

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

Fiscal Year 2019
 NHTSA Grant Application MAINE - Highway Safety Plan - FY 2019
 State Office Maine Bureau of Highway Safety
 Application Status Submitted

Highway Safety Plan

1 Summary information

APPLICATION INFORMATION

Highway Safety Plan Name: MAINE - Highway Safety Plan - FY 2019
 Application Version: 3.1

INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.

S. 405(b) Occupant Protection:	Yes
S. 405(c) State Traffic Safety Information System Improvements:	Yes
S. 405(d) Impaired Driving Countermeasures:	Yes
S. 405(d) Alcohol-Ignition Interlock Law:	No
S. 405(d) 24-7 Sobriety Programs:	No
S. 405(e) Distracted Driving:	Yes
S. 405(f) Motorcyclist Safety Grants:	Yes
S. 405(g) State Graduated Driver Licensing Incentive:	No
S. 1906 Racial Profiling Data Collection:	No

STATUS INFORMATION

Submitted By: Lauren Stewart
 Submission On: 6/25/2018 6:26 PM

Submission Deadline (EDT): 7/9/2018 11:59 PM

2 Highway safety planning process

Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.

MeBHS provides sufficient information to answer this question.

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

MeBHS identifies all of the participants.

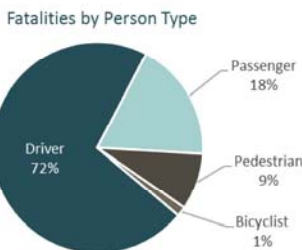
Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing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

Fatalities

This report summarizes the findings from an analysis of highway fatalities from 2012 to 2016. The dataset used for analysis contained a total of 1563 records, each representing an individual involved in a fatal crash. In total, there were 697 fatal crashes during this 5-year time span and 756 fatalities. On average, there were 151 fatalities per year, ranging from a low of 131 in 2014 to a high of 165 in 2012.

Who Dies?

A total of 756 drivers, passengers, bicyclists, and pedestrians lost their lives as a result of highway crashes from 2012 to 2016. The majority of these fatalities (72%) were driver fatalities, 18% were passenger fatalities, 9% were pedestrian fatalities, and the remaining 1% were bicyclist fatalities.



Fatal Crashes by Month

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



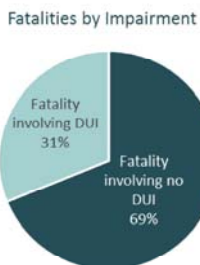
Impaired Driving

Facts

- There were 212 DUI-related fatal crashes involving 215 impaired drivers between 2012 and 2016.
- There were 236 DUI-related fatalities during this period.
- 31% of all fatalities involved an impaired driver.
- 22% of all drivers involved in fatal crashes were impaired.

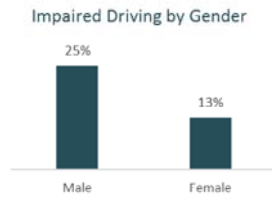
Impaired Driving Fatalities in Perspective

Approximately 31% of all fatalities involved an impaired driver. This proportion ranged from a low of 28% in 2013 to a high of 36% in 2016.



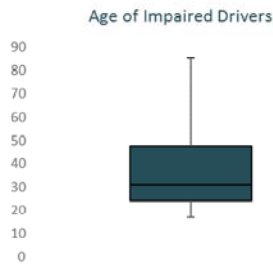
Impaired Driving and Gender

While 22% of all drivers involved in fatal crashes were operating under the influence, a higher proportion of male drivers involved in fatal crashes were operating under the influence (25%) compared to female drivers (13%).



Impaired Driving and Age

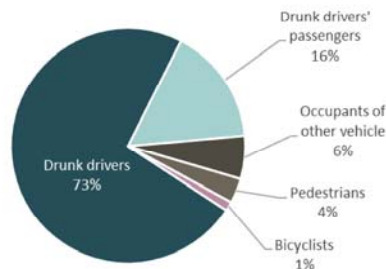
The median age of drivers operating under the influence in fatal crashes was 31, meaning half of the impaired drivers were younger than 31 and half were older. One-quarter of all drivers operating under the influence were between the ages of 17 and 23, and one-quarter were between the ages of 24 and 30. These are dense distributions compared to the remaining two quartiles, which together span the ages of 31 and 85; as such, the bottom two age quartiles might make good targets for public safety messages.



Who Dies?

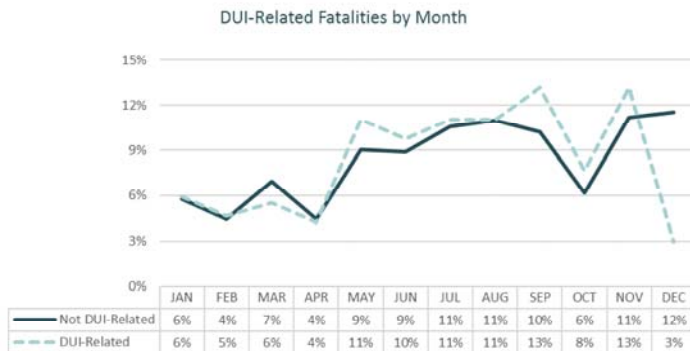
Crashes involving impaired driving resulted in 236 fatalities between 2012 and 2016. The majority of these fatalities (73%) involved the loss of life for the impaired driver. An additional 16% of fatalities involved the impaired drivers' passengers. This suggests that 89% of the risk associated with impaired driving is borne by impaired drivers and their passengers. An additional 11% of fatalities involved occupants of other vehicles, pedestrians, and bicyclists.

DUI-Related Fatalities by Person Type



DUI Fatalities by Month

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



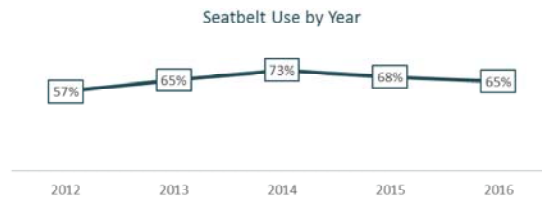
Occupant Protection

Facts

- Sixty-five percent (65%) of those involved in fatal crashes between 2012 and 2016 were wearing seatbelts while 35% were not.
- The proportion of occupants involved in fatal crashes who were wearing seatbelts varied between a low of 57% in 2012 and a high of 73% in 2014.
- Sixty percent (60%) of males involved in fatal crashes between 2012 and 2016 were wearing seatbelts while 73% of females were.

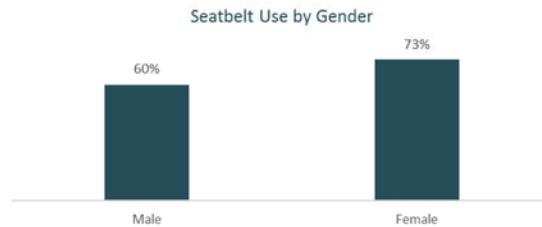
Seatbelt Use Over Time

While 65% of occupants involved in fatal crashes between 2012 and 2016 who were required to wear seatbelts were wearing them, that rate varied from one year to another. The lowest rate occurred in 2012, at 57%, while the highest occurred in 2014, at 73%



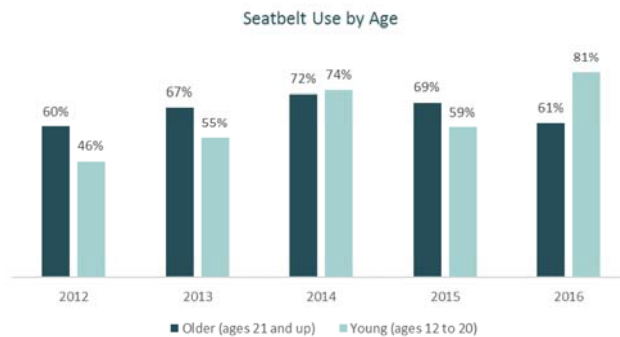
Seatbelt Use and Gender

Seatbelt use rate also varied depending upon occupant gender. Approximately 73% of females involved in fatal crashes were wearing seatbelts compared to 60% of males.



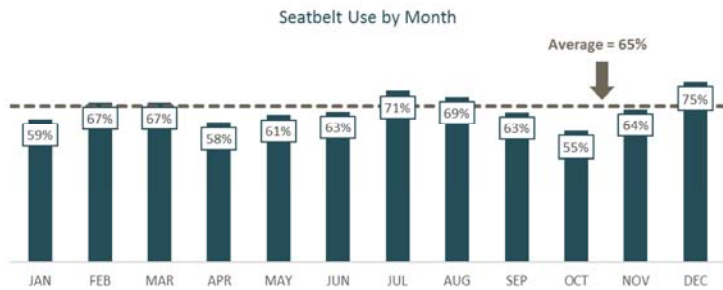
Seatbelt Use and Young Occupants

While young vehicle occupants (those 12 to 20 years of age) have historically used seatbelts at similar or lower rates than their older counterparts, this was not true in 2016. In 2016, 81% of young occupants were belted while 61% of older occupants were.



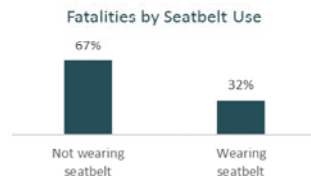
Seatbelt Use by Month

Seatbelt use varied slightly depending on time of year. A higher proportion of people involved in fatal crashes were wearing seatbelts during crashes that occurred during July and December. During the month of December, 75% of occupants involved in fatal crashes were buckled up; during July, 71% were. Seatbelt use was lowest in October, at 55%.

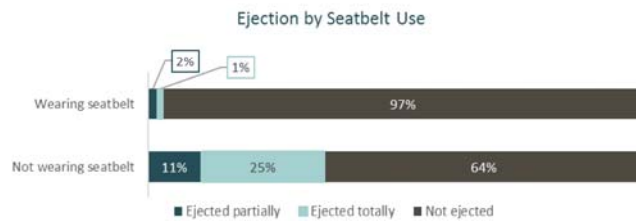


Seatbelt Use and Fatalities

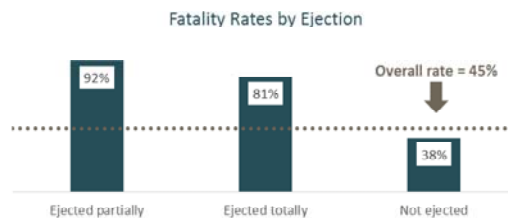
Approximately 44% of all people involved in fatal crashes between 2012 and 2016 who were required to wear seatbelts died, but unbelted occupants died at more than double the rate (67%) of belted occupants (32%). Seatbelt use may partially determine who does and does not die in a fatal crash.



Seatbelt use saves lives in part by preventing occupants from being ejected during fatal crashes. Approximately 36% of all those who were not belted were partially or fully ejected from their vehicles during fatal crashes, while only 3% of those who were belted were ejected.



Ejection, in turn, results in a much higher probability of death. While 38% of those who were not ejected nevertheless died, the rates were much higher for those who were partially or totally ejected, at 92% and 81%, respectively.



Speeding

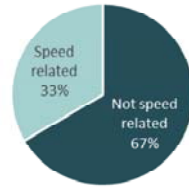
Facts

- There were 229 speed-related fatal crashes between 2012 and 2016.
- There were 252 speed-related fatalities between 2012 and 2016, including 189 driver fatalities, 60 passenger fatalities, and 3 pedestrian fatalities.
- Thirty-four percent (33%) of all highway fatalities were speed related.

Speeding Fatalities in Perspective

Between 2012 and 2016 there were 252 fatalities related to speeding. This was approximately a third (33%) of all highway fatalities.

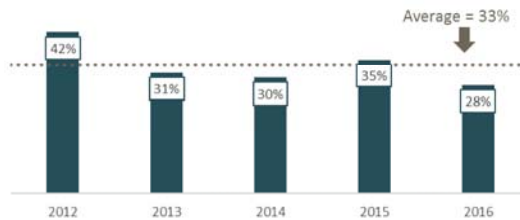
Fatalities by Speeding



Speeding Fatality Trend

The proportion of fatalities associated with speeding fluctuated slightly over the years, from a high of 42% in 2012 to a low of 28% in 2016.

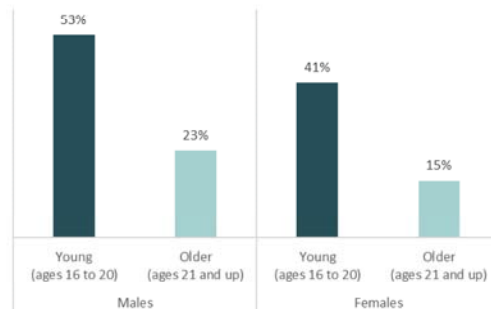
Speed-Related Fatalities by Year



Speeding and Age

While 24% of all drivers involved in fatal crashes were speeding, a much higher proportion of young male drivers (ages 16 to 20) involved in fatal crashes were speeding (53%) compared to older male drivers (23%), young female drivers (41%), and older female drivers (15%).

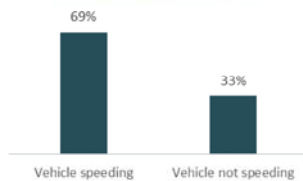
Driver Speed by Age and Gender



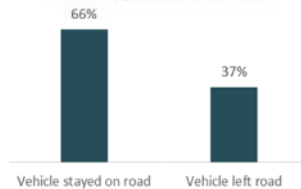
Speeding Fatalities and Leaving the Road

Approximately 69% of speeding vehicles left the road, while approximately 33% of non-speeding vehicles did so. This is an important distinction because a smaller proportion of people involved in fatal crashes in which the vehicle leaves the road survive the crash. Approximately two-thirds (66%) of occupants involved in fatal crashes in which the vehicle remained on the road survived the crash, but when the vehicle left the road, only 37% of occupants survived.

Vehicle Left Road by Speed

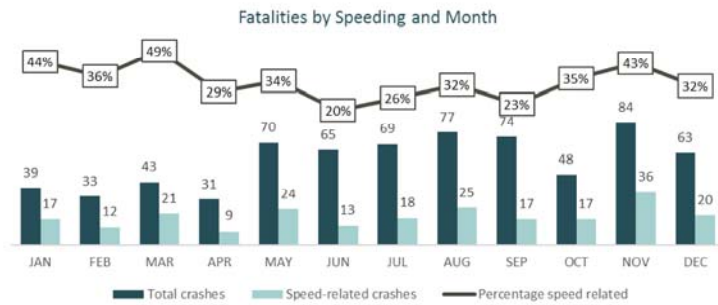


Survival by Vehicle Left Road



Speeding by Month

Overall, 33% of fatal crashes were speed related, but this proportion varied depending on month. Rates ranged from a low of 20% in June to a high of 49% in March.

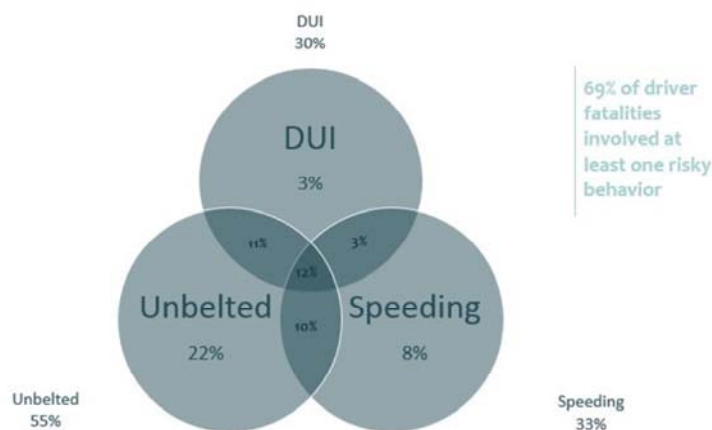


Co-Occurring Behaviors

While driving under the influence, speeding, and failure to wear a seatbelt are all risky behaviors in themselves, these behaviors often occur together. The following analysis focuses on driver fatalities and identifies the proportion of driver fatalities associated with any or all of these risky behaviors. (Note: This analysis excludes drivers of vehicles with no seatbelts, such as motorcycles, ATVs, etc.)

- 3% of drivers were “only” under the influence
- 8% of drivers were “only” speeding
- 22% of drivers were “only” unbelted
- 3% of drivers were under the influence and speeding
- 10% of drivers were unbelted and speeding
- 11% of drivers were unbelted and under the influence
- 12% of drivers were under the influence, unbelted, and speeding
- 69% of drivers were engaged in at least one of these risky behaviors

Driver Fatalities by Impairment, Speed, and Seatbelt Use



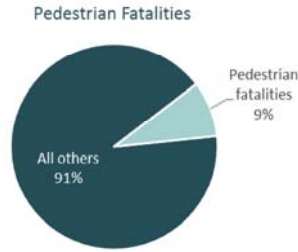
Pedestrians

Facts

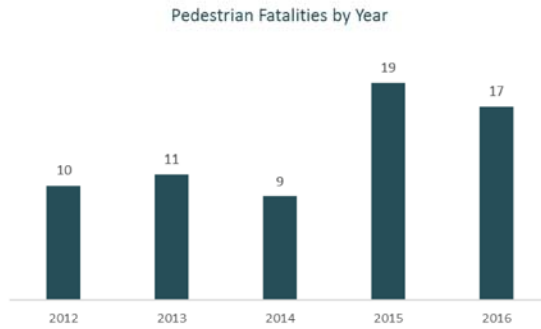
- There were 66 fatal pedestrian crashes between 2012 and 2016 resulting in 66 pedestrian deaths.
- Twenty-nine percent (29%) of the pedestrians who died in crashes were under the influence.
- While the average number of pedestrian fatalities from 2012 to 2014 was 10, the average for 2015 to 2016 was 18—a statistically significant increase.

Pedestrian Fatalities in Perspective

Approximately 9% of fatalities were pedestrian fatalities.

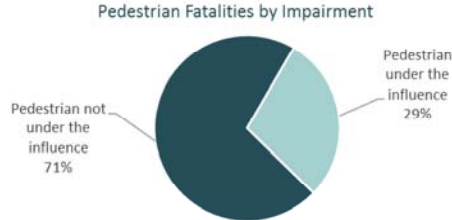


While the average number of pedestrian fatalities from 2012 to 2014 was 10, the average for 2015 to 2016 was 18—a statistically significant increase.



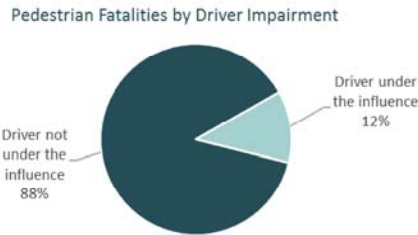
Pedestrians Under the Influence

A sizeable proportion (29%) of the pedestrians who died as a result of highway crashes were under the influence at the time of the crash.



Pedestrian Fatalities and Drivers Under the Influence

A smaller proportion (12%) of crashes that resulted in a pedestrian fatality involved a driver who was under the influence at the time of the crash.



Pedestrian Fatalities and Other Factors

A number of factors contribute to pedestrian fatalities. The following table summarizes the percentage of fatalities associated with some of these known factors. Notable contributing factors were *after dark*, *pedestrian under the influence*, and *inclement weather*, at 61%, 29%, and 15%, respectively.

Dark	Pedestrian under the influence	Inclement weather	Driver under the influence	Senior Driver	Young Driver	Speed	License suspension

61%	29%	15%	12%	9%	6%	5%	5%
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NOTE: Only 18% of pedestrian fatalities were not associated with any of the factors above.

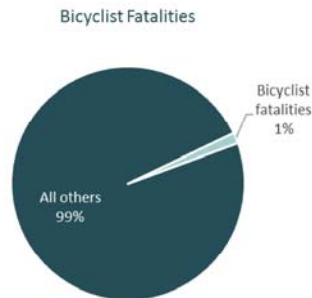
Bicyclists

Facts

- There were 11 fatal bicycle crashes between 2012 and 2016.
- Eleven bicyclists died in these crashes.

Bicyclist Fatalities in Perspective

Bicyclists make up a very small proportion, 2%, of all highway fatalities. On average, there were 2.2 bicyclist fatalities per year.



Bicyclist Fatalities and Other Factors

A number of factors contribute to bicyclist fatalities:

- 3 fatalities occurred after dark
- 3 fatalities involved an impaired vehicle driver
- 2 fatalities involved a young (< age 16) bicyclist
- 1 fatality involved a young (< age 21) vehicle driver
- 1 fatality involved an impaired bicyclist

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

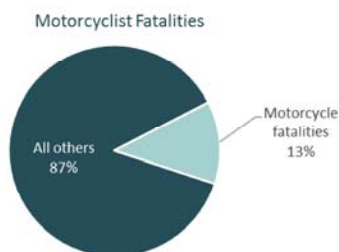
Motorcyclists

Facts

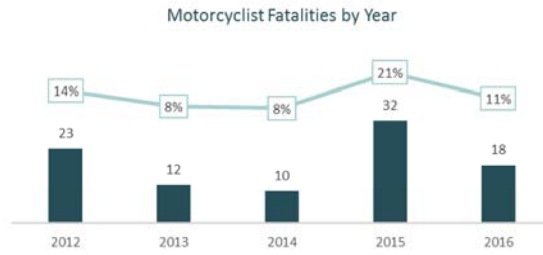
- There were 92 fatal motorcycle crashes between 2012 and 2016 involving 108 motorcyclists (98 drivers and 10 passengers).
- Ninety-five (95) motorcyclists died in these crashes (90 drivers and 5 passengers)

Motorcycle Fatalities in Perspective

Motorcycle fatalities made up 13% of all the fatalities between 2012 and 2016.



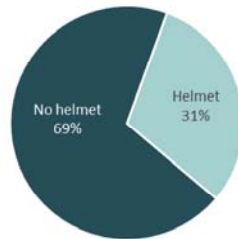
The number and proportion of motorcycle fatalities fluctuated over the years of analysis, from a low of 10 in 2014, when motorcycle fatalities made up 8% of all fatalities, to a high of 32 in 2015, when motorcycle fatalities made up 21% of all fatalities.



Helmet Use

Approximately 69% of motorcycle fatalities involved the failure to use a helmet. This proportion fluctuated over the years; in 2014, 40% were wearing helmets, while in 2015, 75% were.

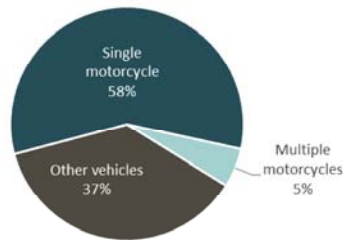
Motorcycle Fatalities by Helmet Use



Other Vehicle Involvement

In approximately 58% of all fatal motorcycle incidents, only a single motorcycle was involved. In an additional 5% of all fatal motorcycle incidents, another motorcycle was involved. In 37%, at least one other non-motorcycle vehicle was involved. Thus, almost two-thirds (63%) of all fatal motorcycle crashes involved only one or two motorcycles but no other vehicle.

Fatal Motorcycle Crashes by Vehicle Involvement



Motorcycle Fatalities and Other Factors

A number of factors may contribute to motorcycle fatalities. The following table summarizes the percentage of fatalities associated with each factor. Notable contributing factors were *no helmet*, *motorcyclist speed*, and *motorcyclist OUI*. These factors were associated with 69%, 34%, and 34% of all motorcycle fatalities, respectively.

No helmet	Motorcyclist speed	Motorcycle OUI	Motorcycle Senior driver	Other Vehicle Senior driver	Motorcyclist license suspended	Other driver OUI	Other Vehicle young driver	Motorcyclist Weather young driver	Other Vehicle license suspended
69%	34%	34%	12%	8%	7%	4%	2%	2%	1%

NOTE: Only 12% of motorcycle fatalities were not associated with any of the factors above.

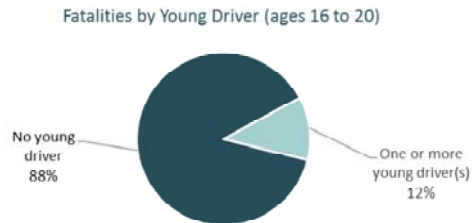
Young Drivers

Facts

- Young drivers (ages 16 to 20) were involved in 82 of the 697 fatal crashes (12%).
- Eighty-nine (89) of the 756 fatalities involved a young driver (12%).
- Nine percent (9%) of drivers involved in fatal crashes between 2012 and 2016 were young drivers.

