help ensure that all users of Maine's transportation system—our customers—including bicyclists, pedestrians, people of all ages and abilities, transit users, and motor vehicle users, have safe and efficient access to the transportation system.

MaineDOT strongly supports a multimodal transportation system, and recognizes that pedestrian and bicycle infrastructure such as sidewalks, bicycle lanes, separated facilities, transit stops, ADA-accessible routes, and travel lanes are important elements of the transportation system. Such a multimodal system is crucial to the safety and economic vibrancy of businesses, villages, downtowns, neighborhoods, and rural areas.

Addressing the needs of bicyclists, motorists, pedestrians, and transit users early in the system planning process is cost-effective, efficient, and critical to the development of a balanced and safe transportation system.

MaineDOT and its project partners must consider the needs of all users when planning and developing projects. Implementation of this policy shall apply to relevant projects funded partially or in full through MaineDOT, including Metropolitan Planning Organization and Local Project Administration Program projects. This policy applies regardless of the reason the project was initiated.

This policy applies to relevant new construction, rehabilitation and reconstruction projects, including but not limited to bridge, highway, intersection, safety, multimodal, transit, rail, lane and shoulder widths/markings during repaving, developer-initiated projects, and new-capacity corridor projects.

Each relevant project undertaken or supported by MaineDOT will include an analysis and documentation of how consideration of all users (including motorists,, transit riders, bicyclists, and pedestrians of all abilities) of the transportation system will have safe access to the completed project where warranted and feasible. (see “Project Relevance and Feasibility” below)

A project meets the intent of this policy when the project includes proposed safe accommodations for all users, or project documentation outlines the reasoning for not providing specific accommodations. Statements pertaining to how pedestrians of all abilities and bicyclists will have safe access to the completed project will be included in all appropriate project related documentation, including the scoping and preliminary design reports. Safe and efficient mobility for motor vehicles is an important element of this policy; this policy is intended to help ensure that our streets are built to provide safe and efficient mobility for all users.

Project Relevance and Feasibility

A project is relevant if the type of project includes an opportunity to include safe accommodation as part of the project, including additional shoulder width through restriping, additional pavement for paved shoulders, crossing improvements, and/or a sidewalk or separated facility.

System preservation projects, which include repaving, are projects intended to address maintenance of the existing system and do not typically provide an opportunity to increase roadway width, add sidewalks, or otherwise add additional assets to the transportation system. These projects may offer the opportunity to improve conditions with signage, restriping, reducing

travel lane widths, or other non-widening options. System preservation projects should not decrease the safety for any road users.

Specific accommodations including sidewalks are not warranted or feasible in some locations. The reasoning for a decision to not include a specific accommodation(s) can include:

- Where the project exists in an area where scarcity of population indicate the absence of a need for specific facilities currently or in the future. For pedestrian improvements, these are typically outside of Qualifying Pedestrian Areas as determined by MaineDOT as described in the Local Cost Sharing Policy and the Definitions section below.
- Where there are engineering, financial, or environmental constraints as approved by a Program Manager, and if necessary approved by a Bureau Director.
- Where pedestrians or bicyclists are prohibited.

If specific accommodations have been determined to be not warranted or feasible, the reasoning for such decisions will be included in appropriate project related documentation, including scoping and preliminary design reports.

Providing Safe Access Options

Safe access options are varied and determined on a case by case basis, and accommodation options may include but are not limited to:

- providing paved shoulders for bicyclists and pedestrians of all abilities outside of village and business areas;
- providing paved shoulders or bike lanes, separated facilities, sidewalks, and safe crossing and intersection improvements in village or business areas;
- providing traffic calming, signage, and proper maintenance of facilities.

MaineDOT's Local Cost Sharing Policy includes local match requirements for new sidewalks where warranted, and for community interest elements including lighting, park benches, landscaping, trees, etc. that MaineDOT determines is an eligible component of the project. As outlined in the Local Cost Sharing Policy, sidewalks requested outside of Qualifying Pedestrian Areas (determined on a project by project basis in coordination with the MaineDOT Bicycle and Pedestrian Coordinator), will be considered a local interest element.

Example Project Type and Potential Solution Matrix

This is a sample list and is not meant to be exclusive

Type of Work (SCOPE)	Relevant to Complete Streets Policy	Potential Bicycle and Pedestrian Access Options where warranted
Highway or Bridge New Construction or Reconstruction	Yes	Paved Shoulders, Bike Lanes, Sidewalks, Separated Facilities, Crossing Improvements, Pavement Markings, Signage, ADA access improvements.
Bridge Preservation including painting, deck replacement, etc.	Limited	No opportunity exists to widen bridge for additional shoulders and/or sidewalk, however restriping is a possibility
Preservation Paving including Light Capital Paving	Limited (<i>No opportunity for increased width for new sidewalks and/or shoulders</i>)	Potential ADA improvements (See ADA Compliance Policy). Potential restriping of travel widths, number of lanes, pavement markings, and shoulder widths if community requests or if MaineDOT initiates.
New Signal or Signal Modification	Yes	Potential ADA improvements (See ADA Compliance Policy). Pedestrian Crossing Improvements. Consider signal detection of bicycles and consider associated pavement markings.
Lighting	No	These projects typically improve the quality of the community environment by reducing light where not wanted, and reducing interference with the night sky.
Striping	Limited	Potential travel lane and shoulder width adjustments,

		or other pavement markings, if community requests or MaineDOT initiates.
Pavement Maintenance Activities	No	These projects typically improve the overall safety for all road users, but do not provide an opportunity to add additional width or restripe the roadway.