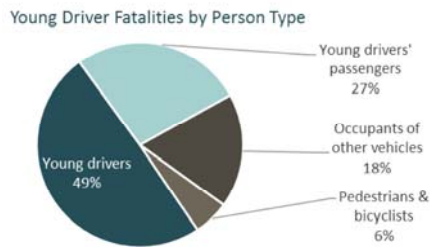
Young Driver Fatalities in Perspective

A total of 89 fatalities were associated with young drivers (ages 16 to 20) between 2012 and 2016. These fatalities accounted for 12% of all highway fatalities.



Who Dies?

Many of the fatalities associated with young drivers (49%) involved loss of life for the young driver. An additional 27% of fatalities were the young drivers' passengers. This suggests that 76% of the risk associated with young drivers is borne by young drivers and their passengers. An additional 24% of fatalities were occupants of other vehicles, pedestrians, and bicyclists.



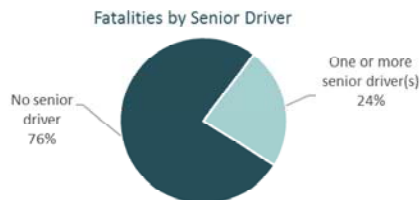
Senior Drivers

Facts

- Senior drivers were involved in 162 of the 697 fatal crashes (23%) that occurred between 2012 and 2016.
- Of the 756 fatalities that occurred, 178 (24%) involved a senior driver.

Senior Driver Fatalities in Perspective

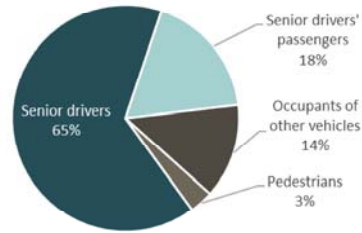
A total of 178 fatalities were associated with senior drivers (ages 65 and older) between 2012 and 2016. These fatalities accounted for 24% of all highway fatalities.



Who Dies?

Many of the fatalities associated with senior drivers, 65%, involved loss of life for the senior driver. An additional 18% of fatalities were the senior drivers' passengers. This suggests that 83% of the risk associated with senior drivers is borne by senior drivers and their passengers. An additional 17% of fatalities were occupants of other vehicles, bicyclists, and pedestrians.

Senior Driver Fatalities by Person Type



Type of Crash

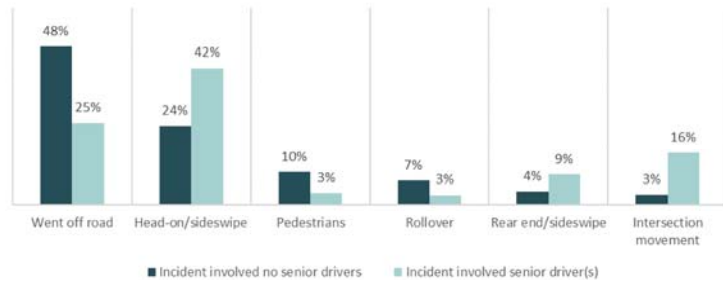
The majority (96%) of all fatalities between 2012 and 2016 were related to one of the following crash types:

- Went off road (43%)
- Head-on/sideswipe (28%)
- Pedestrians (8%)
- Rollover (6%)
- Intersection movement (6%)
- Rear-end/sideswipe (5%)

While these six categories were likewise the top six categories for fatalities involving a senior driver, there were nevertheless differences between senior drivers and the remainder of the driving population in the distribution among these categories. *Went off the road* accounted for the majority of fatalities involving no senior driver; approximately 48% of fatalities from incidents involving no senior driver fell into this category. *Head-on/sideswipe* crashes accounted for an additional 24% of fatalities involving no senior driver. For fatalities involving senior drivers, the order of these categories was flipped: Approximately 42% of fatalities involving senior drivers were associated with *head-on/sideswipe* crashes, while 25% were associated with *went off the road*.

In addition to this difference, incidents involving senior drivers were more likely to be associated with *intersection movement* crashes. Approximately 16% of incidents involving senior drivers were *intersection movement* crashes, while only 3% of incidents involving no senior drivers fell into this category.

Fatalities by Type of Crash and Senior Driver



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

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

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

project initiated in the previous grant year. The Maine HSP countermeasure projects are consistent with projects listed in the SHSP and the latest version of the NHTSA publication *Countermeasures That Work, 8th Edition, 2015*.

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

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

- Who is over-represented in crashes?
- What types of crashes are occurring?
- Where the crashes are occurring in numbers greater than would be expected given the amount of travel in those locations?
- When are the crashes taking place? Time of day? Day of week? Month?
- What are the major contributing factors?

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

Enter list of information and data sources consulted.

Maine’s highway safety challenges are identified by analyzing available data from traffic crashes and traffic citations. This step begins by outlining the data sources used to identify problems and the persons or organizations responsible for collecting, managing and analyzing relevant data. These data sources are described in the below table:

Data Type	Data Set	Source/Owner	Year(s) Examined
Fatality and Injury	FARS, Maine Crash Reporting System (MCRS)	NHTSA, State Traffic Safety Information (STSI), MeBHS, Me DOT, Maine State Police	2012 to 2016
Violation	Maine Citation Data	Maine Violations Bureau	2012 to 2016
Seat Belt Use	Maine Seat Belt Use Observation Data, MCRS	MeBHS, Me DOT	2012 to 2017
Licensed Drivers, Registrations and Vehicle Miles Traveled (VMT)	Highway Statistics	FHWA, U.S. Census Bureau, Maine BMV	2012 to 2016
Operating Under the Influence	MCRS, FARS	NHTSA, Me DOT, Maine State Police	2012 to 2016

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

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

3 Performance report

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Performance Measure Name	Progress
C-1) Number of traffic fatalities (FARS)	In Progress
C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
C-3) Fatalities/VMT (FARS, FHWA)	In Progress
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
C-6) Number of speeding-related fatalities (FARS)	In Progress
C-7) Number of motorcyclist fatalities (FARS)	In Progress
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
C-10) Number of pedestrian fatalities (FARS)	In Progress
C-11) Number of bicyclists fatalities (FARS)	In Progress
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
C-2b) Serious Injury Rate	In Progress
C-3b) Rural Mileage Death Rate	In Progress
C-3c) Urban Mileage Death Rate	In Progress
Distracted Driving Performance Target	In Progress
Mature Drivers Performance Target	In Progress
Paid Advertising Performance Target	In Progress

C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Baseline Value	146.2	Baseline Start Year	2011	Baseline End Year	2015
Target Value	153.4	Target Start Year	2014	Target End Year	2018

Performance Review: In 2017 the number of traffic fatalities was 172 (PRELIMINARY). As of June 2018, the number of traffic fatalities is 40. The 5-year average for 2013 to 2017 was 151.4. This has us on track to meet the target.

C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Baseline Value	862.2	Baseline Start Year	2011	Baseline End Year	2015
Target Value	763.0	Target Start Year	2014	Target End Year	2018

Performance Review: In 2017 the number of serious injuries was 729 (PRELIMINARY). As of June 2018, the number of serious injuries was 173. The 5-year average for 2013 to 2017 was 781.8. This has us on track to meet the target.

C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Baseline Value	1.01	Baseline Start Year	2011	Baseline End Year	2015
Target Value	1.03	Target Start Year	2014	Target End Year	2018

Performance Review: The 5-year average for 2013 to 2017 was 1.05.

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Baseline Value	55	Baseline Start Year	2011	Baseline End Year	2015
Target Value	51	Target Start Year	2018	Target End Year	2018

Performance Review: In 2017, the number of unrestrained passenger vehicle occupant fatalities was 52 (PRELIMINARY). As of June 2018, the number of unrestrained passenger vehicle occupant fatalities is 14 which has on track to meet the target value.

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Baseline Value	41	Baseline Start Year	2011	Baseline End Year	2015
Target Value	40	Target Start Year	2018	Target End Year	2018

Performance Review: Alcohol impaired fatalities in 2017 was 34 (PRELIMINARY). As of June 2018, the number of alcohol-impaired driving fatalities was 0 which has us on track to meet the target.

C-6) Number of speeding-related fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Baseline Value	59	Baseline Start Year	2011	Baseline End Year	2015
Target Value	42	Target Start Year	2018	Target End Year	2018

Performance Review: In 2017, speeding-related fatalities was 46 (PRELIMINARY). As of June 2018, the number of speed-related fatalities is 6 which has us on track to meet the target.

C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Baseline Value	19	Baseline Start Year	2011	Baseline End Year	2015
Target Value	18	Target Start Year	2018	Target End Year	2018

Performance Review: In 2017, the number of motorcyclist fatalities was 24 (PRELIMINARY). As of June 2018, the number of motorcyclist fatalities was 6 which has us on track to meet the target.

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Baseline Value	13	Baseline Start Year	2011	Baseline End Year	2015
Target Value	13	Target Start Year	2018	Target End Year	2018

Performance Review: In 2017, the number of unhelmeted motorcyclist fatalities was 16 (PRELIMINARY). As of June 2018, the number of unhelmeted motorcyclist fatalities was 3 which has us on track to meet the target.

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Baseline Value	18	Baseline Start Year	2011	Baseline End Year	2015
Target Value	12	Target Start Year	2018	Target End Year	2018

Performance Review: In 2017 the number of drivers age 20 or young involved in fatal crashes was 18 (PRELIMINARY). As of June 2018, the number of drivers age 20 or younger involved was fatal crashes is 0 which has us on track to meet the target.

C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Baseline Value	12	Baseline Start Year	2011	Baseline End Year	2015
Target Value	12	Target Start Year	2018	Target End Year	2018

Performance Review: In 2017, the number of pedestrian fatalities was 19 (PRELIMINARY). As of June 2018, the number of pedestrian fatalities is 3 which has us on track to meet our target.

C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Baseline Value	1	Baseline Start Year	2011	Baseline End Year	2015
Target Value	1	Target Start Year	2018	Target End Year	2018

Performance Review: In 2017 the number of bicyclists fatalities was 2 (PRELIMINARY). As of June 2018, the number of bicyclist fatalities is 0 which has us on track to meet the target.

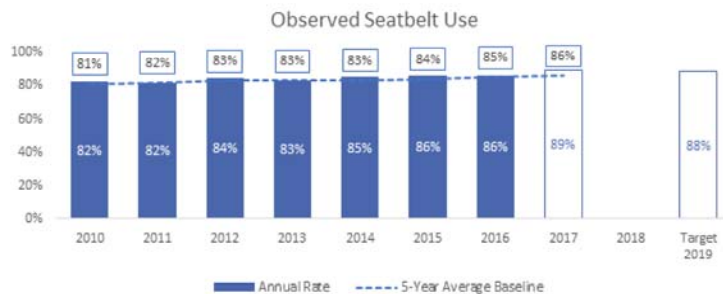
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Baseline Value	84%	Baseline Start Year	2011	Baseline End Year	2015
Target Value	87%	Target Start Year	2018	Target End Year	2018

Performance Review: The usage rate for 2017 was 89%. A usage rate for 2018 has not yet been determined.



C-2b) Serious Injury Rate

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Baseline Value	5.97	Baseline Start Year	2011	Baseline End Year	2015
Target Value	5.12	Target Start Year	2014	Target End Year	2018

Performance Review: The 5-year average for 2013 to 2017 was 5.33.

C-3b) Rural Mileage Death Rate

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Baseline Value	1.33	Baseline Start Year	2011	Baseline End Year	2015
Target Value	1.16	Target Start Year	2018	Target End Year	2018

Performance Review: The 5-year average for 2013 to 2017 was 1.26.

C-3c) Urban Mileage Death Rate

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Baseline Value	0.28	Baseline Start Year	2011	Baseline End Year	2015
Target Value	0.60	Target Start Year	2018	Target End Year	2018

Performance Review: The 5-year average for 2013 to 2017 was 0.52.

Distracted Driving Performance Target

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Baseline Value	11	Baseline Start Year	2011	Baseline End Year	2015
Target Value	9	Target Start Year	2014	Target End Year	2018

Performance Review: As of June 2018, the number of distracted driver fatalities was 1 which has us on track to meet the target.

Mature Drivers Performance Target

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Baseline Value	20	Baseline Start Year	2011	Baseline End Year	2015
Target Value	18	Target Start Year	2018	Target End Year	2018

Performance Review: As of June 2018, the number of senior driver fatalities was 10.

Paid Advertising Performance Target

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Baseline Value	47	Baseline Start Year	2011	Baseline End Year	2015
Target Value	47	Target Start Year	2018	Target End Year	2018

Performance Review: A recall rate for 2018 has not yet been determined.

4 Performance plan

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

Performance Measure Name	Target Period (Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value (Performance Target)
C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	165.0
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	737.6
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	1.100
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Annual	2019	2019	56.0
C-6) Number of speeding-related fatalities (FARS)	Annual	2019	2019	42.0
C-7) Number of motorcyclist fatalities (FARS)	Annual	2019	2019	18.0
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Annual	2019	2019	12.0
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Annual	2019	2019	13.0
C-10) Number of pedestrian fatalities (FARS)	Annual	2019	2019	13.0
C-11) Number of bicyclists fatalities (FARS)	Annual	2019	2019	2.0
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2019	2019	88.0
C-2b) Serious Injury Rate (State Crash File)	5 Year	2015	2019	4.9
EMS Uniformity	3 Year	2017	2019	92.0
C-3b) Rural Mileage Death Rate (FARS)	Annual	2019	2019	1.3
C-3c) Urban Mileage Death Rate (FARS)	Annual	2019	2019	0.7
Distracted Driver Fatalities	5 Year	2015	2019	7.0
Senior Driver Fatalities	Annual	2019	2019	22.0
Media Recall Target	3 Year	2017	2019	43.0
C-5) Alcohol-Impaired Driving Fatalities (FARS)	Annual	2019	2019	46.0
Crash Timeliness	Annual	2019	2019	6.1
Crash Completeness	Annual	2019	2019	65.1

C-1) Number of traffic fatalities (FARS)

Is this a traffic records system performance measure?

No

C-1) Number of traffic fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 165.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Like many states, Maine has seen an increase in fatalities in recent years, which makes it difficult to set a target that is both realistic and desirable. While the baseline value for 2012 to 2016 is 151, more recent data suggest that maintaining this level in 2019 is unlikely. The year 2017 saw an increase in fatalities (n=172). In addition, the baseline average was held relatively low by the inclusion of year 2014, which stands at a record low of 131 fatalities. The omission of this data point in the 2015 to 2019 average along with the high number of fatalities in 2017 will more than likely lead to an increase in average. Maine proposes to hold fatalities below the 2017 value of 172 for both 2018 and 2019 in order to stay at or below a 5-year average of 165 for 2015 to 2019.



C-2) Number of serious injuries in traffic crashes (State crash data files)

Is this a traffic records system performance measure?

No

C-2) Number of serious injuries in traffic crashes (State crash data files)-2019

Target Metric Type: Numeric

Target Value: 737.6

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

From 2012 to 2016, the annual count of serious injuries decreased by 24%, resulting in a baseline (2012–2016) value of 832.4. Maine proposes to continue the recent downward trend in serious injuries by decreasing the number of serious injuries by 11% in order to reach a 5-year average rate of 737.6.



C-3) Fatalities/VMT (FARS, FHWA)

Is this a traffic records system performance measure?

No

C-3) Fatalities/VMT (FARS, FHWA)-2019

Target Metric Type: Numeric

Target Value: 1.100

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

While the baseline value for 2012 to 2016 is 1.04, this 5-year average was held relatively low by the inclusion of year 2014, which stands at a record low rate of 0.92. The omission of this data point in the 2015 to 2019 average along with the high rate observed in 2017 will likely lead to an increase in the average rate. Maine proposes to hold the fatality rate below the 2017 rate for both 2018 and 2019 in order to stay at or below a 5-year average of 1.10 for 2015 to 2019.



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

Is this a traffic records system performance measure?

No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019

Target Metric Type: Numeric

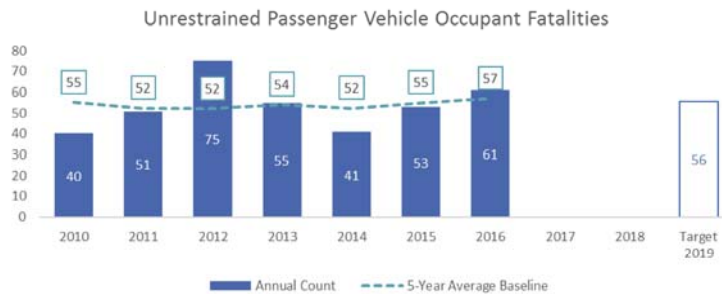
Target Value: 56.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

This target was set using the five-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent change from the previous three baseline periods to their corresponding comparison years was a 2.6% decrease. Maine will decrease its unrestrained passenger vehicle occupant fatalities from a baseline (2012-2016) value of 57 to a target value of 56 for the year 2019.



C-6) Number of speeding-related fatalities (FARS)

Is this a traffic records system performance measure?

No

C-6) Number of speeding-related fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 42.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

This target was set using the five-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent change from the previous three baseline periods to their corresponding comparison years was a 25.1% decrease. Maine will decrease its speeding-related fatalities from a baseline (2012-2016) value of 57 to a target value of 42 for the year 2019.

A thorough data analysis was conducted for the 2018 Highway Safety Plan resulting in significant awards for speed enforcement. Though we have yet to tabulate the results of the 2018 Speed Enforcement Program, we anticipate the increased enforcement together with our new PSA's will help us reach our goals. We plan to continue those efforts in FFY 2019.



C-7) Number of motorcyclist fatalities (FARS)

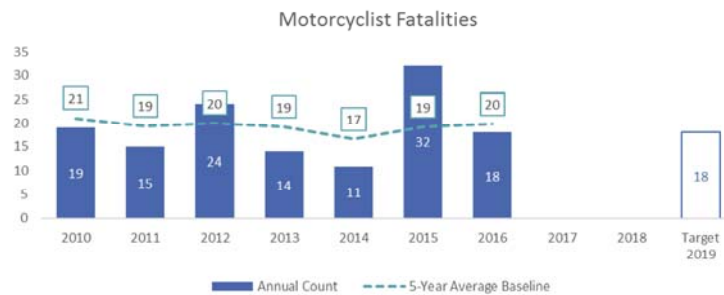
Is this a traffic records system performance measure?

No

C-7) Number of motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 18.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

This target is a maintenance target. The five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison years of 3.5%. Maine will attempt to hold the number of motorcycle fatalities to the baseline (2012-2016) value of 18 for the year 2019.



C-8) Number of unhelmeted motorcyclist fatalities (FARS)

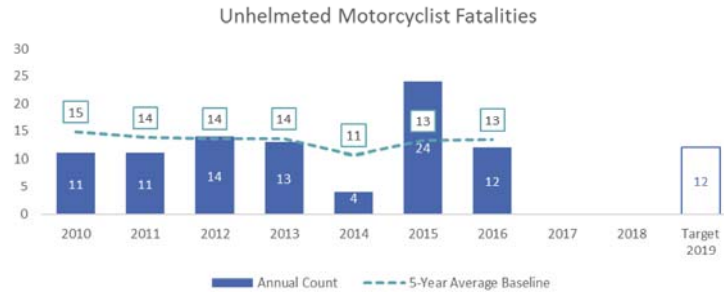
Is this a traffic records system performance measure?

No

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 12.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

This target was set using the five-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent change from the previous three baseline periods to their corresponding comparison years was a 2.1% decrease. Maine will decrease its unhelmeted fatalities from a baseline (2012-2016) value of 13 to a target value of 12 for the year 2019.



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

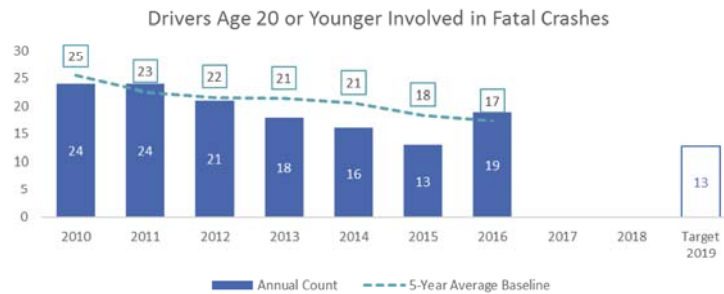
Is this a traffic records system performance measure?

No

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019
 Target Metric Type: Numeric
 Target Value: 13.0
 Target Period: Annual
 Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

This target was set using the five-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent change from the previous three baseline periods to their corresponding comparison years was a 26.7% decrease. Maine will decrease the number of drivers age 20 or younger involved in fatal crashes from a baseline (2012-2016) value of 17 to a target value of 13 for the year 2019.



C-10) Number of pedestrian fatalities (FARS)

Is this a traffic records system performance measure?

No

C-10) Number of pedestrian fatalities (FARS)-2019
 Target Metric Type: Numeric
 Target Value: 13.0
 Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

This target is a maintenance target. The five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison years of 39.4%. Maine will attempt to hold the number of pedestrian fatalities to the baseline (2012-2016) value of 13 for the year 2019.

Despite concentrated efforts by MeBHS and our partners, pedestrian fatalities are not decreasing. In 2018 Maine unveiled it's pedestrian and motor vehicle driver Share the Road campaign - Heads Up. Safety is a Two Way Street. We believe that the significant funding for educational materials together with our first ever pedestrian enforcement projects with help us meet our target of decreasing fatalities and crashes.



C-11) Number of bicyclists fatalities (FARS)

Is this a traffic records system performance measure?

No

C-11) Number of bicyclists fatalities (FARS)-2019
 Target Metric Type: Numeric
 Target Value: 2.0
 Target Period: Annual
 Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

This target is a maintenance target. The five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison years of 66.7%. Maine will attempt to hold the number of bicyclist fatalities to the baseline value (2012-2016) of 2 for the year 2019.



B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Is this a traffic records system performance measure?

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019
 Target Metric Type: Percentage

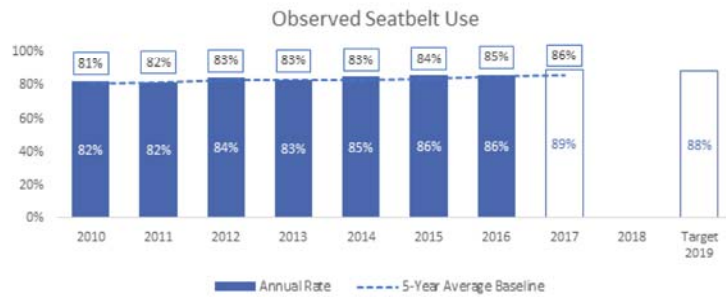
Target Value: 88.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

This target was set using the five-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent change from the previous three baseline periods to their corresponding comparison years was a 3.9% increase. Maine will increase the percentage of observed seat belt use for passenger vehicles from a baseline (2012-2016) rate of 85% to a target rate of 88% for the year 2019.



C-2b) Serious Injury Rate (State Crash File)

Is this a traffic records system performance measure?

No

C-2b) Serious Injury Rate-2019

Target Metric Type: Percentage

Target Value: 4.9

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

From 2013 to 2016, the annual rate of serious injuries has decreased, resulting in a baseline (2012-2016) value of 5.71. More recently, the annual and 5-year rates for 2017 were likewise a decrease. Maine proposes to decrease its serious traffic injury rate further, to a five-year target value of 4.90 for 2015 to 2019.



EMS Uniformity

Is this a traffic records system performance measure?

Yes

Primary performance attribute:

Uniformity

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

EMS Uniformity-2019
 Target Metric Type: Percentage
 Target Value: 92.0
 Target Period: 3 Year
 Target Start Year: 2017

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

This performance measure is based on the I-U-1 NHTSA Model Performance Measure.

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

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

The state will show measureable progress using the following method:

Compare the percentage of NEMSIS 3 EMS reports entered during the baseline period of April 1, 2016 to March 31, 2017 as compared to the percentage of NEMSIS 3.x EMS reports entered during the performance period of April 1, 2017 to March 31, 2018.

The result is an increase in NEMSIS 3 compliance of 90%.

Measurements

Start Date	End Date	Total Reports	NEMSIS 3.x Compliant Percentage
April 1, 2016	March 31, 2017	0	0%
April 1, 2017	March 31, 2018	6,920	90%
April 1, 2018	March 31, 2019		92%

Supporting Materials (Backup)

2016-2017

Field Level Software Package	Submitting State	EMS Agency	Reference Date	Date
All	None	All	Submission	April 1, 2016 to March 31, 2017

Current Composition of the Warehouse

2017-2018

Field Level Software Package	Submitting State	EMS Agency	Reference Date	Date
All	ME	All	Submission	April 1, 2017 to March 31, 2018

Current Composition of the Warehouse

	2017	2018	Grand T...
ME	1,313	5,607	6,920
Grand Total	1,313	5,607	6,920



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

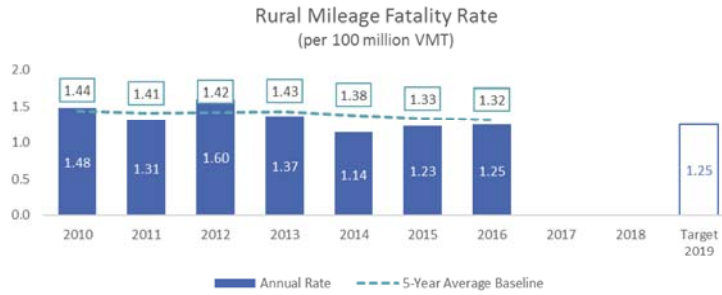
Is this a traffic records system performance measure?

No

C-3b) Rural Mileage Death Rate-2019
 Target Metric Type: Percentage
 Target Value: 1.3
 Target Period: Annual
 Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Approximately 77% of Maine’s fatalities occur on roads that are designated “rural.” In order to meet the overall fatality rate of 1.10, Maine proposes to hold its rural mileage fatality rate at or below 1.30 for 2019.



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

Is this a traffic records system performance measure?

No

C-3c) Urban Mileage Death Rate-2019
 Target Metric Type: Percentage
 Target Value: 0.7
 Target Period: Annual
 Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Approximately 23% of Maine’s fatalities occur on roads that are designated “urban.” In order to meet the overall fatality rate of 1.10, Maine proposes to hold its urban mileage fatality rate at or below 0.74 for 2019. (Note that while this rate is well above the 2012-2016 baseline rate of 0.44, that rate was held low by the inclusion of years 2013 and 2014. The proposed target is more closely aligned with rates from more recent years.)



Distracted Driver Fatalities

Is this a traffic records system performance measure?

No

Distracted Driver Fatalities-2019
 Target Metric Type: Numeric
 Target Value: 7.0
 Target Period: 5 Year
 Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

In 2011, Maine made a significant change in how it collects information regarding distracted driving, distinguishing distracted driving from the more general category of inattentive driving. This change is reflected in the numbers presented below and limits Maine’s ability to use prior years for target setting purposes. The average number of distracted driving fatalities for 2012 to 2016 (baseline) was 9. Maine will decrease its distracted driver fatalities by 20 percent, resulting in a target average (2015 to 2019) of 7.

Beginning with the FFY 2018 Highway Safety Plan, we obligated significant s. 405e funding toward education. Together with our media contractor, we developed new radio and television PSA’s; new print materials and new social media and digital materials. We plan to continue this effort in FFY 2019 and believe that this added education (together with enforcement) will help us reach our target.



Senior Driver Fatalities

Is this a traffic records system performance measure?

No

Senior Driver Fatalities-2019
Target Metric Type: Numeric
Target Value: 22.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

This target is a maintenance target. The five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison years of 3%. Maine will attempt to hold the number of senior driver fatalities to the baseline value (2012-2016) of 22 for the year 2019.

For the Plan Year 2019, we have identified health care partners and prevention partners that will work with us to educate aging road users and their families, as well as nurses and physicians, on the factors that increase the risks associated with older drivers.



Media Recall Target

Is this a traffic records system performance measure?

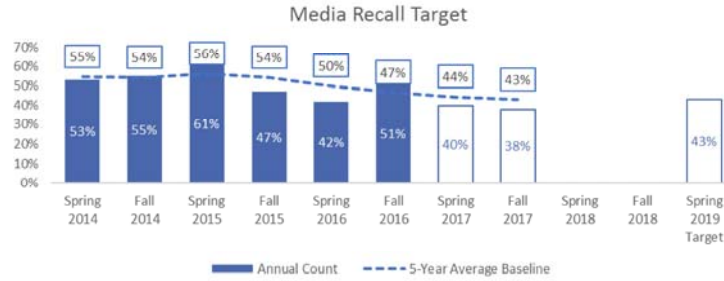
No

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Media Recall Target-2019
 Target Metric Type: Percentage
 Target Value: 43.0
 Target Period: 3 Year
 Target Start Year: 2017

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

This target is a maintenance target. The three-year alternative baseline method shows an average decrease from the previous three baseline periods to the corresponding comparison period of 20%. In line with that projection, data points from 2017 have decreased, resulting in an average of 43% in fall of 2017. Maine will attempt to forestall further decreases and hold the rate of media recall to the level of 43% for the spring of 2019.



C-5) Alcohol-Impaired Driving Fatalities (FARS)

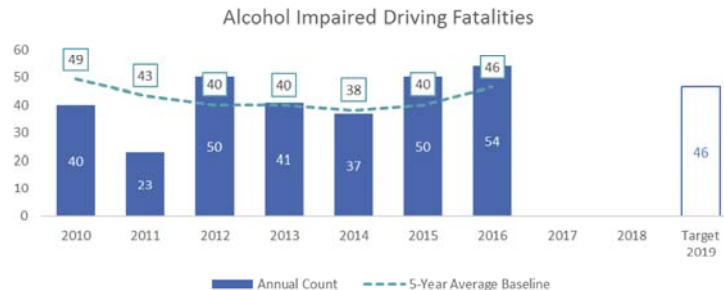
Is this a traffic records system performance measure?

No

C-5) Alcohol-Impaired Driving Fatalities (FARS)-2019
 Target Metric Type: Numeric
 Target Value: 46.0
 Target Period: Annual
 Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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



Crash Timeliness

Is this a traffic records system performance measure?

Yes

Primary performance attribute:	Timeliness
Core traffic records data system to be impacted:	Crash

Crash Timeliness-2019
Target Metric Type: Numeric
Target Value: 6.1
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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 measurable 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, 2016 to March 31, 2017 and a current period of April 1, 2017 to March 31, 2018. **Note:** Both the baseline and current periods are limited to reports entered into the database by April 30, 2017 (baseline) and April 30, 2018 (current).

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

There were 40,833 crash reports during the baseline period with an average timeliness of 6.48 days. There were 41,375 crash reports during the current period with an average timeliness of 6.14 days.

Measurements

Start Date	End Date	Total Reports	Average Number of Days
April 1, 2012	March 31, 2013	34,271	12.1
April 1, 2013	March 31, 2014	37,588	8.5
April 1, 2014	March 31, 2015	38,811	7.5
April 1, 2015	March 31, 2016	37,935	6.69
April 1, 2016	March 31, 2017	40,833	6.48
April 1, 2017	March 31, 2018	41,375	6.14
April 1, 2018	March 31, 2019		6.0

Supporting Materials (Backup)

--Maine Crash Timeliness Query Supporting Details

--2013

```
SELECT Round(SUM(case when DATEDIFF(day, a.crashdate, b.uploaddatetime )<0 then 0 else DATEDIFF(day, a.CrashDate, b.uploaddatetime ) end),3) as DayCount,
```

```

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

```

--2014

```

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

```

--2015

```

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

```

--2015 - Total crashes during current period

```

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

```

--2016

```

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 '04/01/2015' and '03/31/2016' and uploaddatetime<'04/30/2016'

```

--2016 - Total crashes during current period

```

select count(*) from crashreport c
inner join vMaxCrashReportReceivedDate v
on c.crashreportid=v.crashreportid
where c.crashdate between '04/01/2015' and '03/31/2016'
and v.MaxReceivedDateAndTime < '04/30/2016'

```

--2017

```

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 '04/01/2016' and '03/31/2017' and uploaddatetime<'04/30/2017'

```

--2017 - Total crashes during current period

```

select count(*) from crashreport c
inner join vMaxCrashReportReceivedDate v
on c.crashreportid=v.crashreportid
where c.crashdate between '04/01/2016' and '03/31/2017'
and v.MaxReceivedDateAndTime < '04/30/2017'

```

--2018

```

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 '04/01/2017' and '03/31/2018' and uploaddatetime<'04/30/2018'

```


--2018 - Total crashes during current period

select count(*) from crashreport c

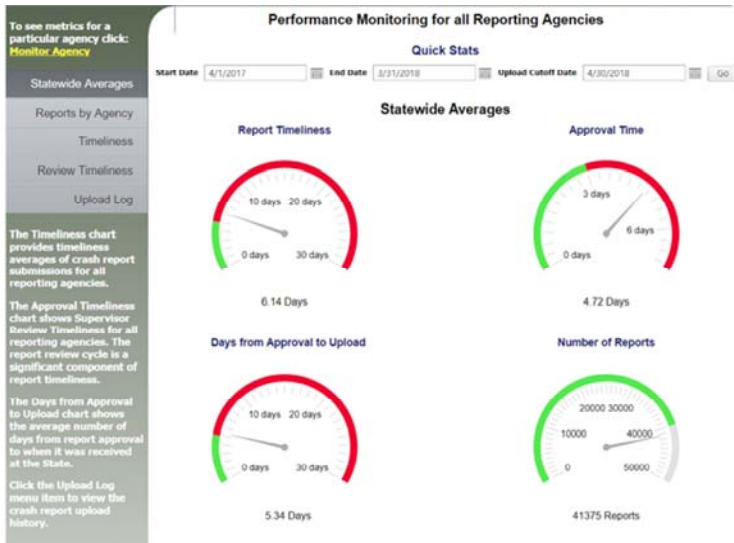
inner join vMaxCrashReportReceivedDate v

on c.crashreportid=v.crashreportid

where c.crashdate between '04/01/2017' and '03/31/2018'

and v.MaxReceivedDateAndTime < '04/30/2018'

Screenshot of query run



Crash Completeness

Is this a traffic records system performance measure?

Yes

Primary performance attribute:	Completeness
Core traffic records data system to be impacted:	Crash

Crash Completeness-2019
Target Metric Type: Percentage
Target Value: 65.1
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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, 2016 to March 31, 2017 and a current period of April 1, 2017 to March 31, 2018. **Note:** Both the baseline and current periods are limited to reports entered into the database by April 30, 2017 (baseline) and April 30, 2018 (current).

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

There were 40,833 crash reports during the baseline period with an average timeliness of 6.48 days. There were 41,375 crash reports during the current period with an average timeliness of 6.14 days.

Measurements

Start Date	End Date	Lat/Long Reports	Total Reports	Completeness (%)
April 1, 2013	March 31, 2014	23,256	37,530	61.97%
April 1, 2014	March 31, 2015	24364	38827	62.75%
April 1, 2015	March 31, 2016	23,837	37,929	62.85%
April 1, 2016	March 31, 2017	26,189	40,833	64.14%
April 1, 2017	March 31, 2018	26,946	41,375	65.13%
April 1, 2018	March 31, 2019			66.0%

Supporting Materials (Backup)

2016

```

select COUNT(*) as 'Total Crashes',
SUM(case when (LEN(latitude)=0 and LEN(longitude)=0) then 1 else 0 end) GeoCoded,
SUM(case when ((latitude is null or LEN(latitude)=0) and (longitude is null or LEN(longitude)=0)) then 1 else 0 end) 'Not GeoCoded',
--SUM(case when (LEN(latitude)=0 and LEN(longitude)=0) then 1 else 0 end) / (count(*) * 1)
COUNT(DISTINCT ID, SUM(case when (LEN(latitude)=0 and LEN(longitude)=0) then 1 else 0 end) * 100 / (count(*) * 1.0)) as 'Percent GeoCoded'
from CrashReport AS a INNER JOIN HMCrashReportReceivedDate AS b ON a.ReportingAgency = b.ReportingAgency AND a.ReportNumber = b.ReportNumber INNER JOIN
refReportingAgency ON a.ReportingAgency = refReportingAgency ID
where a.CrashDate between '04/01/2016' and '03/31/2017' and b.HMReceivedDateTime < '04/30/2016'
    
```

Total Crashes	GeoCoded	Not GeoCoded	Percent GeoCoded
37929	23837	14092	62.85

2017

```

select COUNT(*) as 'Total Crashes',
SUM(case when (LEN(latitude)=0 and LEN(longitude)=0) then 1 else 0 end) GeoCoded,
SUM(case when ((latitude is null or LEN(latitude)=0) and (longitude is null or LEN(longitude)=0)) then 1 else 0 end) 'Not GeoCoded',
--SUM(case when (LEN(latitude)=0 and LEN(longitude)=0) then 1 else 0 end) / (count(*) * 1)
COUNT(DISTINCT ID, SUM(case when (LEN(latitude)=0 and LEN(longitude)=0) then 1 else 0 end) * 100 / (count(*) * 1.0)) as 'Percent GeoCoded'
from CrashReport AS a INNER JOIN HMCrashReportReceivedDate AS b ON a.ReportingAgency = b.ReportingAgency AND a.ReportNumber = b.ReportNumber INNER JOIN
refReportingAgency ON a.ReportingAgency = refReportingAgency ID
where a.CrashDate between '04/01/2016' and '03/31/2017' and b.HMReceivedDateTime < '04/30/2017'
    
```

Total Crashes	GeoCoded	Not GeoCoded	Percent GeoCoded
40833	26189	14644	64.14

2018

```

select COUNT(*) as 'Total Crashes',
SUM(case when (LEN(latitude)=0 and LEN(longitude)=0) then 1 else 0 end) GeoCoded,
SUM(case when ((latitude is null or LEN(latitude)=0) and (longitude is null or LEN(longitude)=0)) then 1 else 0 end) 'Not GeoCoded',
--SUM(case when (LEN(latitude)=0 and LEN(longitude)=0) then 1 else 0 end) / (count(*) * 1)
COUNT(DISTINCT ID, SUM(case when (LEN(latitude)=0 and LEN(longitude)=0) then 1 else 0 end) * 100 / (count(*) * 1.0)) as 'Percent GeoCoded'
from CrashReport AS a INNER JOIN HMCrashReportReceivedDate AS b ON a.ReportingAgency = b.ReportingAgency AND a.ReportNumber = b.ReportNumber INNER JOIN
refReportingAgency ON a.ReportingAgency = refReportingAgency ID
where a.CrashDate between '04/01/2017' and '03/31/2018' and b.HMReceivedDateTime < '04/30/2018'
    
```

Total Crashes	GeoCoded	Not GeoCoded	Percent GeoCoded
41375	26946	14429	65.13

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

Check the box if the statement is correct. Yes

Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.

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

Fiscal year	2017
Seat belt citations	4000

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

Fiscal year	2017
Impaired driving arrests	379

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

Fiscal year	2017
Speeding citations	6219

5 Program areas

Program Area Hierarchy

1. Traffic Records
 - Traffic Records Improves Timeliness
 - Maine Crash Reporting System Upgrades
 - FAST Act 405c Data Program
 - FAST Act 405c Data Program
 - Traffic Records Administration
 - Traffic Records Program Management and Operations
 - FAST Act NHTSA 402
 - Improves uniformity of a core highway safety database
 - E-citation
 - FAST Act 405c Data Program
 - FAST Act 405c Data Program
 - Improves accessibility of a core highway safety database
 - Public Access Reports - Traffic
 - FAST Act 405c Data Program
 - Highway Safety/FARS/EMS Data Quality Analysis
 - FAST Act 405c Data Program
2. Communications (Media)
 - Communications Outreach
 - Statewide Strategic Media Plan
 - FAST Act NHTSA 402
 - Statewide Sports Marketing Campaign
 - FAST Act NHTSA 402
3. Distracted Driving
 - Innovative Countermeasure - Distracted Observational Survey
 - Distracted Driving Observational Survey
 - FAST Act 405e Comprehensive Distracted Driving
 - Distracted Driving School Programs; Communication and Outreach; Strategies for Older Children
 - Distracted Driving Campaign PSA, Brochure/Educational Materials
 - FAST Act 405e Comprehensive Distracted Driving
 - FAST Act 405e Comprehensive Distracted Driving
 - Distracted Driving Laws and Enforcement
 - High Visibility Distracted Driving Enforcement
 - FAST Act 405e Comprehensive Distracted Driving
4. Impaired Driving (Drug and Alcohol)
 - Traffic Safety Resource Prosecutor
 - Traffic Safety Resource Prosecutor
 - MAP 21 405d Impaired Driving Low
 - Sobriety Checkpoints

- Impaired Driving Roadside Testing Vehicle (RTV) Operational Costs
 - FAST Act NHTSA 402
- Law Enforcement Training
 - Specialized Law Enforcement Training (Impaired)
 - FAST Act NHTSA 402
- Law Enforcement Outreach Liaison
 - Maine State Police Statewide Impaired Driving Coordinator
 - FAST Act 405d Impaired Driving Low
- Law Enforcement and Prosecutor Training
 - Maine Annual Impaired Driving Summit (with AAA NNE)
 - FAST Act NHTSA 402
 - Maine TSRP Specialized Prosecutor and Law Enforcement Impaired Driving Investigation and Prosecution Training
 - FAST Act 405d Impaired Driving Low
- Judicial Outreach Liaison
 - Judicial Outreach Liaison Position
 - MAP 21 405d Impaired Driving Low
- Judicial Education
 - Maine Judicial Education
 - FAST Act 405d Impaired Driving Low
- Impaired Driving Program Administration
 - Impaired Driving Program Management and Operations
 - FAST Act NHTSA 402
- Impaired Driving High Visibility Enforcement
 - Evidence Based Impaired Driving High Visibility Enforcement NHTSA Drive Sober or Get Pulled Over and Drive Sober, Maine!
 - FAST Act 405d Impaired Driving Low
- Enforcement of Drug-Impaired Driving
 - Law Enforcement Phlebotomy Technician Training
 - MAP 21 405d Impaired Driving Low
 - Blood Drug Testing Fees
 - FAST Act 405d Impaired Driving Low
 - FAST Act 405d Impaired Driving Low
 - DHHS Health and Environment Testing Lab (HETL) Staff Position
 - FAST Act 405d Impaired Driving Low
 - Impaired Driving Special Prosecutors (IDSP) Positions
 - FAST Act 405d Impaired Driving Low
- Deterrence: Enforcement
 - Regional Impaired Driving Task Force Teams (RIDE)
 - MAP 21 405d Impaired Driving Low
 - Maine State Police SPIDR Team
 - MAP 21 405d Impaired Driving Low
- 5. Motorcycle Safety
 - MC Safety Communications Campaign
 - Motorcycle Safety Paid Media Campaign
 - FAST Act 405f Motorcycle Programs
 - FAST Act 405f Motorcycle Programs
 - United Bikers of Maine
 - MAP 21 405f Motorcycle Programs
- 6. Occupant Protection (Adult and Child Passenger Safety)
 - Short-term, High Visibility Seat Belt Law Enforcement
 - Statewide High-Visibility Enforcement
 - FAST Act 405b OP Low
 - FAST Act 405b OP Low
 - School Programs
 - Traffic Safety Education
 - FAST Act NHTSA 402
 - Occupant Protection Sustained Enforcement
 - Maine State Police TOPAZ
 - MAP 21 405b Occupant Protection Low Belt Use
 - FAST Act 405b OP Low
 - Occupant Protection Other
 - Annual Observational Survey
 - MAP 21 405b Occupant Protection Low Belt Use
 - Occupant Protection Administration
 - Occupant Protection Program Management and Operations
 - FAST Act NHTSA 402
 - Child Restraint System Inspection Station(s)
 - Child Passenger Safety Database
 - MAP 21 405b Occupant Protection Low Belt Use
 - Child Passenger Safety 2019 Conference
 - FAST Act NHTSA 402
 - FAST Act 405b OP Low

- CPS Technician and Instructor Training Events
 - MAP 21 405b Occupant Protection Low Belt Use
- Car Seat Purchase
 - FAST Act 405b OP Low
 - FAST Act NHTSA 402
- 7. Police Traffic Services
 - Support of Law Enforcement Efforts
 - Law Enforcement Liaison
 - FAST Act NHTSA 402
 - Police Traffic Services Sustained Enforcement
 - Municipal and County Speed Enforcement
 - FAST Act NHTSA 402
 - Maine State Police Strategic Area Focused Enforcement (SAFE) Program
 - FAST Act NHTSA 402
 - Police Traffic Services Administration
 - Police Traffic Services Program Management and Operations
 - FAST Act NHTSA 402
- 8. Older Drivers
 - Communication Campaign
 - "Are You Able" Educational Campaign for the Aging Road User
 - NHTSA 402
- 9. Young Drivers
 - Teen and Young Adults School Programs; Communication and Outreach; Strategies for Older Children
 - Young Driver Expo
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402
- 10. Non-motorized (Pedestrians and Bicyclist)
 - Targeted Enforcement
 - Targeted Pedestrian-Motor Vehicle Traffic Enforcement
 - FAST Act NHTSA 402
 - Conspicuity Enhancement
 - "Heads Up! Safety is a Two-Way Street" Educational and Media Campaign for Pedestrians
 - FAST Act NHTSA 402
- 11. Planning & Administration
 - (none)
 - Planning & Administration
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402

5.1 Program Area: Traffic Records

Program area type: Traffic Records

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

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

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

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

Maine's TRCC has identified, selected and prioritized projects to resolve the deficiencies identified in the Traffic Records Strategic Plan through a 2016 Traffic Records Assessment. The TRCC agreed on the prioritization during the May 9, 2018 meeting and voted on funding priority. Maine's TRCC prioritized projects based on the ability to: improve data quality in the core traffic records data systems, bring existing efforts currently underway to completion, make measurable progress toward the end goals of

the TRCC and the Sections 405c programs using the performance areas (timeliness, consistency, completeness, accuracy, accessibility, and integration), and increase MMUCC and NEMSIS compliance. Assessment Recommendations addressed in the FFY19 HSP are:

- Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the procedures/process flows for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	EMS Uniformity	3 Year	2019	92.0
2019	Crash Timeliness	Annual	2019	6.1
2019	Crash Completeness	Annual	2019	65.1

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Records Improves Timeliness
2019	Traffic Records Administration
2019	Improves uniformity of a core highway safety database
2019	Improves accessibility of a core highway safety database

5.1.1 Countermeasure Strategy: Traffic Records Improves Timeliness

Program area	Traffic Records
Countermeasure strategy	Traffic Records Improves Timeliness

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d) (3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Identified in NHTSA's Traffic Records Program Assessment Advisory.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
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ME-P-00006	Maine Crash Reporting System Upgrades	Traffic Records Improves Timeliness
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5.1.1.1 Planned Activity: Maine Crash Reporting System Upgrades

Planned activity name	Maine Crash Reporting System Upgrades
Planned activity number	ME-P-00006
Primary countermeasure strategy	Traffic Records Improves Timeliness

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Maine Crash Reporting System planned activities for FFY2019 include adding an online Data Dictionary page that will act as an online crash data inventory for the MCRS system and will include the State of Maine Crash Schema, the eXtensible Stylesheet audit rules, and the latest version of the paper crash form. Additionally, the MCRS client and web portal will be updated to reflect user and stakeholder feedback.

Enter intended subrecipients.

MeBHS and Contracted Vendor Lexis-Nexis.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Records Improves Timeliness

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$459,525.10	\$114,882.00	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$150,000.00	\$37,500.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.2 Countermeasure Strategy: Traffic Records Administration

Program area	Traffic Records
Countermeasure strategy	Traffic Records Administration

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will

implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TR19-001	Traffic Records Program Management and Operations	Traffic Records Administration

5.1.2.1 Planned Activity: Traffic Records Program Management and Operations

Planned activity name	Traffic Records Program Management and Operations
Planned activity number	TR19-001
Primary countermeasure strategy	Traffic Records Administration

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

MeBHS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Traffic Records Administration

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Traffic Records (FAST)	\$150,000.00	\$37,500.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.1.3 Countermeasure Strategy: Improves uniformity of a core highway safety database

Program area	Traffic Records
Countermeasure strategy	Improves uniformity of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ME-P-00011	E-citation	Improves uniformity of a core highway safety database

5.1.3.1 Planned Activity: E-citation

Planned activity name	E-citation
Planned activity number	ME-P-00011
Primary countermeasure strategy	Improves uniformity of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The eCitation system planned activities for FFY2019 include adding an online Data Dictionary page that will act as an online eCitation data inventory for the eCitation system and will include the State of Maine eCitation NIEM-based schema and the latest version of the paper crash form. Additionally, the eCitation client and web portal will be updated to add additional dashboards and reports with additional updates to reflect user and stakeholder feedback.