Continued Implementation

Collaboration throughout MaineDOT and its transportation partners is essential for the implementation of this policy. Implementation of this policy includes developing and updating relevant design and policy manuals, guidance and training necessary to ensure that individuals involved in planning, scope development, design, project development, and building the improvements have the tools, knowledge, and direction necessary to successfully implement this policy.

The Maine Bicycle and Pedestrian Council (MBPC) will serve as the appointed group that will review and recommend relevant policy changes to MaineDOT. The MaineDOT Complete Streets Policy Committee will meet regularly to review relevant policies, and to consider MBPC policy recommendations and propose changes to relevant policies through the Engineering Council.

Related Policies, Laws, Rules, Guides and Training Programs:

This policy statement and relevant internal guidelines and policies are available on the MaineDOT website for easy access and improved understanding by our customers and partners throughout the state.

The most updated policies, laws, rules, and training programs at MaineDOT that relate (including but not limited to those listed below) shall be maintained in the Complete Streets Policy section of the website. All policies will be continuously updated when necessary to further implement the goals of this policy.

- Department of Justice ADA Standards for Accessible Design
- Traffic Permit Approval Processes
- Entrance Permit Policies and Procedures

- MaineDOT ADA Compliance Policy
- MaineDOT Bridge Design Guide
- MaineDOT Design Exception Processes
- MaineDOT Guidelines on Crosswalks
- MaineDOT Guidelines for the Use of Traffic Calming Devices
- MaineDOT Highway Design Guide
- MaineDOT Local Cost-Sharing Policy
- MaineDOT Local Project Administration Manual/Trainings
- MaineDOT Practical Design Guidance
- MaineDOT Public Involvement Plan
- MaineDOT Shoulder Surface-Type Policy
- Maine's Strategic Highway Safety Plan
- Manual on Uniform Traffic Control Devices (MUTCD)
- Municipal Comprehensive Planning Requirements
- Sensible Transportation Policy Act and Rule
- Traffic Movement Policies and Procedures

Project Basic Implementation Checklist (not all-inclusive)

All phases of project planning, scoping, public participation and design:

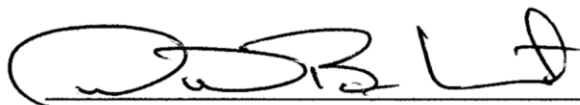
1. Determine options for how bicyclists, pedestrians, transit, and motor vehicles including trucks will have safe and efficient access to project area when project is finished.
2. Determine whether a paved shoulder is needed and how wide it will be.
3. Determine whether a sidewalk is needed and proposed beginning and end points to ensure connectivity. (consult Bicycle and Pedestrian Program Manager for assistance if needed)
4. Determine whether a separated bike and pedestrian facility is needed.

5. Determine whether a pedestrian crossing improvement is needed at intersections and mid-block locations.
6. Determine appropriate travel lane widths.
7. Determine number of lanes required for current and projected traffic movements.
8. Determine whether a corner radius can or should be reduced to reduce pedestrian crossing time and distance, which can also benefit motor vehicles by reducing the pedestrian phase requirements for the intersection.
9. In all project related documents, including Preliminary Design Reports (use Projex for non-PDR projects), outline suggested access options for all modes including motor vehicles, bicyclists, and pedestrians.
10. Outline reasoning and appropriate approvals as listed in Policy for not including a preferred solution if solution is infeasible.
11. At initial public meetings, be prepared to include a description of how bicyclists and pedestrians of all ages and abilities are intended to use the project when completed.
12. Contact the MaineDOT Bicycle and Pedestrian Program Manager for assistance on the appropriate solution for bicyclists and pedestrians, and for which local bike and pedestrian plans or groups may be available for project consultation and/or communication.

Definitions

ADA: The American with Disabilities Act, 42 U.S.C § 12101, et. seq.

Qualifying Pedestrian Area: An area that MaineDOT determines will have substantive pedestrian activity or use during the expected life-cycle of the project. In making this determination, MaineDOT will be guided by the existing, planned, or forecasted sidewalks and/or pedestrian generators (including neighborhoods, businesses, government buildings, village areas, schools, recreational facilities, etc.), directly adjacent or within reasonable walking distance. Other factors include whether the existing or future pedestrian activity is consistent with the municipal transportation plan, comprehensive plans, capital plans, zoning, and/or other longer-term planning and investment (including actual documented funding implementation) documents that have been adopted by the legislative body of the municipality.



Date: 6/18/14

David Bernhardt
Commissioner