Enter intended subrecipients.

MeBHS with Lexis Nexis (contracted vendor)

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves uniformity of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$400,000.00	\$100,000.00	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$164,142.00	\$41,036.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
E-Citation Server and Database Costs	0				

5.1.4 Countermeasure Strategy: Improves accessibility of a core highway safety database

Program area	Traffic Records
Countermeasure strategy	Improves accessibility of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d) (3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d) (4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21 (e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ME-P-00015	Public Access Reports - Traffic	Improves accessibility of a core highway safety database
ME-P-00024	Highway Safety/FARS/EMS Data Quality Analysis	Improves accessibility of a core highway safety database

5.1.4.1 Planned Activity: Public Access Reports - Traffic

Planned activity name	Public Access Reports - Traffic
Planned activity number	ME-P-00015
Primary countermeasure strategy	Improves accessibility of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Public Access Query Tool will be enhanced to provide additional ad hoc queries, mapping and charting capabilities, and advanced user functions.

Maine Crash information is only currently available on a query able basis to select State of Maine employees. Some broad crash data reports are published on statewide basis, however specific crash data needs (location specific, trends, and maps) are created for outside requestors via individual inquiries and are custom created by state staff. Many such requests are handled by state agency representatives.

Full data queries are too complex for the casual user and if not developed properly, can easily lead to erroneous data findings. This project would create standard web-based data queries and mapping capabilities that would be structured to provide the user easy to access and accurate information. This project not only improves public access to highway safety information but can lessen the customized data requests now handled by various contacts in the state.

Enter intended subrecipients.

MeBHS with Lexis Nexis (contracted vendor)

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves accessibility of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$10,000.00	\$2,500.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

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

Planned activity name	Highway Safety/FARS/EMS Data Quality Analysis
Planned activity number	ME-P-00024
Primary countermeasure strategy	Improves accessibility of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Highway Safety Office plans to use data from various traffic records sources to collect in databases to facilitate highway safety reports and analyses. Additionally, the Highway Safety Office contracts with a vendor to review and analyze the quality of EMS run reporting data. FARS analysts and analysis is partially funded using 405c.

Enter intended subrecipients.

MeBHS with University of Southern Maine.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves accessibility of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$112,869.37	\$28,218.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.2 Program Area: Communications (Media)

Program area type: Communications (Media)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

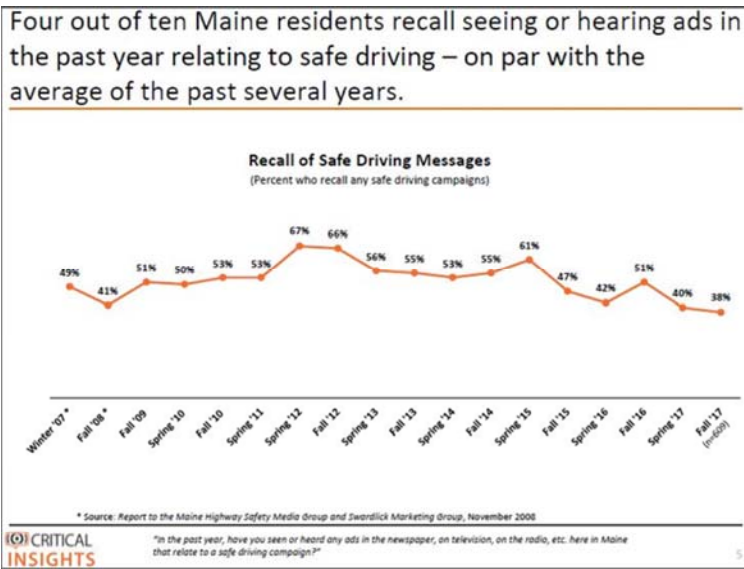
No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

A robust public education campaign together with enforcement and engineering is proved to impact driver behavior. The MeBHS’ public relations and marketing program focuses on all of the behavioral program areas including adult and child occupant protection, speed and aggressive driving, distracted driving and impaired driving. The NHTSA Communications Calendar is used as a guide when developing the schedule for statewide media campaigns.

MeBHS contracts with NL Partners and Critical Insights to survey Maine residents every six months regarding the reach and recognition (recall) of media campaigns. Maine residents were asked, “In the past year, have you seen or heard any ads in the newspaper, on television, on the radio, etc. here in Maine that relate to a safe driving campaign?” Despite our campaign, the Fall 2017 critical insight results show a decrease in public education recall. An increase in public education is expected to bring the number up. FARS data consistently show that motorcycle fatalities, drivers age 20-24, and drivers 65+ are dying at a higher rate than others. Together with our media contractor, in 2018, we created new Public Service Announcements for distracted driving, move over, teen seat belt, speed, bicycle and pedestrian, child passenger safety and motorcycle. For 2019, we plan to concentrate on more digital media and will add even more new distracted driving PSA’s, new speeding focusing on the 20-24 year old age group, more print materials for distracted driving education, as well as new print materials and a PSA for mature drivers. It can be difficult to reach the 20-24 year old. For this we find our sports marketing campaign to be very beneficial. Sports marketing at college events, sports venues such as race tracks, and community venues such as concerts is where we reach the majority of those young drivers through interactive displays.



Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Media Recall Target	3 Year	2019	43.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Communications Outreach

5.2.1 Countermeasure Strategy: Communications Outreach

Program area	Communications (Media)
Countermeasure strategy	Communications Outreach

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The MeBHS' public relations and marketing program focuses on all of the behavioral program areas. The NHTSA Communications Calendar is used as a guide when developing the schedule for statewide media campaigns.

MeBHS contracts with NL Partners and Critical Insights to survey Maine residents every six months regarding the reach and recognition (recall) of media campaigns. Maine residents were asked, "In the past year, have you seen or heard any ads in the newspaper, on television, on the radio, etc. here in Maine that relate to a safe driving campaign?" The bar chart below shows that in the spring of 2016 42% of Maine residents recalled seeing or hearing highway safety media messages.

Four out of ten Maine residents recall seeing or hearing ads in the past year relating to safe driving – on par with the average of the past several years.



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

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

- | | |
|---|-------------------------------------|
| University of Maine Hockey | University of Maine Football |
| Minor League and Youth Hockey | Maine Red Claws D-League Basketball |
| Maine Champion Football, Hockey, Basketball, Science and Math Tournaments | Oxford Plains Speedway |
| Portland Sea Dogs | Richmond Karting Speedway |
| Unity Raceway | Beech Ridge Motor Speedway |
| Wiscasset Speedway | Speedway 95 |
| Spud Speedway | |

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

A sound highway safety program includes paid and earned media in addition to enforcement. Education and enforcement are proven to work together to reach the widest audience and impact behavior change.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PM19-001	Statewide Strategic Media Plan	Communications Outreach
PM19-002	Statewide Sports Marketing Campaign	Communications Outreach

5.2.1.1 Planned Activity: Statewide Strategic Media Plan

Planned activity name	Statewide Strategic Media Plan
Planned activity number	PM19-001
Primary countermeasure strategy	Communications Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will fund paid media (television, radio, print, digital, social) associated with all of the MeBHS programs and NHTSA High Visibility Enforcement campaigns. Expenses include continued campaign development, re-tagging of NHTSA or other state's PSA's, purchase of radio, television, social and print media, and production of new PSA's: in 2018, together with our media contractor, we created new media for distracted driving, teen seat belt, move over, speeding, bicycle and pedestrian, motorcycle and child passenger safety. In 2019 we plan to increase our social and digital presence; and add even more new PSA's for distraction, drowsy, speeding for 20-24 year old drivers, mature drivers and move over. We will continue our drive to increase our observed seat belt usage rate by embarking on a "no excuses" campaign utilizing digital banners, pre-rolls and an accompanying PSA.

Enter intended subrecipients.

MeBHS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communications Outreach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Paid Advertising (FAST)	\$1,299,504.46	\$324,877.00	\$519,802.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.1.2 Planned Activity: Statewide Sports Marketing Campaign

Planned activity name	Statewide Sports Marketing Campaign
Planned activity number	PM19-002
Primary countermeasure strategy	Communications Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will support educational events and advertising at sporting venues. Motorcycle safety, impaired driving, seat belt, distracted driving, and pedestrian safety will be addressed via public service announcements, signage, informational displays, and personal interaction with the public using local law enforcement and MeBHS staff during *You've Been Ticketed* and *Share the Road with Motorcycle* events. Funds will also be used for educational events and advertising at sporting venues that are frequented by sports enthusiasts. In addition, the Sports Marketing Program incorporates and focuses on young drivers through the One Text or Call Could Wreck It All Pledge Campaign. This campaign involves high school and college age students through interactive displays at major school sporting events; through the Choices Matter speaker program; and through the Coaches Playbook Influencer Program.

Enter intended subrecipients.

MeBHS with Contracted Vendor Alliance Highway Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communications Outreach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$1,024,147.51	\$256,037.00	\$409,660.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3 Program Area: Distracted Driving

Program area type : Distracted Driving

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

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

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

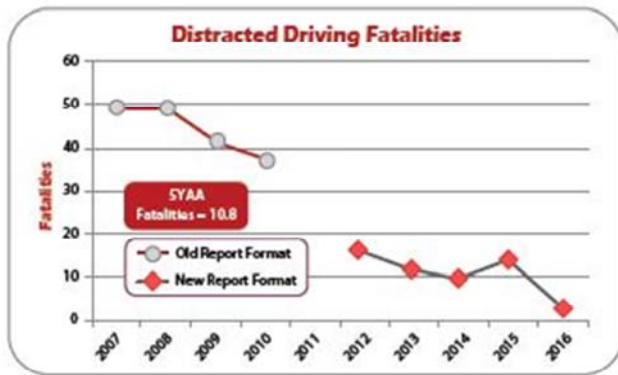
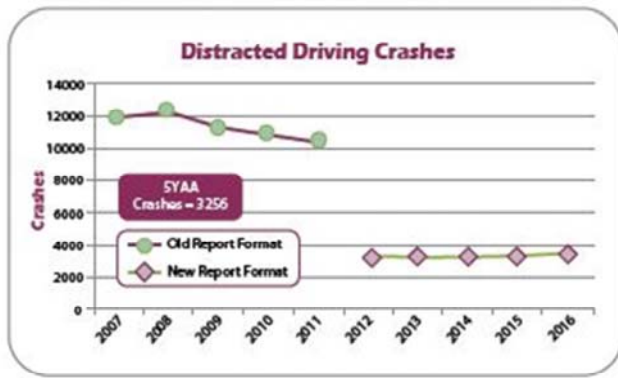
In recent years, we have experienced a significant spike in car crashes and fatalities – greater than any other two-year increase in half a century. With 94% of crashes being the direct result of driver behavior, there is little doubt that distracted driving is a significant factor. The proliferation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



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

In 2009, Maine enacted a distracted driving law that states the operation of a motor vehicle by a person who is engaged in an activity that, (1) Is not necessary to the operation of the vehicle; and (2) actually impairs, or would reasonably be expected to impair, the ability of the person to safely operate the vehicle is illegal. In addition Maine passed a primary texting ban which states that people may not operate a motor vehicle while engaging in text messaging which is supported by 94% of Maine drivers.

In 2011, Maine changed the way distracted driving is reported. This change caused the State of Maine to separate 2011 numbers from past distracted driving numbers.



Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Distracted Driver Fatalities	5 Year	2019	7.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Innovative Countermeasure - Distracted Observational Survey
2019	Distracted Driving School Programs; Communication and Outreach; Strategies for Older Children
2019	Distracted Driving Laws and Enforcement

5.3.1 Countermeasure Strategy: Innovative Countermeasure - Distracted Observational Survey

Program area	Distracted Driving
Countermeasure strategy	Innovative Countermeasure - Distracted Observational Survey

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

Yes

Enter justification supporting the innovative countermeasure strategy, including research, evaluation and/or substantive anecdotal evidence, that supports the potential of the proposed innovative countermeasure strategy.

Observational surveys using sound and proven methodology have been successfully used for many years to determine the effectiveness of education and enforcement for seat belt usage; and to determine locations and identify groups of individuals less likely to use seat belts. A similar methodology for observed distraction has been implemented (by NHTSA approval) in large cities such as New York and Connecticut. Maine will utilize that successful model to conduct a distracted driving observational survey (year two). This will help us to better understand who, what, when and where our drivers are distracted.

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

NHTSA's 2012 national observation survey found 5% of drivers on the road at any given moment were using hand-held cell phones, unchanged since 2009 (NHTSA, 2014). The percent of drivers who were manipulating a handheld device (e.g., texting or dialing) increased from 0.6% in 2009 to 1.5% in 2012. NHTSA currently estimates that 9% of drivers are using some type

of phone (hand-held or hands-free) in a typical daylight moment (NHTSA, 2014). These estimates may under-represent cell phone use given the inherent difficulty in accurately observing these behaviors.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
DD19-002	Distracted Driving Observational Survey	Innovative Countermeasure - Distracted Observational Survey

5.3.1.1 Planned Activity: Distracted Driving Observational Survey

Planned activity name	Distracted Driving Observational Survey
Planned activity number	DD19-002
Primary countermeasure strategy	Innovative Countermeasure - Distracted Observational Survey

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

MeBHS with contracted vendor University of Southern Maine

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Innovative Countermeasure - Distracted Observational Survey

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405e Comprehensive Distracted Driving		\$150,000.00	\$37,500.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

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

Program area	Distracted Driving
Countermeasure strategy	Distracted Driving School Programs; Communication and Outreach; Strategies for Older Children

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d) (3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The ultimate goal of these campaigns is to change driver behavior, but they face substantial obstacles. As discussed in other chapters, communications and outreach by themselves rarely change driving behavior. However, together with high-visibility enforcement, education has proven to make an impact on driver behavior.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
DD19-001	Distracted Driving Campaign PSA, Brochure/Educational Materials	Distracted Driving School Programs; Communication and Outreach; Strategies for Older Children

5.3.2.1 Planned Activity: Distracted Driving Campaign PSA, Brochure/Educational Materials

Planned activity name	Distracted Driving Campaign PSA, Brochure/Educational Materials
Planned activity number	DD19-001
Primary countermeasure strategy	Distracted Driving School Programs; Communication and Outreach; Strategies for Older Children

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Distracted Driving proves to be one of the hardest driver behaviors to curb. Everyone of every age engages in distracted driving. Whether it is eating, or reading, or vaping, or talking, or texting, distracted driving related-crashes and fatalities continue to increase. Despite enforcement and our new PSA's in 2018, and our prior work in prior years, distraction continues to plague our roadways. Following contract negotiations with our media vendor, it is our intention to continue to enhance and create an all inclusive comprehensive distracted driving campaign to include all forms of media to address all distracted behaviors. We will follow these with paid media buys and posters and brochures. We envision an approach where we brand a theme against distracted driving (JUST DRIVE) and build upon it using visual, digital, audio, and social media.

Enter intended subrecipients.

MeBHS with NL Partners

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

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Fiscal Year	Countermeasure Strategy Name
2019	Distracted Driving School Programs; Communication and Outreach; Strategies for Older Children

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405e Comprehensive Distracted Driving	405e Public Education (FAST Comprehensive)	\$3,534,904.79	\$883,727.00	
2019	FAST Act 405e Comprehensive Distracted Driving	405e Public Education (FAST Comprehensive)	\$2,300,000.00	\$575,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.3 Countermeasure Strategy: Distracted Driving Laws and Enforcement

Program area	Distracted Driving
Countermeasure strategy	Distracted Driving Laws and Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d) (3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d) (4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21 (e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

NHTSA has conducted a high visibility enforcement demonstration project aimed at reducing cell phone use among drivers. The message of the program is: "Phone in one hand. Ticket in the other." Pilot programs were tested in Hartford, Connecticut, and Syracuse, New York, in April 2010 through April 2011. Law enforcement officers conducted four waves of enforcement during the course of the year. Approximately 100 to 200 citations were issued per 10,000 population during each enforcement wave. Paid media (TV, radio, and online advertisements and billboards) and earned media (e.g., press events and news releases) supported the enforcement activity.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

High-visibility enforcement is detailed in CTW, Eighth Edition 2015 1.3: High Visibility Cell Phone and Text Messaging Enforcement

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
DD2019-1	High Visibility Distracted Driving Enforcement	Distracted Driving Laws and Enforcement

5.3.3.1 Planned Activity: High Visibility Distracted Driving Enforcement

Planned activity name	High Visibility Distracted Driving Enforcement
Planned activity number	DD2019-1
Primary countermeasure strategy	Distracted Driving Laws and Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funding will support overtime details for law enforcement agencies to conduct distracted driving enforcement on I-95, I-295 and other designated high crash locations. Our law enforcement partners will conduct high visibility enforcement in support of the National Campaign (April) and also during times and places that have been identified through the distracted observational survey and an analysis of the crash and fatal statistics that we have.

Enter intended subrecipients.

Various Law Enforcement Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Distracted Driving Laws and Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405e Comprehensive Distracted Driving	405e DD Law Enforcement (FAST Comprehensive)	\$750,000.00	\$187,500.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4 Program Area: Impaired Driving (Drug and Alcohol)

Program area type : Impaired Driving (Drug and Alcohol)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

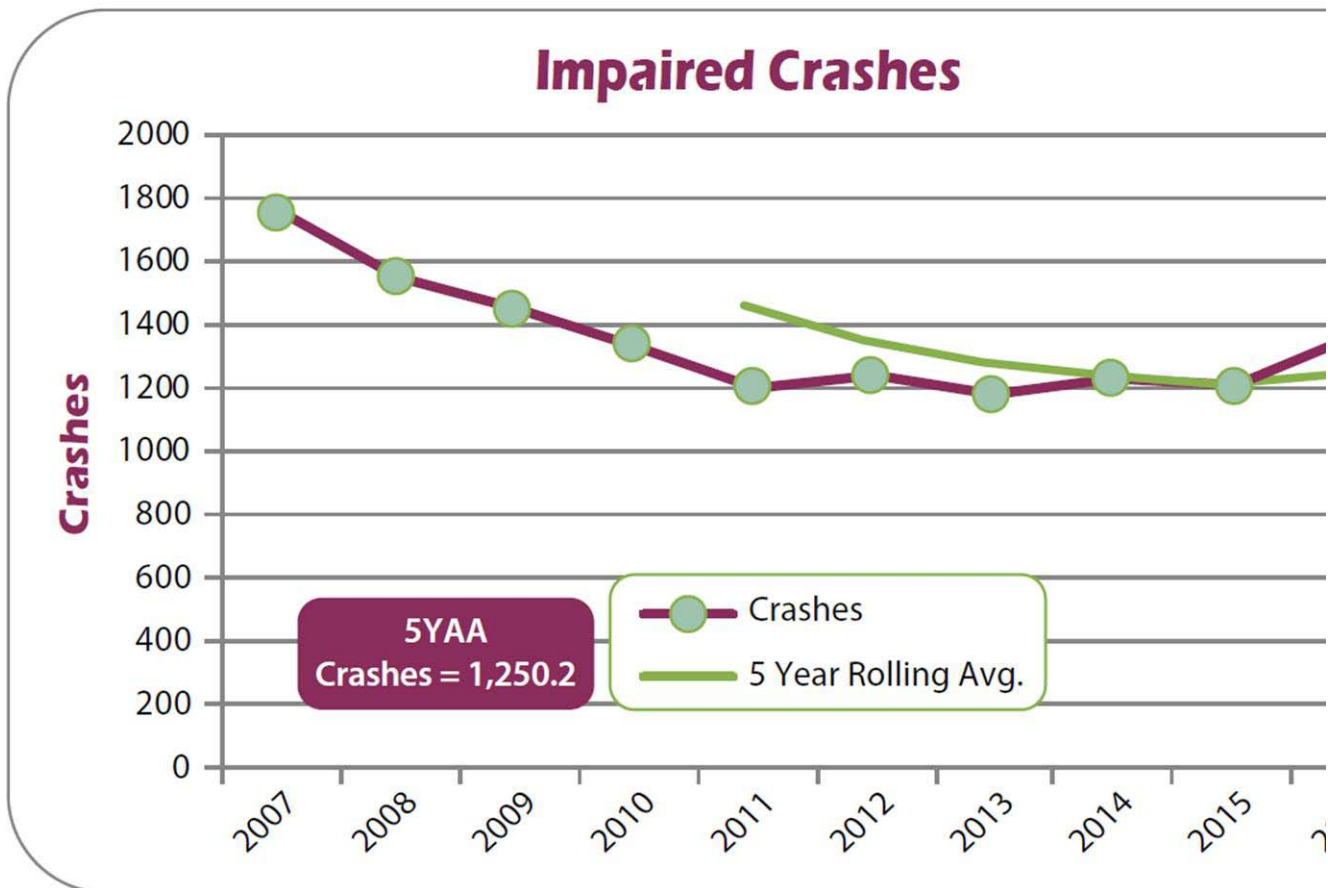
Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

- There were 212 DUI-related fatal crashes involving 215 impaired drivers between 2012 and 2016.
- There were 236 DUI-related fatalities during this period.
- 31% of all fatalities involved an impaired driver.
- 22% of all drivers involved in fatal crashes were impaired.

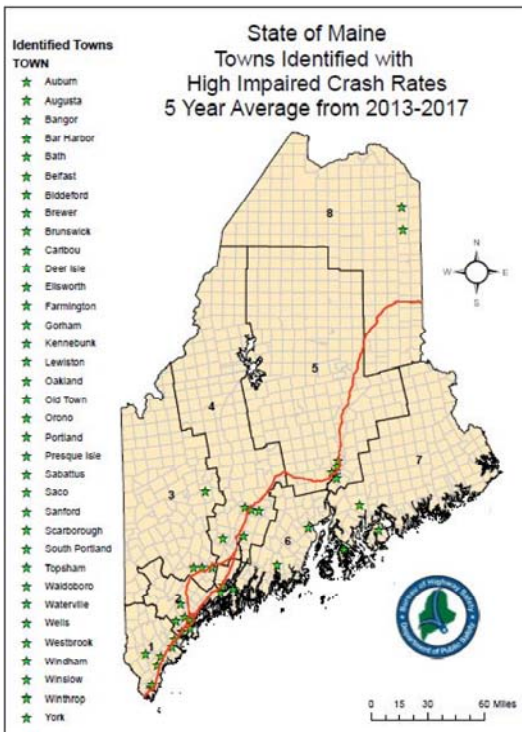
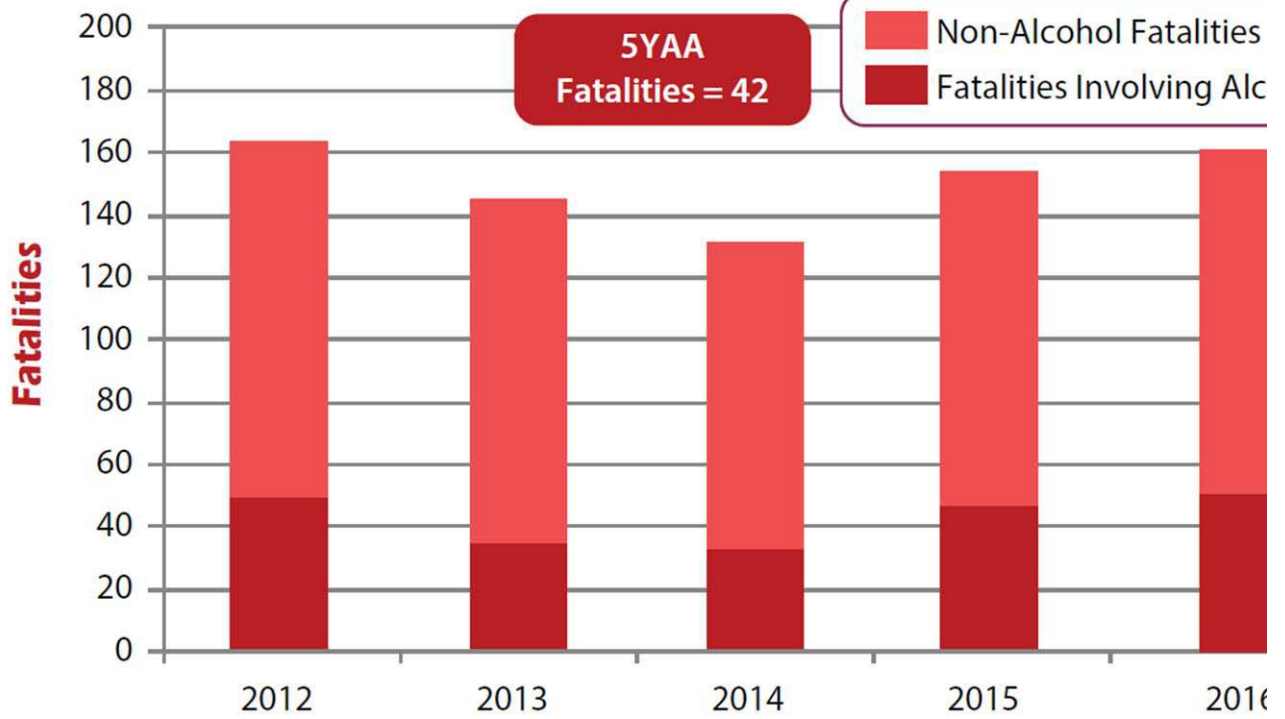
Approximately 31% of all fatalities involved an impaired driver. This proportion ranged from a low of 28% in 2013 to a high of 36% in 2016.

While 22% of all drivers involved in fatal crashes were operating under the influence, a higher proportion of male drivers involved in fatal crashes were operating under the influence (25%) compared to female drivers (13%).

The median age of drivers operating under the influence in fatal crashes was 31, meaning half of the impaired drivers were younger than 31 and half were older. One-quarter of all drivers operating under the influence were between the ages of 17 and 23, and one-quarter were between the ages of 24 and 30. These are dense distributions compared to the remaining two quartiles, which together span the ages of 31 and 85; as such, the bottom two age quartiles might make good targets for public safety messages.



Alcohol and Non-Alcohol Related Fatalities



Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-5) Alcohol-Impaired Driving Fatalities (FARS)	Annual	2019	46.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Safety Resource Prosecutor
2019	Sobriety Checkpoints
2019	Law Enforcement Training
2019	Law Enforcement Outreach Liaison
2019	Law Enforcement and Prosecutor Training
2019	Judicial Outreach Liason
2019	Judicial Education
2019	Impaired Driving Program Administration
2019	Impaired Driving High Visibility Enforcement
2019	Enforcement of Drug-Impaired Driving
2019	Deterrence: Enforcement

5.4.1 Countermeasure Strategy: Traffic Safety Resource Prosecutor

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Traffic Safety Resource Prosecutor

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d) (3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d) (4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21 (e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

NHSTA supports Traffic Safety Resource Prosecutors.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID19-005	Traffic Safety Resource Prosecutor	Traffic Safety Resource Prosecutor

5.4.1.1 Planned Activity: Traffic Safety Resource Prosecutor

Planned activity name	Traffic Safety Resource Prosecutor
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Planned activity number	ID19-005
Primary countermeasure strategy	Traffic Safety Resource Prosecutor

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

A Traffic Safety Resource Prosecutor (TSRP) facilitates a coordinated, multi-disciplinary approach to the prosecution of traffic crimes with a strong focus on impaired driving. Funds will continue to support the TSRP contract, which assists Maine law enforcement, prosecutors, motor vehicle hearings examiners, DHHS lab technicians, and other state agencies with training, investigation and prosecution of traffic safety and impaired driving-related crimes. The TSRP will also assist with the implementation and coordination of the Impaired Driving Special Prosecutors (IDSPs) within selected prosecutorial districts in Maine. The TSRP is encouraged by NHTSA and proven effective in the fight against impaired driving.

Enter intended subrecipients.

MeBHS with contracted vendor Dirigo Safety, LLC.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Safety Resource Prosecutor

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	MAP 21 405d Impaired Driving Low	405d Impaired Driving Low (MAP-21)	\$250,000.00		\$62,500.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4.2 Countermeasure Strategy: Sobriety Checkpoints

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Sobriety Checkpoints

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID19-004	Impaired Driving Roadside Testing Vehicle (RTV) Operational Costs	Sobriety Checkpoints

5.4.2.1 Planned Activity: Impaired Driving Roadside Testing Vehicle (RTV) Operational Costs

Planned activity name	Impaired Driving Roadside Testing Vehicle (RTV) Operational Costs
Planned activity number	ID19-004
Primary countermeasure strategy	Sobriety Checkpoints

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Maine State Police (MSP), local law enforcement and the MeBHS will be reimbursed for all necessary RTV operational and maintenance expenses including supplies and equipment, overtime for the troopers and E911 employees working the RTV activities (estimated at \$65 per hour for 150 hours), fuel, maintenance , and monthly fees associated with storage (estimated at \$3600) tolls, radio fees , and OIT/Wi-Fi. This project benefits all Maine law enforcement agencies.

Enter intended subrecipients.

MeBHS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Sobriety Checkpoints

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402		\$15,000.00	\$3,750.00	\$6,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.4.3 Countermeasure Strategy: Law Enforcement Training

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Law Enforcement Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d) (3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d) (4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID19-007	Specialized Law Enforcement Training (Impaired)	Law Enforcement Training

5.4.3.1 Planned Activity: Specialized Law Enforcement Training (Impaired)

Planned activity name	Specialized Law Enforcement Training (Impaired)
Planned activity number	ID19-007

Primary countermeasure strategy : Law Enforcement Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project funds the specialized training and supplies necessary for law enforcement officers to detect, apprehend, and prosecute motorists suspected of operating under the influence of alcohol and/or drugs. The Maine Impaired Driving Task Force has identified that a best practice methodology for OUI investigation dictates a three-pronged approach: (1) the NHTSA approved curriculum in Standardized Field Sobriety Testing (SFST) which is mandatory for all new police officers trained at the Maine Criminal Justice Academy's Basic Law Enforcement Training Program; (2) the Advanced Roadside Impairment Driving Enforcement (ARIDE) program offered to experienced patrol officers who desire better awareness of OUI drug cases; and (3) The Drug Recognition Expert (DRE) program for those police officers who excel in OUI Enforcement. In addition to providing the basic funding for instructors, materials and supplies, this project provides travel expenses for DRE candidates to complete their field certifications in more densely populated States to ensure they meet the proficiency requirements without undue delay. Baltimore has been selected for the past two years. This project also funds attendance at the annual DRE conference critical for keeping DRE's current and proficient in utilizing best practices. The MeBHS recognizes the need to increase DREs and is actively working toward that goal. These projects are administered jointly with the Maine DRE and impaired driving training coordinator at the Maine Criminal Justice Academy (MCJA).

We expect to train 100 new officers for ARIDE and 25 new Drug Recognition Experts.

Enter intended subrecipients.

Maine Criminal Justice Academy

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Law Enforcement Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402		\$25,000.00	\$6,250.00	\$10,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4.4 Countermeasure Strategy: Law Enforcement Outreach Liaison

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Law Enforcement Outreach Liaison

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d) (3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d) (4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21 (e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

CTW Eighth Edition 2015 2.0 deterrence

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID19-011	Maine State Police Statewide Impaired Driving Coordinator	Law Enforcement Outreach Liaison

5.4.4.1 Planned Activity: Maine State Police Statewide Impaired Driving Coordinator

Planned activity name	Maine State Police Statewide Impaired Driving Coordinator
Planned activity number	ID19-011
Primary countermeasure strategy	Law Enforcement Outreach Liaison

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project supports the continuation of one Maine State Police Trooper FTE position within the Maine State Police (MSP) Traffic Safety Unit. This position assists the MeBHS and the MSP with the creation, administration and improvement of various traffic safety programs aimed at reducing impaired driving by alcohol and drugs. This position works closely with various partners and committees such as the MeBHS, MCJA, BMV, Impaired Driving Task Force, LEL and TSRP, to deliver the best possible impaired driving reduction products and information that save lives. This will include, but, not be limited to, the DRE program, blood technician program, OUI/SFST instruction, ARIDE, impaired driving enforcement, educational speaking engagements, PSAs, awareness and prevention programs and monitoring of legislative issues. This position will also be responsible for other duties as assigned by the MSP Commanding Officer(s).

Enter intended subrecipients.

Maine State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Law Enforcement Outreach Liaison

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act 405d Impaired Driving Low	405d Low ID Coordinator	\$135,000.00	\$33,750.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.5 Countermeasure Strategy: Law Enforcement and Prosecutor Training

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Law Enforcement and Prosecutor Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

CTW Eighth Edition 2014 - Training

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID19-010	Maine Annual Impaired Driving Summit (with AAA NNE)	Law Enforcement and Prosecutor Training
ID19-015	Maine TSRP Specialized Prosecutor and Law Enforcement Impaired Driving Investigation and Prosecution Training	Law Enforcement and Prosecutor Training

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

Planned activity name	Maine Annual Impaired Driving Summit (with AAA NNE)
Planned activity number	ID19-010
Primary countermeasure strategy	Law Enforcement and Prosecutor Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

MeBHS, with our partners, intend to increase awareness of the growing issue of drug impaired driving by hosting an annual summit similar to previous successful summits. The date and location will be determined upon contract negotiation with AAANNE. The project opportunity will be released upon approval of this Plan. Impaired Driving Summits are attended by over 200 people. Several out of state national speakers present at the conference. CEU's were granted to eligible participants in the legal field. A survey was conducted to measure the attendance and effectiveness of the Summit. Responses indicated a need for a yearly summit. The goal is to increase the attendance of the Impaired Driving Summits and to encourage greater judicial and legislative attendance. The summits generate a significant amount of earned media and the after-event surveys provide useful recommendations for ongoing annual summits in Maine.

Enter intended subrecipients.

AAA NNE

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Law Enforcement and Prosecutor Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402		\$25,000.00	\$6,250.00	\$10,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.5.2 Planned Activity: Maine TSRP Specialized Prosecutor and Law Enforcement Impaired Driving Investigation and Prosecution Training

Planned activity name	Maine TSRP Specialized Prosecutor and Law Enforcement Impaired Driving Investigation and Prosecution Training
Planned activity number	ID19-015
Primary countermeasure strategy	Law Enforcement and Prosecutor Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Maine's Traffic Safety Resource Prosecutor, has created a two-day class relevant to OUI enforcement and investigation for Maine prosecutors and law enforcement. This class "Impaired Driving Investigation in Maine" is aimed at presenting the concepts and principles employed by law enforcement officers in OUI investigation; including alcohol and drug impairment, chemical testing, fatal motor vehicle investigation and relevant Maine case law. The class is accredited by the Maine Board of Bar Overseers for continuing legal education credits and was held in numerous prosecutorial districts in past years. It has been well received and requested again by prosecutors.

This year MeBHS will attempt to offer this class in several locations within Maine – especially the northern and less populated areas. Furthermore, we will reach out and offer invitations for other New England State prosecutors in classes where we have not filled the seats with Maine prosecutors.

In addition to this locally taught class for Maine prosecutors, the MeBHS has sponsored classes annually from the National Traffic Law Center to be held here in Maine. Past classes were "Lethal Weapon," and "Courtroom Success." This year, MeBHS would like to sponsor another two NTLC classes "Cross Examination of Experts (4 hours)" and "Drug Evaluation Classification Program and Preparation for Attacks (4 hours)" using NTLC Staff and other out-of-state TSRPs as deemed appropriate by Maine's TSRP.

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

Enter intended subrecipients.

MeBHS with Contracted Vendor

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Law Enforcement and Prosecutor Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act 405d Impaired Driving Low		\$50,000.00	\$12,500.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.6 Countermeasure Strategy: Judicial Outreach Liason

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Judicial Outreach Liason

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID19-013	Judicial Outreach Liaison Position	Judicial Outreach Liason

5.4.6.1 Planned Activity: Judicial Outreach Liaison Position

Planned activity name	Judicial Outreach Liaison Position
Planned activity number	ID19-013
Primary countermeasure strategy	Judicial Outreach Liason

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This funding will support a full-time position for a Judicial Outreach Liaison (JOL) that was approved by the State Department of Purchases in FFY2017. The JOL is responsible for developing a network of contacts with judges and judicial educators to promote judicial education related to sentencing and supervision of OUI offenders, court trial issues, and alcohol/drug testing and monitoring technology. In addition, the JOL makes presentations at meetings, conferences, workshops, media events and other gatherings that focus on impaired driving and other traffic safety programs. The JOL identifies barriers that hamper effective training, education or outreach to the courts and recommends alternative means to address these issues and concerns. With the help of the Traffic Safety Resource Prosecutor, the JOL achieves uniformity with regard to impaired driving prosecution throughout Maine. The planned funding will include a salary will need to be competitive with the current Maine Judiciary Retirement Plan. Maine Judges can serve as "active retired" with a significant pension provided they work only a few hours a month. The Maine State JOL will have a busy work load, so more pay is required and because most eligible judges will require significant traffic safety training, the cost will also include in-state travel , out-of-state travel for at least four impaired driving-related conferences (LifeSavers, DRE, GHSA, and a judicial specific conference), as well as travel and tuition for classes on traffic safety and impaired driving at the National Judicial College.

Enter intended subrecipients.

MeBHS with Contracted Vendors

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Judicial Outreach Liason

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	MAP 21 405d Impaired Driving Low	405d Impaired Driving Low (MAP-21)	\$300,000.00		\$75,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.7 Countermeasure Strategy: Judicial Education

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Judicial Education

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

CTW Eighth Edition 2015 supports judicial training as part of the enforcement of drug and alcohol impaired driving.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID19-014	Maine Judicial Education	Judicial Education

5.4.7.1 Planned Activity: Maine Judicial Education

Planned activity name	Maine Judicial Education
Planned activity number	ID19-014
Primary countermeasure strategy	Judicial Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Trial judges responsible for deciding disputes arising from prevention, detection, apprehension and correction of impaired driving may have no familiarity with the science, best technical practices and related constitutional and evidentiary issues raised in court before trial. Training will include:

- DRE procedures and toxicology related to drugged driving;
- The pros and cons on admissibility of testimony from specially trained police officers absent medically or toxicologically trained experts;
- Electronic monitoring and judicial supervision, early-intervention, DWI Courts and alternative DUID/DUIA sentencing, and pre-trial release options;
- Constitutional challenges, search & seizure and any other topical judicial/factual/ legal issues arising in court out of traffic safety enforcement, such as, but not limited to, distracted driving and passenger protection.

Enter intended subrecipients.

Administrative Office of the Court

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Judicial Education

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$25,000.00		\$6,250.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.4.8 Countermeasure Strategy: Impaired Driving Program Administration

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Impaired Driving Program Administration

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d) (3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d) (4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID19-001	Impaired Driving Program Management and Operations	Impaired Driving Program Administration

5.4.8.1 Planned Activity: Impaired Driving Program Management and Operations

Planned activity name	Impaired Driving Program Management and Operations
Planned activity number	ID19-001
Primary countermeasure strategy	Impaired Driving Program Administration

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

MeBHS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Program Administration

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402		\$150,000.00	\$37,500.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.9 Countermeasure Strategy: Impaired Driving High Visibility Enforcement

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Impaired Driving High Visibility Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID19-006	Evidence Based Impaired Driving High Visibility Enforcement NHTSA Drive Sober or Get Pulled Over and Drive Sober, Maine!	Impaired Driving High Visibility Enforcement

5.4.9.1 Planned Activity: Evidence Based Impaired Driving High Visibility Enforcement NHTSA Drive Sober or Get Pulled Over and Drive Sober, Maine!

Planned activity name	Evidence Based Impaired Driving High Visibility Enforcement NHTSA Drive Sober or Get Pulled Over and Drive Sober, Maine!
Planned activity number	ID19-006
Primary countermeasure strategy	Impaired Driving High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will support dedicated overtime costs for approximately 60 law enforcement agencies (LEA's) selected by data analysis, to participate in impaired driving enforcement details and checkpoints including those that support NHTSA's national campaigns in August and December (Holiday Season). The "Drive Sober, Maine!" campaign is designed to further address the impaired driving problem in Maine outside of the two two-week national campaigns during the months of April to September, based on an analysis of crash and fatality data involving alcohol and discussed in the preceding pages. Agencies will be awarded grant funds using project selection and data analysis methods previously discussed in this plan. Additionally, this project will fund overtime call outs for drug recognition experts and Law Enforcement Phlebotomy Technicians.

Enter intended subrecipients.

Various Law Enforcement Agencies identified through data

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving High Visibility Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

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Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$800,000.00	\$200,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.4.10 Countermeasure Strategy: Enforcement of Drug-Impaired Driving

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Enforcement of Drug-Impaired Driving

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d) (3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d) (4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21 (e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Drug-impaired driving is increasingly becoming as much of an impaired driving problem as alcohol. Activities addressing drug-impaired driving are necessary for a successful impaired driving program.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Drug-impaired driving is increasingly becoming as much of an impaired driving problem as alcohol. Activities addressing drug-impaired driving are necessary for a successful impaired driving program. Maine does not routinely test blood for drugs in impaired driving cases due to costs associated with sending blood to out of state labs. Training officers to draw blood, providing staff for the in-state lab, and providing highly-trained special prosecutors sets Maine up to effectively address the impaired driving problems through this combined effort.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Drug-impaired driving is increasingly becoming as much of an impaired driving problem as alcohol. Activities addressing drug-impaired driving are necessary for a successful impaired driving program.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID19-0000	Law Enforcement Phlebotomy Technician Training	Enforcement of Drug-Impaired Driving
ID19-016	Blood Drug Testing Fees	Enforcement of Drug-Impaired Driving
ID19-017	DHHS Health and Environment Testing Lab (HETL) Staff Position	Enforcement of Drug-Impaired Driving
ID19-018	Impaired Driving Special Prosecutors (IDSP) Positions	Enforcement of Drug-Impaired Driving

5.4.10.1 Planned Activity: Law Enforcement Phlebotomy Technician Training

Planned activity name	Law Enforcement Phlebotomy Technician Training
Planned activity number	ID19-0000
Primary countermeasure strategy	Enforcement of Drug-Impaired Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Maine has always had challenges facing officers in getting blood draws dues to our rural nature; travel time alone creates a huge obstacle in many cases. However, over the past decade, there are different forces combining to further increase the difficulty for investigating officers to obtain evidentiary blood tests for impaired driving investigations:

1. the State has not kept the civilian blood tech stipend in a range where it is worth the time and effort for those folks to respond to law enforcement call outs. At the current rate (35 per call-out) most blood techs (I used the term blood techs interchangeably with phlebotomists) do not find the 3-4 hours spent doing a draw to be worth it. Also, there is no State oversight of this process. Therefore, the program is quite unreliable and disorganized. No one knows how many civilian blood techs Maine uses, nor are their credentials evaluated.
2. The medical community (both pre-hospital and hospital) have grown increasingly reluctant to assist law enforcement in obtaining non-medical related blood draws.
3. The increase in drugged driving (and subsequent decrease in alcohol impaired driving) create a situation where an Intoxilyzer in not always useful for evidence gathering purposes. Therefore, even more blood draws are needed especially as our State moves forward towards going exclusively to blood draws and phasing out urine tests in drug impaired driving cases.

This project contracts with a vendor to train law enforcement officers as phlebotomy technicians to perform blood draws in the field.

Enter intended subrecipients.

MeBHS with a contracted vendor (undetermined)

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Enforcement of Drug-Impaired Driving

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	MAP 21 405d Impaired Driving Low	405d Impaired Driving Low (MAP-21)	\$81,922.62		\$20,481.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

5.4.10.2 Planned Activity: Blood Drug Testing Fees

Planned activity name	Blood Drug Testing Fees
Planned activity number	ID19-016
Primary countermeasure strategy	Enforcement of Drug-Impaired Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

In-State blood drug testing is critical for prosecutors to obtain OUI convictions. Outsourcing creates logistical problems as the prosecution has to adhere to Confrontation Clause requirements and obtain out-of-state laboratory personnel and experts to testify. As a result, few drug tests are completed on blood for Maine prosecution. The Maine Health and Environmental Testing Lab has state-of-the-art testing equipment and will soon be ready to move forward with creating and implementing blood drug testing regimes that will withstand legal scrutiny. Maine is taking an aggressive stance against drugged drivers by increasing the Drug Recognition Expert and Phlebotomy Technician programs. This project provides funds for testing blood samples at the Maine Test Lab and out of state lab(s) and expert witness testimony fees, which enhances the prosecutor's ability to withstand challenges by the defense. Estimated 4,000 blood drug tests at \$400 per test.

Enter intended subrecipients.

Maine DHHS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Enforcement of Drug-Impaired Driving

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$444,095.88	\$111,024.00	
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$1,105,000.00	\$276,250.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.10.3 Planned Activity: DHHS Health and Environment Testing Lab (HETL) Staff Position

Planned activity name	DHHS Health and Environment Testing Lab (HETL) Staff Position
Planned activity number	ID19-017
Primary countermeasure strategy	Enforcement of Drug-Impaired Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project provides funding for the costs of additional lab staffing (chemist and toxicologist) who can analyze blood samples for drugs at the Maine Health and Environmental Testing Lab and provide expert toxicological or pharmacological testimony for Maine prosecutors as needed.

Enter intended subrecipients.

Maine DHHS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Enforcement of Drug-Impaired Driving

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$270,000.00	\$67,500.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.10.4 Planned Activity: Impaired Driving Special Prosecutors (IDSP) Positions

Planned activity name	Impaired Driving Special Prosecutors (IDSP) Positions
Planned activity number	ID19-018
Primary countermeasure strategy	Enforcement of Drug-Impaired Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

An IDSP is a member in good standing of the Maine bar with knowledge, education and experience in the prosecution of OUI crimes. The IDSP works directly with selected Maine prosecutorial districts to assist with the prosecution of OUI crimes. The IDSPs in the counties of Cumberland, Androscoggin and Penobscot participated in the State DRE School, the Impaired Driving Summit, and the basic law enforcement academy Standardized Field Sobriety Testing School. Some prosecutors went on ride-alongs with local law enforcement to observe impaired driving arrests in person and others have started a state brief bank containing impaired driving related briefs on repeated evidence and trial issues. All the IDSPs have worked closely and communicate regularly with Maine's TSRP in grappling with some of the issues Maine faces in OUI enforcement and prosecution. This multi-jurisdictional effort has increased the ability of all prosecutors in Maine to more efficiently handle their OUI caseload and understand the complex and technical issues association with drug impaired driving prosecution. This is especially important in the coming 2018 budget year as Maine becomes the seventh state to implement voter legalized recreational marijuana.

Funds support salary requirements, one computer and the appropriate software license for each participating district, and reimbursement for the IDSPs to attend two out-of-state conferences that will enhance their special knowledge and training. One IDSP from each county will be selected to attend the national TSRP training and the national DRE Conference.

Enter intended subrecipients.

Maine Office of the Attorney General

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Enforcement of Drug-Impaired Driving

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$500,000.00		\$125,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.11 Countermeasure Strategy: Deterrence: Enforcement

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Deterrence: Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d) (3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Impaired driving countermeasures require a multi-pronged approach. Sobriety checkpoints are proven effective by the CTW Eighth Edition 2015.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Impaired driving countermeasures require a multi-pronged approach. Sobriety checkpoints are proven effective by the CTW Eighth Edition 2015.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure

ID19-002	Regional Impaired Driving Task Force Teams (RIDE)	Deterrence: Enforcement
ID19-003	Maine State Police SPIDR Team	Deterrence: Enforcement

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

Planned activity name	Regional Impaired Driving Task Force Teams (RIDE)
Planned activity number	ID19-002
Primary countermeasure strategy	Deterrence: Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Law enforcement in 5 counties identified from Impaired Driving crash rates: Cumberland, York, Penobscot, Kennebec, and Androscoggin.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019	Deterrence: Enforcement
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Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	MAP 21 405d Impaired Driving Low	405d Impaired Driving Low (MAP-21)	\$60,000.00	\$15,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.11.2 Planned Activity: Maine State Police SPIDR Team

Planned activity name	Maine State Police SPIDR Team
Planned activity number	ID19-003
Primary countermeasure strategy	Deterrence: Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The State Police Impaired Driving Reduction Enforcement Team (SPIDRE) is comprised of members of the Maine State Police that are proficient in NHSTA Standardized Field Sobriety Training, ARIDE, and several are certified as Drug Recognition Experts. SPIDRE consists of a team leader and team members available statewide. The SPIDRE Team will increase OUI saturation patrols and checkpoints, with a focus on scheduled events where there is a significant potential for impaired drivers. The team leader will be a liaison within the MeBHS to work

with other agencies. The Maine Bureau of Highway Safety Roadside Testing Vehicle (RTV) and agency message trailers will be utilized when assisting other departments at various events and OUI checkpoints throughout the state.

Enter intended subrecipients.

Maine State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Deterrence: Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	MAP 21 405d Impaired Driving Low	405d Impaired Driving Low (MAP-21)	\$100,000.00	\$25,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.5 Program Area: Motorcycle Safety

Program area type : Motorcycle Safety

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

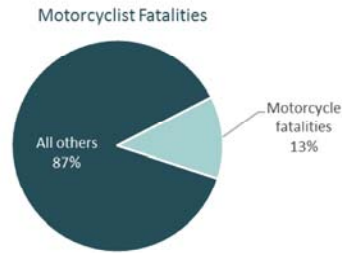
Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Facts

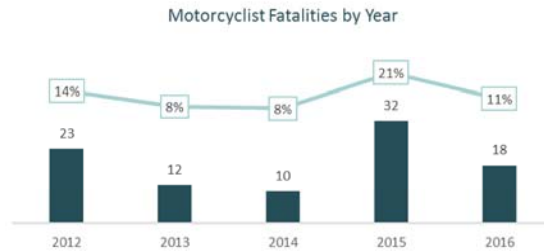
- There were 92 fatal motorcycle crashes between 2012 and 2016 involving 108 motorcyclists (98 drivers and 10 passengers).
- Ninety-five (95) motorcyclists died in these crashes (90 drivers and 5 passengers)

Motorcycle Fatalities in Perspective

Motorcycle fatalities made up 13% of all the fatalities between 2012 and 2016.



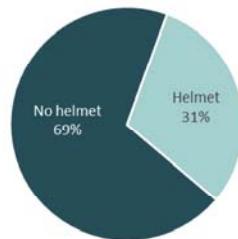
The number and proportion of motorcycle fatalities fluctuated over the years of analysis, from a low of 10 in 2014, when motorcycle fatalities made up 8% of all fatalities, to a high of 32 in 2015, when motorcycle fatalities made up 21% of all fatalities.



Helmet Use

Approximately 69% of motorcycle fatalities involved the failure to use a helmet. This proportion fluctuated over the years; in 2014, 40% were wearing helmets, while in 2015, 75% were.

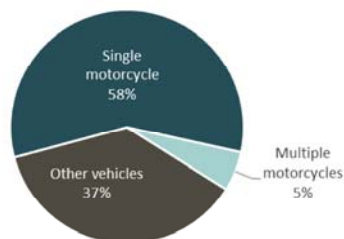
Motorcycle Fatalities by Helmet Use



Other Vehicle Involvement

In approximately 58% of all fatal motorcycle incidents, only a single motorcycle was involved. In an additional 5% of all fatal motorcycle incidents, another motorcycle was involved. In 37%, at least one other non-motorcycle vehicle was involved. Thus, almost two-thirds (63%) of all fatal motorcycle crashes involved only one or two motorcycles but no other vehicle.

Fatal Motorcycle Crashes by Vehicle Involvement



Motorcycle Fatalities and Other Factors

A number of factors may contribute to motorcycle fatalities. The following table summarizes the percentage of fatalities associated with each factor. Notable contributing factors were *no helmet*, *motorcyclist speed*, and *motorcyclist OUI*. These factors were associated with 69%, 34%, and 34% of all motorcycle fatalities, respectively.

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

No helmet	Motorcyclist speed	Motorcycle OUI	Motorcycle Senior driver	Other Vehicle Senior driver	Motorcyclist license suspended	Other driver OUI	Other Vehicle young driver	Weather	Motorcyclist young driver	Other Vehicle license suspended
69%	34%	34%	12%	8%	7%	4%	2%	2%	1%	1%

NOTE: Only 12% of motorcycle fatalities were not associated with any of the factors above.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-7) Number of motorcyclist fatalities (FARS)	Annual	2019	18.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Annual	2019	12.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	MC Safety Communications Campaign

5.5.1 Countermeasure Strategy: MC Safety Communications Campaign

Program area	Motorcycle Safety
Countermeasure strategy	MC Safety Communications Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d) (3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d) (4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21 (e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint

enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

MeBHS will purchase advertisements in multiple media markets to promote the "Share the Road" concept. The goal of the campaign is to educate drivers to share the road with motorcyclists. We will utilize the county registration information to purchase media where it will make the most impact.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

MeBHS will purchase advertisements in multiple media markets to promote the "Share the Road" concept. The goal of the campaign is to increase awareness of motorcyclists and to educate motor vehicle operators to Share the Road with motorcyclists. Motorcyclists fatalities accounted for 13% of the total fatalities in recent years.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
MC19-001	Motorcycle Safety Paid Media Campaign	MC Safety Communications Campaign
MC19-002	United Bikers of Maine	MC Safety Communications Campaign

5.5.1.1 Planned Activity: Motorcycle Safety Paid Media Campaign

Planned activity name	Motorcycle Safety Paid Media Campaign
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Planned activity number	MC19-001
Primary countermeasure strategy	MC Safety Communications Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

MeBHS with contracted vendor N L Partners

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	MC Safety Communications Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$33,940.50	\$8,486.00	
2019	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$33,940.00	\$8,485.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.1.2 Planned Activity: United Bikers of Maine

Planned activity name	United Bikers of Maine
Planned activity number	MC19-002
Primary countermeasure strategy	MC Safety Communications Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will educate motorist and motorcycle riders on the principles of "Share the Road". To maximize the general awareness of motorcycles on the road, the campaign will focus on the importance of paying attention and yielding to the right of way. Activities to accomplish this may include providing educational materials to the motorcycle riding community and motorcycle retail stores, hosting a Motorcycle Safety Summit, as well as developing and displaying a unique motorcycle safety banner at statewide events. The project will consist of education, program branding, media buys, and social media. The funding for this project will support the printing of education material, mailing, program branding, and digital media efforts. The campaign will take place from April to November.

Enter intended subrecipients.

United Bikers of Maine

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	MC Safety Communications Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	MAP 21 405f Motorcycle Programs	405f Motorcyclist Awareness (MAP-21)	\$33,874.25		\$8,469.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

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

Program area type : Occupant Protection (Adult and Child Passenger Safety)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Yes

Problem identification

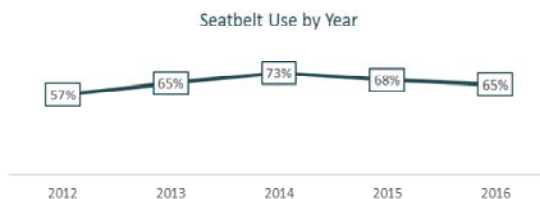
Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Facts

- Sixty-five percent (65%) of those involved in fatal crashes between 2012 and 2016 were wearing seatbelts while 35% were not.
- The proportion of occupants involved in fatal crashes who were wearing seatbelts varied between a low of 57% in 2012 and a high of 73% in 2014.
- Sixty percent (60%) of males involved in fatal crashes between 2012 and 2016 were wearing seatbelts while 73% of females were.

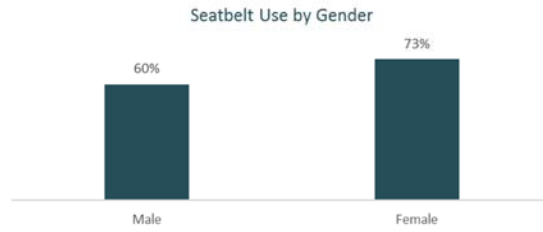
Seatbelt Use Over Time

While 65% of occupants involved in fatal crashes between 2012 and 2016 who were required to wear seatbelts were wearing them, that rate varied from one year to another. The lowest rate occurred in 2012, at 57%, while the highest occurred in 2014, at 73%



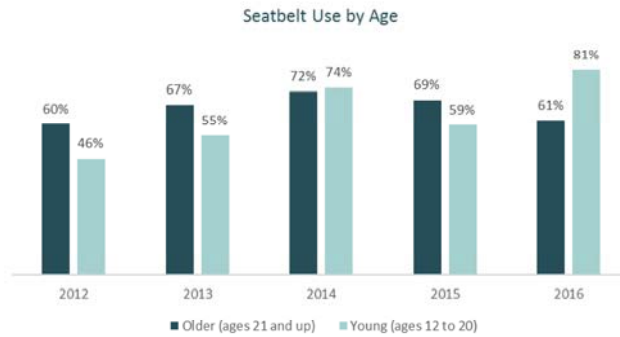
Seatbelt Use and Gender

Seatbelt use rate also varied depending upon occupant gender. Approximately 73% of females involved in fatal crashes were wearing seatbelts compared to 60% of males.



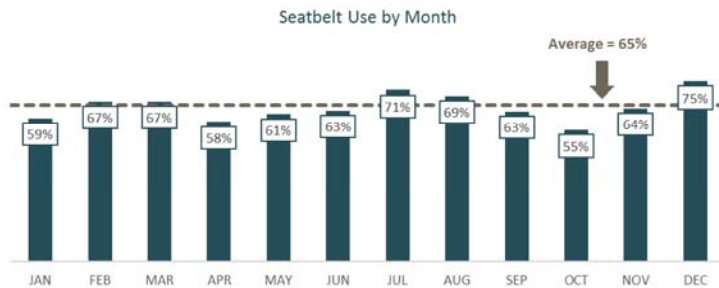
Seatbelt Use and Young Occupants

While young vehicle occupants (those 12 to 20 years of age) have historically used seatbelts at similar or lower rates than their older counterparts, this was not true in 2016. In 2016, 81% of young occupants were belted while 61% of older occupants were.



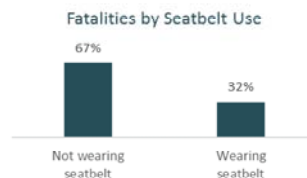
Seatbelt Use by Month

Seatbelt use varied slightly depending on time of year. A higher proportion of people involved in fatal crashes were wearing seatbelts during crashes that occurred during July and December. During the month of December, 75% of occupants involved in fatal crashes were buckled up; during July, 71% were. Seatbelt use was lowest in October, at 55%.

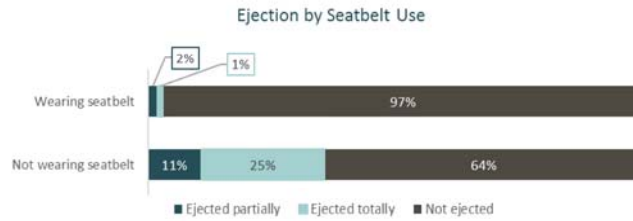


Seatbelt Use and Fatalities

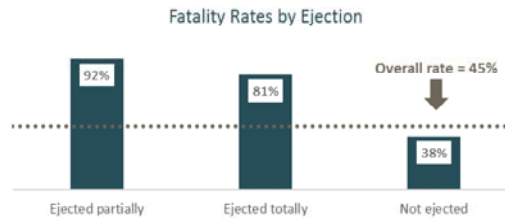
Approximately 44% of all people involved in fatal crashes between 2012 and 2016 who were required to wear seatbelts died, but unbelted occupants died at more than double the rate (67%) of belted occupants (32%). Seatbelt use may partially determine who does and does not die in a fatal crash.



Seatbelt use saves lives in part by preventing occupants from being ejected during fatal crashes. Approximately 36% of all those who were not belted were partially or fully ejected from their vehicles during fatal crashes, while only 3% of those who were belted were ejected.



Ejection, in turn, results in a much higher probability of death. While 38% of those who were not ejected nevertheless died, the rates were much higher for those who were partially or totally ejected, at 92% and 81%, respectively.



Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Annual	2019	56.0
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2019	88.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Seat Belt Law Enforcement
2019	School Programs
2019	Occupant Protection Sustained Enforcement
2019	Occupant Protection Other
2019	Occupant Protection Administration
2019	Child Restraint System Inspection Station(s)

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

Program area	Occupant Protection (Adult and Child Passenger Safety)
Countermeasure strategy	Short-term, High Visibility Seat Belt Law Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Required as part of regulation to participate in the mobilization.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

CTW 2.1

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
2019-19OP	Statewide High-Visibility Enforcement	Short-term, High Visibility Seat Belt Law Enforcement

5.6.1.1 Planned Activity: Statewide High-Visibility Enforcement

Planned activity name	Statewide High-Visibility Enforcement
Planned activity number	2019-19OP
Primary countermeasure strategy	Short-term, High Visibility Seat Belt Law Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds will support dedicated overtime enforcement and education costs associated with participation in the NHTSA National Click It or Ticket Campaign. This project supports efforts to increase the seat belt usage rate and decrease unbelted passenger fatalities. Selected agencies will be awarded grants following Maine's standard process for contracting.

Enter intended subrecipients.

Various Law Enforcement based on data analysis based on crash, injury, and fatality. It is a mixture of municipal and county law enforcement agencies.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Seat Belt Law Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP Low	405b Low HVE (FAST)	\$500,000.00	\$125,000.00	
2019	FAST Act 405b OP Low	405b Low HVE (FAST)	\$283,838.96	\$70,960.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.2 Countermeasure Strategy: School Programs

Program area	Occupant Protection (Adult and Child Passenger Safety)
Countermeasure strategy	School Programs

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d) (3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d) (4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21 (e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

CTW Eighth Edition 2015 Communications and Outreach and School Programs

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP19-002	Traffic Safety Education	School Programs

5.6.2.1 Planned Activity: Traffic Safety Education

Planned activity name	Traffic Safety Education
Planned activity number	OP19-002
Primary countermeasure strategy	School Programs

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Atlantic Partners EMS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 School Programs

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$160,000.00	\$40,000.00	\$160,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.6.3 Countermeasure Strategy: Occupant Protection Sustained Enforcement

Program area	Occupant Protection (Adult and Child Passenger Safety)
Countermeasure strategy	Occupant Protection Sustained Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

CTW Eighth Edition 2015 Strategies to Improve the Safety of Passenger Vehicle Occupants

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP19-003	Maine State Police TOPAZ	Occupant Protection Sustained Enforcement

5.6.3.1 Planned Activity: Maine State Police TOPAZ

Planned activity name	Maine State Police TOPAZ
Planned activity number	OP19-003
Primary countermeasure strategy	Occupant Protection Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

In an effort to increase seat belt compliance and decrease unrestrained fatalities, the Maine State Police Targeted Occupant Protection Awareness Zone (TOPAZ) project is planned to sustain enforcement. The TOPAZ team will be made up of troopers focused on seat belt enforcement in previously identified zones with the highest unbelted fatalities. The annual observational study conducted in the state of Maine has helped the MeBHS determine not only where the unbelted driving is primarily occurring; it has also identified the times at which unbelted driving tends to occur. The MSP TOPAZ team will work the specific days, times and zones and will focus on male pickup drivers and younger drivers.

Enter intended subrecipients.

Maine State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Occupant Protection Sustained Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	MAP 21 405b Occupant Protection Low Belt Use	405b Low HVE (MAP-21)	\$80,000.00	\$20,000.00	
2018	FAST Act 405b OP Low	405b Low HVE (FAST)	\$20,000.00	\$5,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.4 Countermeasure Strategy: Occupant Protection Other

Program area	Occupant Protection (Adult and Child Passenger Safety)
Countermeasure strategy	Occupant Protection Other

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d) (3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d) (4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21 (e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in

geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Observational seatbelt usage surveys are a required NHTSA program.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

NHTSA required.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP19-004	Annual Observational Survey	Occupant Protection Other

5.6.4.1 Planned Activity: Annual Observational Survey

Planned activity name	Annual Observational Survey
Planned activity number	OP19-004
Primary countermeasure strategy	Occupant Protection Other

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Uniform Guidelines for Highway Safety Program 20 stipulates that states must conduct and publicize at least on statewide observational survey of seat belt use annually, ensuring that it meets current, applicable Federal guidelines. This project funds a contract with a vendor for the MeBHS annual observational and attitudinal surveys. The survey will be conducted in the two weeks immediately following the May *Click It or Ticket* enforcement campaign.

Enter intended subrecipients.

MeBHS with contracted vendor

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Occupant Protection Other

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	MAP 21 405b Occupant Protection Low Belt Use	405b OP Low (MAP-21)	\$140,000.00		\$35,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.5 Countermeasure Strategy: Occupant Protection Administration

Program area	Occupant Protection (Adult and Child Passenger Safety)
Countermeasure strategy	Occupant Protection Administration

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d) (3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d) (4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21 (e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Salaries, training, travel, and equipment maintenance costs to fund program area.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

To administer Occupant Protection Program.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP19-001	Occupant Protection Program Management and Operations	Occupant Protection Administration

5.6.5.1 Planned Activity: Occupant Protection Program Management and Operations

Planned activity name	Occupant Protection Program Management and Operations
Planned activity number	OP19-001
Primary countermeasure strategy	Occupant Protection Administration

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

MeBHS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Occupant Protection Administration

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402		\$150,000.00	\$37,500.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.6 Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program area	Occupant Protection (Adult and Child Passenger Safety)
Countermeasure strategy	Child Restraint System Inspection Station(s)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d) (3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d) (4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21 (e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts

sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Over the past 5 years, 7 children aged 12 and under have died in crashes in Maine. In an effort to reach 0, we distribute child safety seats and encourage education of proper child restraints.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

CTW Eighth Edition 2015 7.2 Inspection Stations

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP19-00	Child Passenger Safety Database	Child Restraint System Inspection Station(s)
OP19-00	Child Passenger Safety 2019 Conference	Child Restraint System Inspection Station(s)
OP19-00	CPS Technician and Instructor Training Events	Child Restraint System Inspection Station(s)
OPB19-001	Car Seat Purchase	Child Restraint System Inspection Station(s)

5.6.6.1 Planned Activity: Child Passenger Safety Database

Planned activity name	Child Passenger Safety Database
Planned activity number	OP19-00
Primary countermeasure strategy	Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Bureau currently has a car seat distribution database to track program participant usage. The database is used to prevent program abuse and offers a greater understanding of high use areas and car seat types distributed. Technicians log particular information into the distribution database; parent names, physical address, county, child name, DOB, weight and height as well as car seat model and serial number issued. Distribution sites do not have an option to record the education provided and information gathered during appointments. The car seat inspection database project will allow for a controlled means of electronic reporting with 100% data capture. Current car seat inspection reporting is paper based. Using the current paper based reporting method results in lost data capture and no means of data analysis for comparative purposes. If we are able to identify areas of concern during inspection appointments we will be able to target priority areas for education. The database will be used to store appointment specific data regarding use, misuse, and educational information discussed at the time of inspection. Completion of the inspection database will lead into the final phase of electronic reporting with electronic reporting of education provided to both distribution sites and inspection stations, with paper reporting discontinuance.

Funds will continue to support necessary updates and expansion of the existing car seat distribution database; there will be upwards of three anticipated updates/changes/expansions of the existing database and at least 5 new data entry fields to the Child Safety Seat Check Database. This project also continues the planning, development and maintenance of both databases. The current database is used to store education/appointment specific data that can be used to highlight general use and misuse of child safety seats. The new database will also be used to store education/appointment specific data and recommendations for proper install, child and car seat fit, and misuse and gross misuse issues. This project has received OIT approval and awaits a signed contract.

Enter intended subrecipients.

MeBHS with University of Southern Maine (contracted vendor)

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	MAP 21 405b Occupant Protection Low Belt Use	405b Low CSS Purchase/Distribution (MAP-21)	\$41,353.04	\$10,339.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.6.2 Planned Activity: Child Passenger Safety 2019 Conference

Planned activity name	Child Passenger Safety 2019 Conference
Planned activity number	OP19-00
Primary countermeasure strategy	Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This biennial conference provides training, education and networking for CPS technicians and instructors. There will be CEUs, a CSS check event, and mock car seat sign-offs offered to provide all the necessary recertification requirements. The conference will be during National CPS Week in September 2019, and the location will be selected based on accessibility and size of accommodations, and pursuant to the State of Maine policies for event site selection. It is anticipated that over 130 attendees will register and attend. Prior conferences have been very successful and were modeled after successful conferences in other NHTSA Regions. This conference provides training, education and networking for CPS technicians and instructors..

Enter intended subrecipients.

MeBHS with Contracted Vendor

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402		\$25,000.00	\$6,250.00	\$25,000.00
2018	FAST Act 405b OP Low	405b Low Training (FAST)	\$3,034.14	\$760.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.6.3 Planned Activity: CPS Technician and Instructor Training Events

Planned activity name	CPS Technician and Instructor Training Events
Planned activity number	OP19-00
Primary countermeasure strategy	Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will support training (possible conference attendance) and certification of new Child Passenger Safety (CPS) technicians and recertification for those with expired credentials. MeBHS anticipates four certification classes and one certification renewal class. In addition, this project funds classes for special needs restraints and busing restraints. Anticipated certification courses will be in each large region of the State of Maine; Bangor in the north, Houlton or Madawaska in the north Lewiston in the west, Fryeburg in the west, Gorham or Berwick in the south, Bar Harbor in the east, and Ellsworth or Orono in the east.

Enter intended subrecipients.

MeBHS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	MAP 21 405b Occupant Protection Low Belt Use	405b OP Low (MAP-21)	\$50,000.00	\$12,500.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.6.4 Planned Activity: Car Seat Purchase

Planned activity name	Car Seat Purchase
Planned activity number	OPB19-001
Primary countermeasure strategy	Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project supports the purchase and distribution of approximately 850 new child safety seats (convertible, booster, beds), supplies, and materials for Maine income eligible families, issued through partner CPS distribution sites.

Enter intended subrecipients.

MeBHS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP Low	405b Low CSS Purchase/Distribution (FAST)	\$27,528.11	\$6,883.00	
2018	FAST Act NHTSA 402	Child Restraint (FAST)	\$40,000.00	\$10,000.00	\$40,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7 Program Area: Police Traffic Services

Program area type: Police Traffic Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

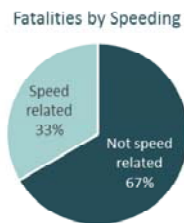
Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Facts

- There were 229 speed-related fatal crashes between 2012 and 2016.
- There were 252 speed-related fatalities between 2012 and 2016, including 189 driver fatalities, 60 passenger fatalities, and 3 pedestrian fatalities.
- Thirty-four percent (33%) of all highway fatalities were speed related.

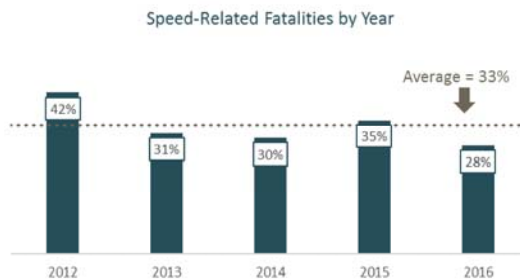
Speeding Fatalities in Perspective

Between 2012 and 2016 there were 252 fatalities related to speeding. This was approximately a third (33%) of all highway fatalities.



Speeding Fatality Trend

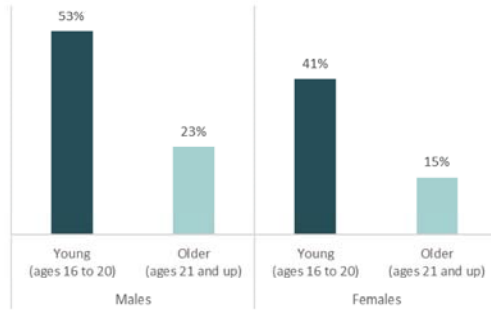
The proportion of fatalities associated with speeding fluctuated slightly over the years, from a high of 42% in 2012 to a low of 28% in 2016.



Speeding and Age

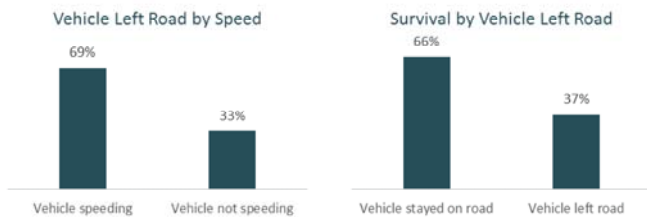
While 24% of all drivers involved in fatal crashes were speeding, a much higher proportion of young male drivers (ages 16 to 20) involved in fatal crashes were speeding (53%) compared to older male drivers (23%), young female drivers (41%), and older female drivers (15%).

Driver Speed by Age and Gender



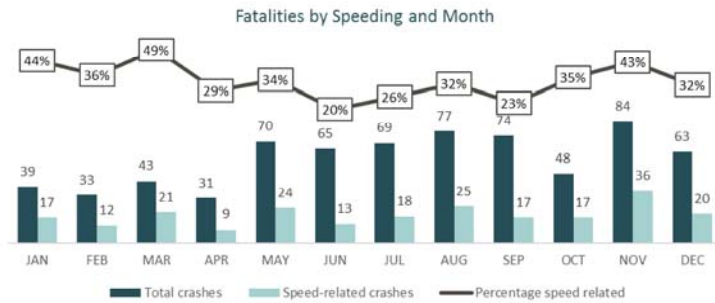
Speeding Fatalities and Leaving the Road

Approximately 69% of speeding vehicles left the road, while approximately 33% of non-speeding vehicles did so. This is an important distinction because a smaller proportion of people involved in fatal crashes in which the vehicle leaves the road survive the crash. Approximately two-thirds (66%) of occupants involved in fatal crashes in which the vehicle remained on the road survived the crash, but when the vehicle left the road, only 37% of occupants survived.



Speeding by Month

Overall, 33% of fatal crashes were speed related, but this proportion varied depending on month. Rates ranged from a low of 20% in June to a high of 49% in March.



Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-6) Number of speeding-related fatalities (FARS)	Annual	2019	42.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Support of Law Enforcement Efforts
2019	Police Traffic Services Sustained Enforcement
2019	Police Traffic Services Administration

5.7.1 Countermeasure Strategy: Support of Law Enforcement Efforts

Program area	Police Traffic Services
Countermeasure strategy	Support of Law Enforcement Efforts

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The Law Enforcement Liaison serves the highway safety office and the law enforcement community and key partners by encouraging increased participation by law enforcement in HVE campaigns; encouraging the use of DDACTS and other proven countermeasure and evaluation measures; promoting specialized training (SFST, ARIDE, DRE, and the Law Enforcement Blood Tech Program); soliciting input from the MeBHS partners on programs and equipment needed to impact priority program areas. Funding for this project will support contracted Law Enforcement Liaison costs including hourly wage and related travel expenses. State Highway Safety Offices are encouraged to utilize LELs based on proven improvements in services conducted and supported by LEL's in other states.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

CTW, Eighth Edition 2015 3.1 & 4.1,

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PT19-004	Law Enforcement Liaison	Support of Law Enforcement Efforts

5.7.1.1 Planned Activity: Law Enforcement Liaison

Planned activity name	Law Enforcement Liaison
Planned activity number	PT19-004
Primary countermeasure strategy	Support of Law Enforcement Efforts

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Law Enforcement Liaison serves the highway safety office and the law enforcement community and key partners by encouraging increased participation by law enforcement in HVE campaigns; encouraging the use of DDACTS and other proven countermeasure and evaluation measures; promoting specialized training (SFST, ARIDE, DRE, and the Law Enforcement Blood Tech Program); soliciting input from the MeBHS partners on programs and equipment needed to impact priority program areas. Funding for this project will support contracted Law Enforcement Liaison costs including hourly wage and related travel expenses. State Highway Safety Offices are encouraged to utilize LELs based on proven improvements in services conducted and supported by LEL's in other states.

Enter intended subrecipients.

MeBHS with Contracted Vendor

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Support of Law Enforcement Efforts

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402		\$200,000.00	\$50,000.00	\$80,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
No records found.						

5.7.2 Countermeasure Strategy: Police Traffic Services Sustained Enforcement

Program area	Police Traffic Services
Countermeasure strategy	Police Traffic Services Sustained Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

High-Visibility Enforcement is a proven countermeasure to reduce speeding and aggressive driving. Sustained enforcement, together with a robust educational component, is proven to be more effective in changing driver behavior. Speeding continues to be a factor in motor vehicle fatal crashes in all categories (younger, older, motorcycle). By choosing this countermeasure and by conducting sustained speed enforcement in locations of known high-crash will help us reduce speeding related crashes in 2019 and beyond.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PT19-002	Municipal and County Speed Enforcement	Police Traffic Services Sustained Enforcement
PT19-003	Maine State Police Strategic Area Focused Enforcement (SAFE) Program	Police Traffic Services Sustained Enforcement

5.7.2.1 Planned Activity: Municipal and County Speed Enforcement

Planned activity name	Municipal and County Speed Enforcement
Planned activity number	PT19-002
Primary countermeasure strategy	Police Traffic Services Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Approximately 50 law enforcement agencies are awarded funding proportionally based upon the percentage of speed related crashes in their jurisdictions as it relates to the total speed-related crashes of their respective county.

A 2006 study out of University of California-Fresno concluded: Aggressive traffic enforcement decreased motor-vehicle collisions, crash fatalities and fatalities related to speed, and it decreased injury severity. This is a simple, easily implemented injury prevention program with immediate benefit." This study, and countless others, show that "hot spot" traffic enforcement does work. Therefore, our speed enforcement efforts will target "hot spots", those times and locations supported by our state's speed/crash data, to slow traffic down and encourage voluntary compliance to our speed limits.

Enter intended subrecipients.

Various law enforcement agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Police Traffic Services Sustained Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$750,000.00	\$187,500.00	\$750,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

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

Planned activity name	Maine State Police Strategic Area Focused Enforcement (SAFE) Program
Planned activity number	PT19-003
Primary countermeasure strategy	Police Traffic Services Sustained Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Maine State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Police Traffic Services Sustained Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$150,000.00	\$37,500.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.3 Countermeasure Strategy: Police Traffic Services Administration

Program area	Police Traffic Services
Countermeasure strategy	Police Traffic Services Administration

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d) (3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d) (4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21 (e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint

enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PT19-001	Police Traffic Services Program Management and Operations	Police Traffic Services Administration

5.7.3.1 Planned Activity: Police Traffic Services Program Management and Operations

Planned activity name	Police Traffic Services Program Management and Operations
Planned activity number	PT19-001
Primary countermeasure strategy	Police Traffic Services Administration

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

MeBHS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Police Traffic Services Administration

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402		\$150,000.00	\$37,500.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.8 Program Area: Older Drivers

Program area type: Older Drivers

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

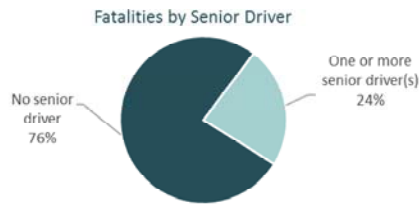
Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Facts

- Senior drivers were involved in 162 of the 697 fatal crashes (23%) that occurred between 2012 and 2016.
- Of the 756 fatalities that occurred, 178 (24%) involved a senior driver.

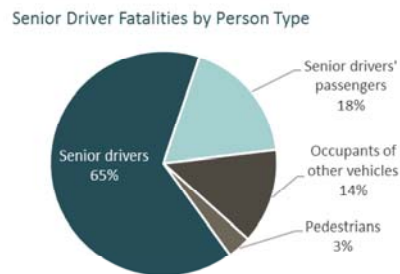
Senior Driver Fatalities in Perspective

A total of 178 fatalities were associated with senior drivers (ages 65 and older) between 2011 and 2015. These fatalities accounted for 24% of all highway fatalities.



Who Dies?

Many of the fatalities associated with senior drivers, 65%, involved loss of life for the senior driver. An additional 18% of fatalities were the senior drivers' passengers. This suggests that 83% of the risk associated with senior drivers is borne by senior drivers and their passengers. An additional 17% of fatalities were occupants of other vehicles, bicyclists, and pedestrians.



Type of Crash

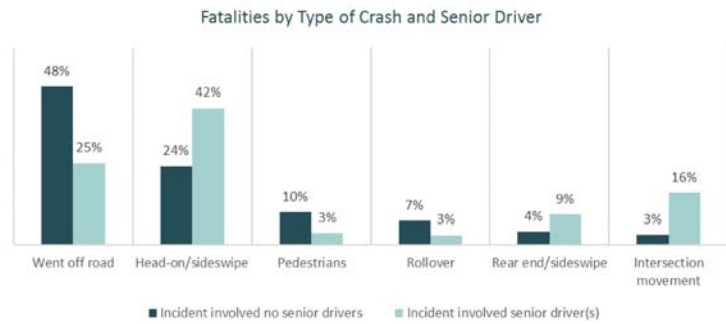
The majority (96%) of all fatalities between 2012 and 2016 were related to one of the following crash types:

- Went off road (43%)
- Head-on/sideswipe (28%)
- Pedestrians (8%)
- Rollover (6%)
- Intersection movement (6%)
- Rear-end/sideswipe (5%)

While these six categories were likewise the top six categories for fatalities involving a senior driver, there were nevertheless differences between senior drivers and the remainder of the driving population in the distribution among these categories. *Went off the road* accounted for the majority of fatalities involving no senior driver; approximately 48% of fatalities

from incidents involving no senior driver fell into this category. *Head-on/sideswipe* crashes accounted for an additional 24% of fatalities involving no senior driver. For fatalities involving senior drivers, the order of these categories was flipped: Approximately 42% of fatalities involving senior drivers were associated with *head-on/sideswipe* crashes, while 25% were associated with *went off the road*.

In addition to this difference, incidents involving senior drivers were more likely to be associated with *intersection movement* crashes. Approximately 16% of incidents involving senior drivers were *intersection movement* crashes, while only 3% of incidents involving no senior drivers fell into this category.



Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Senior Driver Fatalities	Annual	2019	22.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

5.8.1 Countermeasure Strategy: Communication Campaign

Program area	Older Drivers
Countermeasure strategy	Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d) (3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d) (4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

CTW Eighth Edition 2015 1.2 & 2.1

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OD19-001	"Are You Able" Educational Campaign for the Aging Road User	Communication Campaign

5.8.1.1 Planned Activity: "Are You Able" Educational Campaign for the Aging Road User



Planned activity name	"Are You Able" Educational Campaign for the Aging Road User
Planned activity number	OD19-001
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

As a group, the aging road user is a generally safe driver, with high safety belt use and few citations. Over these past couple of years, Maine has continued to see an increasing trend in aging road user crashes. Questions regarding their ability to drive safely need to be asked. Because restricting their driving independence is an emotionally charged subject, the best person to have this conversation with the aging road user is their family and health care provider. Although unsafe driving may be an uncomfortable subject, these centers of influence have the best chance to help these older adults weigh driving decisions, i.e., drive less, avoid certain road conditions, or stop driving altogether. Center of influence are also in the best position to surmise whether the aging road user has a medical issue, improper medication usage, or a reduced physical function that can increase their risk of a crash or injury. To assist these centers of influence in discussing driving issues, they must have information on the effects that certain medications or medical conditions may have on aging road user's vision, cognitive skills, and motor functions. Strategy: Have Maine General Health develop and distribute brochures to community centers, health professionals, town offices, etc. so that families and health care providers can obtain and use them when addressing sensitivities and impairments that occur from the aging process.

Enter intended subrecipients.

Maine General Health

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	NHTSA 402	Driver Education	\$56,963.05	\$14,241.00	\$56,963.05

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.9 Program Area: Young Drivers

Program area type : Young Drivers

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

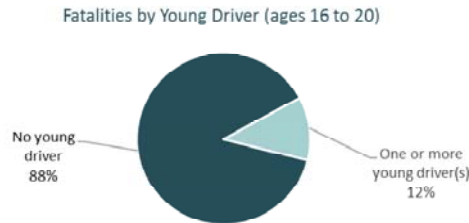
Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Facts

- Young drivers (ages 16 to 20) were involved in 82 of the 697 fatal crashes (12%).
- Eighty-nine (89) of the 756 fatalities involved a young driver (12%).
- Nine percent (9%) of drivers involved in fatal crashes between 2012 and 2016 were young drivers.

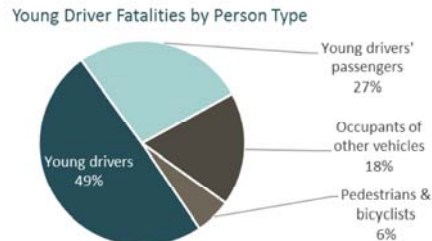
Young Driver Fatalities in Perspective

A total of 89 fatalities were associated with young drivers (ages 16 to 20) between 2012 and 2016. These fatalities accounted for 12% of all highway fatalities.



Who Dies?

Many of the fatalities associated with young drivers (49%) involved loss of life for the young driver. An additional 27% of fatalities were the young drivers' passengers. This suggests that 76% of the risk associated with young drivers is borne by young drivers and their passengers. An additional 24% of fatalities were occupants of other vehicles, pedestrians, and bicyclists.



Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Annual	2019	13.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Teen and Young Adults School Programs; Communication and Outreach; Strategies for Older Children

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

Program area	Teen Traffic Safety Program
Countermeasure strategy	Teen and Young Adults School Programs; Communication and Outreach; Strategies for Older Children

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d) (3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d) (4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21 (e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

CTW Eighth Edition 2015, Communications and Outreach Strategies and School Programs

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
YD19-001	Young Driver Expo	Teen and Young Adults School Programs; Communication and Outreach; Strategies for Older Children
YD19-002	Young Driver Expo	Teen and Young Adults School Programs; Communication and Outreach; Strategies for Older Children

5.9.1.1 Planned Activity: Young Driver Expo

Planned activity name	Young Driver Expo
Planned activity number	YD19-001
Primary countermeasure strategy	Teen and Young Adults School Programs; Communication and Outreach; Strategies for Older Children

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

3 Focus areas of the teen driver initiatives.

1. This project will fund AAA of Northern New England to conduct a Young Driver Expo in conjunction with their Dare to Prepare program. The Teen Driver Expo and Dare to Prepare programs provide education for young drivers, pre-drivers and parents. National speakers and presenters are sought to discuss and demonstrate topics that appeal to and influence teens and impress upon them the importance of making good driving choices. Past Expositions have been held at the Maine Mall in Southern Maine and a location TBD in Bangor. It is estimated that 300 teens will attend the expo. AAA had developed an evaluation component to determine the effectiveness of the annual event. The evaluation is used to guide future improvements and adjustments to the event.

2. Teen youth leadership peer to peer campaign- We would host workshops at established leadership conferences or camps during the summer months educating teen leaders on the importance of traffic safety. We would follow up prior to National teen Driver Safety Awareness week and provide campaign materials for their schools to help raise awareness.

3. Impaired driving educational video- create an educational video for distribution to high schools and driving schools and other traffic safety trainers that speaks to impaired driving and the growing concern for drug impaired driving. Maine law enforcement and DREs expertise will be utilized in producing the video and an accompanying guide for trainers/ teachers. It has probably been close to 15 years since the state has provided video footage for driving schools on traffic safety issues and it would be greatly welcomed from the driver education providers.

Enter intended subrecipients.

AAA Northern New England

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Teen and Young Adults School Programs; Communication and Outreach; Strategies for Older Children

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Teen Safety Program (FAST)	\$45,000.00	\$11,250.00	\$45,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

5.9.1.2 Planned Activity: Young Driver Expo

Planned activity name	Young Driver Expo
Planned activity number	YD19-002
Primary countermeasure strategy	Teen and Young Adults School Programs; Communication and Outreach; Strategies for Older Children

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Insurance Institute of Highway Safety states that the risk of motor vehicle crashes is higher among 16-19-year-old than among any other age group. In fact, per mile driven, teen drivers ages 16-19 are nearly three times more likely than drivers age 20 and older to be in a fatal crash.

Per the Centers for Disease Control and Prevention (CDC), in 2015, 2,333 teens in the United States, ages 16-19, were killed and 221,313 were treated in emergency departments for injuries suffered in motor vehicle crashes. That means that six teens ages 16-19 died every day from motor vehicle injuries.

National Highway Traffic Safety Administration (NHTSA) reported that at all levels of blood alcohol concentrations (BAC), the risk of involvement in a motor vehicle crash is greater for teens than for older drivers.

According to the Youth Risk Behavior Surveillance – United States, 2015, 42 percent of high school students who drive report texting or emailing while driving during the past 30 days.

NHTSA states, of the teens (ages 16-19) who died in passenger vehicle crashes in 2015, approximately 47% were not wearing a seat belt at the time of the crash. CDC also reported that compared to other age groups, teens have among the lowest rates of seat belt use. In 2015, only 61% of high school students reported they always wear seat belts when riding with someone else.

MDOT reported in Maine, from 2015-2017, 14% of all crashes involved operators age 16-19 years old.

Funding will be provided to Boys and Girls Club of Augusta to educate young drivers on the dangers of: underage drinking, distracted driving, and occupant protection. Methods of outreach may include, but are not limited to, school presentations, peer-to-peer workshops, safety fairs, and informational campaigns. An evaluation component will be included.

Funding will be used to cover expenses related to personnel, educational materials, consultants, travel/driving costs and office supplies. More details regarding this project will be known following assigned contact

Enter intended subrecipients.

Boys and Girls Club

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Teen and Young Adults School Programs; Communication and Outreach; Strategies for Older Children

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Teen Safety Program (FAST)	\$30,000.00	\$7,500.00	\$30,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.10 Program Area: Non-motorized (Pedestrians and Bicyclist)

Program area type: Non-motorized (Pedestrians and Bicyclist)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

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

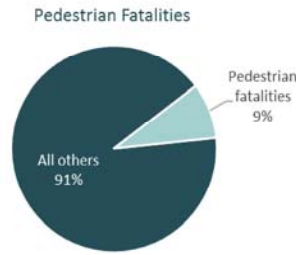
Pedestrians

Facts

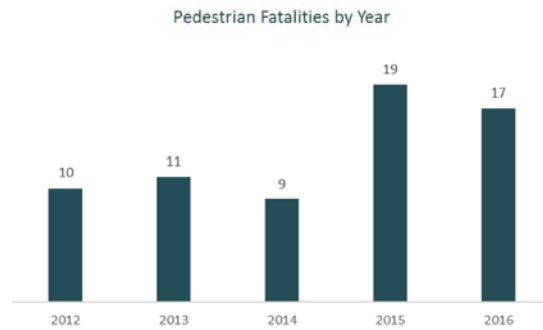
- There were 66 fatal pedestrian crashes between 2012 and 2016 resulting in 66 pedestrian deaths.
- Twenty-nine percent (29%) of the pedestrians who died in crashes were under the influence.
- While the average number of pedestrian fatalities from 2012 to 2014 was 10, the average for 2015 to 2016 was 18—a statistically significant increase.

Pedestrian Fatalities in Perspective

Approximately 9% of fatalities were pedestrian fatalities.

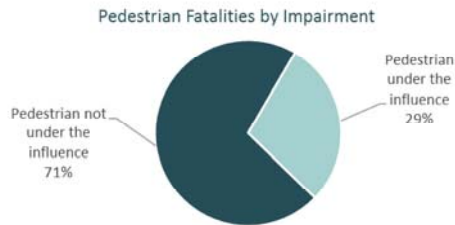


While the average number of pedestrian fatalities from 2012 to 2014 was 10, the average for 2015 to 2016 was 18—a statistically significant increase.



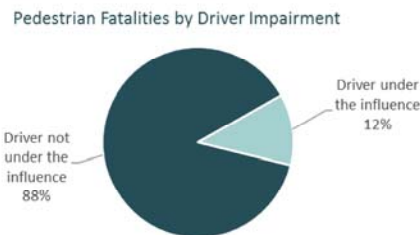
Pedestrians Under the Influence

A sizeable proportion (29%) of the pedestrians who died as a result of highway crashes were under the influence at the time of the crash.



Pedestrian Fatalities and Drivers Under the Influence

A smaller proportion (12%) of crashes that resulted in a pedestrian fatality involved a driver who was under the influence at the time of the crash.



Pedestrian Fatalities and Other Factors

A number of factors contribute to pedestrian fatalities. The following table summarizes the percentage of fatalities associated with some of these known factors. Notable contributing factors were *after dark*, *pedestrian under the influence*, and *inclement weather*, at 61%, 29%, and 15%, respectively.

Dark	Pedestrian under the influence	Inclement weather	Driver under the influence	Senior Driver	Young Driver	Speed	License suspension
61%	29%	15%	12%	9%	6%	5%	5%

NOTE: Only 18% of pedestrian fatalities were not associated with any of the factors above.

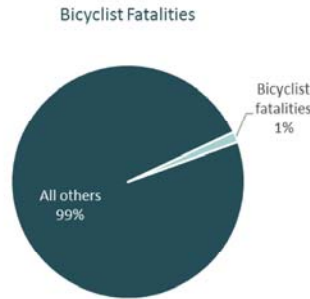
Bicyclists

Facts

- There were 11 fatal bicycle crashes between 2012 and 2016.
- Eleven bicyclists died in these crashes.

Bicyclist Fatalities in Perspective

Bicyclists make up a very small proportion, 2%, of all highway fatalities. On average, there were 2.2 bicyclist fatalities per year.



Bicyclist Fatalities and Other Factors

A number of factors contribute to bicyclist fatalities:

- 3 fatalities occurred after dark
- 3 fatalities involved an impaired vehicle driver
- 2 fatalities involved a young (< age 16) bicyclist
- 1 fatality involved a young (< age 21) vehicle driver
- 1 fatality involved an impaired bicyclist

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

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-10) Number of pedestrian fatalities (FARS)	Annual	2019	13.0
2019	C-11) Number of bicyclists fatalities (FARS)	Annual	2019	2.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Targeted Enforcement
2019	Conspicuity Enhancement

5.10.1 Countermeasure Strategy: Targeted Enforcement

Program area	Non-motorized (Pedestrians and Bicyclist)
Countermeasure strategy	Targeted Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PS19-002	Targeted Pedestrian-Motor Vehicle Traffic Enforcement	Targeted Enforcement

5.10.1.1 Planned Activity: Targeted Pedestrian-Motor Vehicle Traffic Enforcement

Planned activity name	Targeted Pedestrian-Motor Vehicle Traffic Enforcement
Planned activity number	PS19-002
Primary countermeasure strategy	Targeted Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

As part of a three-year campaign, targeted enforcement will continue to be used to reduce the number of pedestrian fatalities in the State of Maine. Happening from June 1 - September 15, this enforcement will focus on the high pedestrian-motor vehicle crash locations, as identified by the Maine Department of Transportation Pedestrian Safety Working Group.

Enter intended subrecipients.

High-Crash Pedestrian Community Law Enforcement Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Targeted Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Pedestrian Safety (FAST)	\$30,000.00	\$7,500.00	\$30,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.10.2 Countermeasure Strategy: Conspicuity Enhancement

Program area	Non-motorized (Pedestrians and Bicyclist)
Countermeasure strategy	Conspicuity Enhancement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d) (3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d) (4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21 (e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Pedestrian and bicyclist conspicuity is integral to their safety as a road user.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Over the last several years, Maine has seen a significant increase in pedestrian crashes, serious injuries, and fatalities. Educating all road users will help decrease these crashes.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Research studies confirm that non-motorized road users use of bright colored clothing, retro-reflective materials, and proper use of the roadway results in fewer crashes.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PS19-001	"Heads Up! Safety is a Two-Way Street" Educational and Media Campaign for Pedestrians	Conspicuity Enhancement

5.10.2.1 Planned Activity: "Heads Up! Safety is a Two-Way Street" Educational and Media Campaign for Pedestrians

Planned activity name	"Heads Up! Safety is a Two-Way Street" Educational and Media Campaign for Pedestrians
Planned activity number	PS19-001
Primary countermeasure strategy	Conspicuity Enhancement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

As part of a three-year campaign, the Maine Bureau of Highway Safety, along with Maine DOT will continue an extensive and targeted public education and outreach campaign aimed at pedestrians and motor vehicle safety. Print materials will be distributed by law enforcement to pedestrians and drivers. The Maine Bureau of Highway Safety will use multiple media venues to promote the Heads Up! Safety is a Two-Way Street Campaign. Media efforts will concentrate in the top 10 community clusters with the highest pedestrian fatality rates: Augusta/Hallowell, Bangor/Brewer, Bath/Brunswick/Topsham, Biddeford/Saco, Camden/Rockland, Lewiston/Auburn, Old Town/Orono, Portland/South Portland/Westbrook, Sanford, Waterville/Winslow. The focus of the media campaign will be to educate the walking and motoring public about pedestrian hazards such as: cell phone and electronic device use for both pedestrians and motorists, not using marked cross walks, law compliance, proper reflective clothing, and impairment. Some activities may include: distributing printed coffee cup sleeves to local coffee shops with pedestrian safety tips; online articles, and TV news stories; developing and implementing roll-outs for each of the 12 communities that have the highest pedestrian-motor vehicle crashes; providing a unique campaign banner for law enforcement agencies in the 12 affected communities and providing a campaign wrap for transit buses in the 10 communities.

Enter intended subrecipients.

MeBHS with contracted vendor N L Partners

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Conspicuity Enhancement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Pedestrian Safety (FAST)	\$20,000.00	\$5,000.00	\$20,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.11 Program Area: Planning & Administration

Program area type : Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

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

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

- Identifying the state's most 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 and evaluating grant progress and accomplishments
- Preparing program and grant reports
- Conducting grantee performance reviews
- Increasing public awareness and community support of traffic safety and appropriate behaviors that reduce risk
- Participating on various traffic safety committees and task forces
- Promoting and coordinating traffic safety in Maine
- Creating public awareness campaigns and providing staff spokespersons for all national and state campaigns, including Child Passenger Safety Week, Drive Sober or Get Pulled Over, Teen Driver Week, etc.
- Conducting trainings for applicable grant personnel
- Applicable salaries and state costs

Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PA19-001	Planning & Administration	Administration

5.11.1 Planned Activity: Planning & Administration

Planned activity name	Planning & Administration
Planned activity number	PA19-001
Primary countermeasure strategy	Administration

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will fund applicable contracts and staff salaries and expenses that are directly related to the planning, development, coordination, monitoring, auditing, reporting and evaluation of the MeBHS Highway Safety Plan, Annual Report, grants tracking system programs, grants, and sub grants. Funds are used for allowable expenses related to the operation of the office under all NHTSA programs, such as simulator repairs and supplies, office supplies, postage, printing, travel, dues and other appropriate costs. This project also funds staff attendance and participation on committees and trainings (including NHTSA TSI Courses), meetings, and conferences related to MeBHS' mission; and in-state monitoring of sub grantees.

Enter intended subrecipients.

MeBHS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Administration

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Planning and Administration (FAST)	\$479,569.09	\$479,569.09	\$0.00
	2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$313,084.86	\$313,084.86	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

Planned activities in the TSEP:

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP19-003	Maine State Police TOPAZ	Occupant Protection Sustained Enforcement
2019-19OP	Statewide High-Visibility Enforcement	Short-term, High Visibility Seat Belt Law Enforcement

PT19-002	Municipal and County Speed Enforcement	Police Traffic Services Sustained Enforcement
PT19-003	Maine State Police Strategic Area Focused Enforcement (SAFE) Program	Police Traffic Services Sustained Enforcement
DD2019-1	High Visibility Distracted Driving Enforcement	Distracted Driving Laws and Enforcement
ID19-002	Regional Impaired Driving Task Force Teams (RIDE)	Deterrence: Enforcement
ID19-003	Maine State Police SPIDR Team	Deterrence: Enforcement
ID19-006	Evidence Based Impaired Driving High Visibility Enforcement NHTSA Drive Sober or Get Pulled Over and Drive Sober, Maine!	Impaired Driving High Visibility Enforcement

Analysis

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

The statewide problem identification process used in the development of the Highway Safety Plan (HSP) has been described in Section 1300.11(a) (1) and other sections in this plan. The data analyses are designed to identify the high risk population in crashes and who, what, when, where and why crashes are occurring. Problem identification is summarized in the statewide and individual program area sections of this HSP.

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

Enter explanation of the deployment of resources based on the analysis performed.

MeBHS uses a combination of enforcement checkpoints and saturation patrols, both of which can be found in the most recent edition of NHTSA's, *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*. The methodology will include enforcement of traffic laws pertaining to but not limited to, adult and child occupant protection, speeding, distracted, drowsy and impaired driving. Paid and earned media work together with dedicated enforcement patrols to saturate an identified area or region.

Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).

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

7 High Visibility Enforcement

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

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

HVE activities

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

HVE Campaigns Selected

	Planned Activity Name	Primary Countermeasure
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Planned activity unique identifier		
OP19-003	Maine State Police TOPAZ	Occupant Protection Sustained Enforcement
2019-19OP	Statewide High-Visibility Enforcement	Short-term, High Visibility Seat Belt Law Enforcement
PT19-002	Municipal and County Speed Enforcement	Police Traffic Services Sustained Enforcement
PT19-003	Maine State Police Strategic Area Focused Enforcement (SAFE) Program	Police Traffic Services Sustained Enforcement
DD2019-1	High Visibility Distracted Driving Enforcement	Distracted Driving Laws and Enforcement
ID19-002	Regional Impaired Driving Task Force Teams (RIDE)	Deterrence: Enforcement
ID19-003	Maine State Police SPIDR Team	Deterrence: Enforcement
ID19-006	Evidence Based Impaired Driving High Visibility Enforcement NHTSA Drive Sober or Get Pulled Over and Drive Sober, Maine!	Impaired Driving High Visibility Enforcement

8 405(b) Occupant Protection Grant

Occupant protection information

405(b) qualification status: Lower seat belt use rate State

Occupant protection plan

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

Program Area

Occupant Protection (Adult and Child Passenger Safety)

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

Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).

Agencies planning to participate in CIOT

Agency
Berwick Police Department
Caribou Police Department
Cumberland Police Department
Ellsworth Police Department
Farmington Police Department
Fort Kent Police Department
Gardiner Police Department
Kittery Police Department
Knox County Sheriff's Office
Lewiston Police Department
Lisbon Police Department
Monmouth Police Department
Norway Police Department
Old Town Police Department
Orono Police Department
Presque Isle Police Department
Rockland Police Department
Rumford Police Department
Sabattus Police Department

Saco Police Department
Sagadahoc County Sheriff's Office
Scarborough Police Department
Skowhegan Police Department
Somerset County Sheriff's Office
Topsham Police Department
Waterville Police Department
Westbrok Police Department
York Police Department
Jay Police Department
South Portland Police Department
Cumberland County Sherrif's Office
Mexico Police Department
Kennebunk Police Department
Cape Elizabeth Police Department
Wiscasset Police Department
Kennebec County Sherrif's Office
Oxford Police Department
Brunswick Police Department
Lincoln County Sherrif's Office
Oakland Police Department
Auburn Police Department
Bucksport Police Department
Dexter Police Department
Fairfield Police Department
Holden Police Department
Bangor Police Department
Bridgton Police Department
Eliot Police Department
Gorham Police Department
Augusta Police Department
North Berwick Police Department
Sanford Police Department
Wells Police Department
Yarmouth Police Department
Maine State Police TOPAZ
Old Orchard Beach

Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.

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

Child restraint inspection stations

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP19-00	CPS Technician and Instructor Training Events	Child Restraint System Inspection Station(s)
OPB19-001	Car Seat Purchase	Child Restraint System Inspection Station(s)

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

Planned inspection stations and/or events: 52

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

Populations served - urban 19
 Populations served - rural 33
 Populations served - at risk 32

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

Child passenger safety technicians

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Countermeasure Strategy Name
Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP19-00	CPS Technician and Instructor Training Events	Child Restraint System Inspection Station(s)
OPB19-001	Car Seat Purchase	Child Restraint System Inspection Station(s)

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

Estimated total number of classes 4
 Estimated total number of technicians 75

Maintenance of effort

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

Qualification criteria for a lower seat belt use rate State

To qualify for an Occupant Protection Grant in a fiscal year, a lower seat belt use rate State (as determined by NHTSA) must submit, as part of its HSP, documentation demonstrating that it meets at least three of the following additional criteria. Select application criteria from the list below to display the associated requirements.

Primary enforcement seat belt use statute	Yes
Occupant protection statute	Yes
Seat belt enforcement	No
High risk population countermeasure program	Yes
Comprehensive occupant protection program	No
Occupant protection program assessment	Yes

Primary enforcement seat belt use statute

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

- The State's statute(s) demonstrates that the State has enacted and is enforcing occupant protection statutes that make a violation of the requirement to be secured in a seat belt or child restraint a primary offense.
 - 29-A s. 2081

Occupant protection statute

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

- Requirement for occupants to be secured in a seat belt.
 - MRSA 29-A s. 2081
- Requirement for occupants to be secured in an age appropriate child restraint.
 - MRSA 29-A s. 2081
- Coverage of all passenger motor vehicles.
 - MRSA 29-A s. 2081
- Minimum fine of at least \$25.
 - MRSA 29-A s. 2081

Click Add New to provide legal citations for exemption(s) to the State's seat belt and child restraint requirements.

Citation	Amended Date
MRSA 29-A s. 2081	9/25/2009

High risk population countermeasure programs

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.

*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Countermeasure Strategy Name
Occupant Protection Sustained Enforcement
Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.

*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure

OP19-00	CPS Technician and Instructor Training Events	Child Restraint System Inspection Station(s)
OP19-003	Maine State Police TOPAZ	Occupant Protection Sustained Enforcement
2019-190P	Statewide High-Visibility Enforcement	Short-term, High Visibility Seat Belt Law Enforcement
OPB19-001	Car Seat Purchase	Child Restraint System Inspection Station(s)

Occupant protection program assessment

Enter the date of the NHTSA-facilitated assessment of all elements of its occupant protection program, which must have been conducted within three years prior to the application due date.

Date of the NHTSA-facilitated assessment : 4/28/2017

9 405(c) - State Traffic Safety Information System Improvement Grant

Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Meeting Date
11/8/2017
2/7/2018
5/9/2018

Enter the name and title of the State's Traffic Records Coordinator

Name of State's Traffic Records Coordinator: Ms. Lauren Stewart
 Title of State's Traffic Records Coordinator: Program Manager

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

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

2.3.2 Technical Committee

Name / Title	Organization	Function

Douglas Bracy Chief	Maine Chiefs of Police Association	Law Enforcement
Shaun St. Germain Director	Department of Public Safety, Maine EMS	Injury Surveillance System
Linda Grant Senior Section Manager	Maine Bureau of Motor Vehicles	Driver/Vehicle
Al Leighton CODES and Data Analyst	University of Southern Maine, Muskie School	Highway Safety
Emile Poulin Senior Information System Support Specialist	Maine Office of Information Technology	Information Technology
Bruce Scott Lieutenant, Traffic Safety	Maine State Police	Crash/Citation TRCC Co-Chair
John Smith Manager	Maine Violations Bureau	Citation
Lauren Stewart Director	Maine Bureau of Highway Safety	Highway Safety TRCC Co-Chair TRCC Coordinator
Jaime Pelotte Senior Contract Grants Specialist	Maine Bureau of Highway Safety	Highway Safety

State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State’s core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Documents Uploaded

- PerformanceMeasuresBackupForGMSSUpload.docx
- ME_FY19_405c.docx

Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State’s most recent highway safety data and traffic records system assessment.

7.1.1 Crash Recommendations

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

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

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

Countermeasure Strategy: Improves Uniformity

Related Project: ME-P-00006 MCRS Upgrade

Related Performance Measure: Crash Uniformity

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

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

In order to improve data integration and accessibility of crash safety data (a key goal of the TRCC), Maine has released the new State of Maine Public On-Line Crash Query Tool. This new website is getting wide spread use by DOT, LEA's, MPO's, etc. and receiving positive reviews. Additional features have been selected for inclusion in Phase Two of the project.

Countermeasure Strategy: Improves Integration

Related Project: ME-P-00006 MCRS Upgrade

Related Performance Measure: Crash Integration

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

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

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

Countermeasure Strategy: Improves Accuracy

Related Project: ME-P-00006 MCRS Upgrade

Related Performance Measure: Crash Accuracy

7.1.2 Vehicle Recommendations

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

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

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

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

The Bureau will attempt to further evaluate the effectiveness of a customer-based Vehicle system. However, the Bureau cannot regard an agency evaluation effort as a system integration goal; it would be premature to establish that goal at this point.

Additionally, the Maine TRCC is promoting the implementation of a 2D standard barcode for vehicle registrations. Like the TRCC, it is a BMV goal to implement a 2D barcode on registrations which would contain information that supports traffic safety management and traffic records data systems.

The BMV believes it has made progress towards implementation of a 2D barcode for vehicle registrations by changing from (4-part) NCR impact printed forms to laser printed forms. This goal is still identified in the Bureau's strategic plan.

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

As mentioned, the agency has recently revised registration forms to accommodate laser printing. Accordingly, vendors have changed their systems to allow for laser printing to comply with BMV business requirements and print specifications. Consequently, towns are in the process of changing from impact printers to laser printers.

For manual towns, BMV is in process of finding a solution to discontinue use of 4-part NCR forms and move to laser printed registrations.

Countermeasure Strategy: Improves Integration

Related Project: Not directly addressed in FFY19 funded projects

Related Performance Measure: Vehicle Integration

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

State Accepts Recommendation. State Response: The Bureau has undertaken a major project to improve its data quality control program by adding a status reason of Inactive/Expired to the Vehicle database. Currently, when registrations expire, they remain in "Active" status and the system can show more than one active record for the same vehicle. The Bureau will be changing the status of "active" registrations which have been expired for more than one year to "inactive."

Based on the data in test, it should be about 3.7 million records initially updated. For the initial update, that's 26% to 27% of records.

Then the monthly expirations would vary according to the number of registrations in each expiration month. Based on 2015's registrations in test, that amounts to from around 12 thousand to 27 thousand for 11 of the months, and then about 56 thousand for the exceptional February registrations that include Trailers. If other years are like 2015, ongoing updates would affect about 17% of records.

These updates will significantly improve the accuracy and reliability of data in our vehicle registration database. The updates also improve the ability to retrieve the applicable record for analysis, including accident reporting. For example, a person's registration expires, but the record remains active. The vehicle is sold, another person registers, and the new registration for that vehicle becomes active. After the database updates, the Active status will change to Inactive/Expired. The accuracy of reporting based on Active registration status will improve.

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

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

The BMV recognizes the importance of ongoing sample-based audits as demonstrated in our recent update of 3.7 million vehicle registration records, and subsequent periodic updates.

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

- Plate configurations and plate corrections (global analysis and manual updates).
- Trends in Registration plate type/class counts by source & geographic location.
- Trends in Registrations counts by year, make, model, and fuel type.
- Timeliness – The amount of time it takes to make registrations available to users by source.
- Make code standardization (sample-based audits).
- Standardization to models and fuel type for hybrid and electric vehicles (sample-based audits).

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

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

There are critical variables that confound the premise that the BMV could successfully integrate a "customer-based" Vehicle/Driver system. Relatedly, as mentioned, questions have surfaced as to whether a single customer record, for driver, registrant, titled owner, company, motor carrier, etc., would better enable the BMV to retrieve consistent and reliable data to perform sample-based audits, trend analysis, and measurable performance standards.

Countermeasure Strategy: Improves Accuracy

Related Project: Not directly addressed in FFY19 funded projects

Related Performance Measure: Vehicle Accuracy

7.1.3 Driver Recommendations

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

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

Countermeasure Strategy: Improves Integration

Related Project: Not directly addressed in FFY19 funded projects

Related Performance Measure: Driver Integration

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

State Accepts Recommendation. State Response: The Maine TRCC encourages the Bureau of Motor Vehicle to integrate sample-based audits, trend analysis, and performance measures into the State's Driver Records system.

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

Countermeasure Strategy: Improves Accuracy

Related Project: Not directly addressed in FFY19 funded projects

Related Performance Measure: Driver Accuracy

7.1.4 Roadway Recommendation

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

State Accepts Recommendation. State Response: The ME TRCC will promote the establishment of Roadway performance measures as a tool to measure improvements to the roadway data system.

Countermeasure Strategy: Improves Accuracy

Related Project: Not directly addressed in FFY19 funded projects

Related Performance Measure: Roadway Accuracy

7.1.5 Citation/Adjudication Recommendations

1. *Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: *The Maine TRCC has developed a citation schema and is the process of developing a statewide citation system. The TRCC will promote the updating of the formal data dictionary that will list all citation data elements, business rules and edit checks, and links to other State datasets.*

Countermeasure Strategy: Improves Uniformity

Related Project: ME-P-00011 E-Citation

Related Performance Measure: Citation Uniformity

1. *Improve the procedures/process flows for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: *As part of the eCitation effort, the State will be updating the procedures/process flows for the Citation and Adjudication system.*

Countermeasure Strategy: Improves Completeness

Related Project: ME-P-00011 E-Citation

Related Performance Measure: Citation Completeness

1. *Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: *The State has initiated an effort to interface the eCitation law enforcement data collection system with the court's new court case management system.*

Countermeasure Strategy: Improves Integration

Related Project: ME-P-00011 E-Citation

Related Performance Measure: Citation Integration

1. *Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The State will use NHTSA Standard Performance Measures to document the improvements resulting from the new eCitation system. The State has also planned for inclusion of Key Performance Indicators in their new court case management system.

Countermeasure Strategy: Improves Accuracy

Related Project: ME-P-00011 E-Citation

Related Performance Measure: Citation Accuracy

7.1.6 EMS/Injury Surveillance Recommendations

1. *Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: *The Maine TRCC will review the elements of its Injury Surveillance System and evaluate opportunities for integration of the various data sets for the goal of increasing safety-related analysis.*

Countermeasure Strategy: Improves Integration

Related Projects: ME-P-00014 Maine CODES, ME-P-00025 EMS Trauma Registry

Related Performance Measure: EMS Integration

1. *Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: *The Maine TRCC will identify goals for the various elements of the Injury Surveillance System to track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State.*

Countermeasure Strategy: Improves Accuracy

Related Project: ME-P-00024 Highway Safety/FARS/EMS Data Quality Analysis

Related Performance Measure: EMS Accuracy

7.1.7 Data Use and Integration Recommendation

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

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

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

Countermeasure Strategy: Improves Integration

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

Related Performance Measure: Crash Integration

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.

7.1.1 Crash Recommendations

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

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

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Countermeasure Strategy: Improves Uniformity

Related Project: ME-P-00006 MCRS Upgrade

Related Performance Measure: Crash Uniformity

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Countermeasure Strategy: Improves Integration

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Related Performance Measure: Crash Integration

Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
ME-P-00011	E-citation	Improves uniformity of a core highway safety database
ME-P-00015	Public Access Reports - Traffic	Improves accessibility of a core highway safety database
ME-P-00024	Highway Safety/FARS/EMS Data Quality Analysis	Improves accessibility of a core highway safety database

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

7.1.2 Vehicle Recommendations

1. *Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*
State Accepts Recommendation. State Response: The Maine BMV accepts the recommendation. The Maine BMV's goal is to standardize the naming and access conventions for driver and vehicle. Also, it is a BMV goal to integrate the Vehicle and Driver systems into a "customer-based" system, which would standardize naming and accessing conventions.

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

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The Bureau will attempt to further evaluate the effectiveness of a customer-based Vehicle system. However, the Bureau cannot regard an agency evaluation effort as a system integration goal; it would be premature to establish that goal at this point.

Additionally, the Maine TRCC is promoting the implementation of a 2D standard barcode for vehicle registrations. Like the TRCC, it is a BMV goal to implement a 2D barcode on registrations which would contain information that supports traffic safety management and traffic records data systems.

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As mentioned, the agency has recently revised registration forms to accommodate laser printing. Accordingly, vendors have changed their systems to allow for laser printing to comply with BMV business requirements and print specifications. Consequently, towns are in the process of changing from impact printers to laser printers.

For manual towns, BMV is in process of finding a solution to discontinue use of 4-part NCR forms and move to laser printed registrations.

Countermeasure Strategy: Improves Integration

Related Project: Not directly addressed in FFY19 funded projects. Based on a preliminary assessment, we need to resolve a major issue before we can make committed and continued progress for a 2D barcode implementation. The majority of registrations are issued at municipal offices. There are 334 towns that send data electronically. There are 147 towns that send data manually. Electronic towns generate registrations using vendor software. That software does not have the capability to print barcodes.

Related Performance Measure: Vehicle Integration

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Based on the data in test, it should be about 3.7 million records initially updated. For the initial update, that's 26% to 27% of records.

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

The BMV recognizes the importance of ongoing sample-based audits as demonstrated in our recent update of 3.7 million vehicle registration records, and subsequent periodic updates.

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- Plate configurations and plate corrections (global analysis and manual updates).
- Trends in Registration plate type/class counts by source & geographic location.
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- Timeliness – The amount of time it takes to make registrations available to users by source.
- Make code standardization (sample-based audits).
- Standardization to models and fuel type for hybrid and electric vehicles (sample-based audits).

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

Countermeasure Strategy: Improves Accuracy

Related Project: Not directly addressed in FFY19 funded projects. There are critical variables that confound the premise that the BMV could successfully integrate a "customer-based" Vehicle/Driver system. Relatedly, as mentioned, questions have surfaced as to whether a single customer record, for driver, registrant, titled owner, company, motor carrier, etc., would better enable the BMV to retrieve consistent and reliable data to perform sample-based audits, trend analysis, and measurable performance standards.

Related Performance Measure: Vehicle Accuracy

7.1.3 Driver Recommendations

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

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

Countermeasure Strategy: Improves Integration

Related Project: Not directly addressed in FFY19 due to lack of funding.

Related Performance Measure: Driver Integration

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

State Accepts Recommendation. State Response: The Maine TRCC encourages the Bureau of Motor Vehicle to integrate sample-based audits, trend analysis, and performance measures into the State's Driver Records system.

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

Countermeasure Strategy: Improves Accuracy

Related Project: Not directly addressed in FFY19 due to lack of funding.

Related Performance Measure: Driver Accuracy

7.1.4 Roadway Recommendation

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

State Accepts Recommendation. State Response: The ME TRCC will promote the establishment of Roadway performance measures as a tool to measure improvements to the roadway data system.

Countermeasure Strategy: Improves Accuracy

Related Project: Not directly addressed in FFY19 due to DOT assessing it's roadway system.

Related Performance Measure: Roadway Accuracy

Quantitative improvement

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated.

Section C

3.1 Traffic Records Performance Measures

3.1.1 Crash Timeliness

Label: C-T-01B

Status of Improvement: Demonstrated Improvement

Active Status: Active

Last Updated: 09-May-2018

Narrative

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

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

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

The state will show measureable progress using the following method: The average number of days from the crash date to the date the crash report is entered into the crash database using a baseline period of April 1, 2016 to March 31, 2017 and a current period of April 1, 2017 to March 31, 2018. **Note:** Both the baseline and current periods are limited to reports entered into the database by April 30, 2017 (baseline) and April 30, 2018 (current).

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

There were 40,833 crash reports during the baseline period with an average timeliness of 6.48 days. There were 41,375 crash reports during the current period with an average timeliness of 6.14 days.

Measurements

Start Date	End Date	Total Reports	Average Number of Days
April 1, 2012	March 31, 2013	34,271	12.1
April 1, 2013	March 31, 2014	37,588	8.5
April 1, 2014	March 31, 2015	38,811	7.5
April 1, 2015	March 31, 2016	37,935	6.69

April 1, 2016	March 31, 2017	40,833	6.48
April 1, 2017	March 31, 2018	41,375	6.14

Supporting Materials (Backup)

--Maine Crash Timeliness Query Supporting Details

--2013

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

--2014

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

--2015

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

--2015 - Total crashes during current period

```
select count(*) from crashreport c
inner join vMaxCrashReportReceivedDate v
```



```

on c.crashreportid=v.crashreportid
where c.crashdate between '04/01/2014' and '03/31/2015'
and v.MaxReceivedDateAndTime < '04/30/2015'

```

--2016

```

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 '04/01/2015' and '03/31/2016' and uploaddatetime<'04/30/2016'

```

--2016 - Total crashes during current period

```

select count(*) from crashreport c
inner join vMaxCrashReportReceivedDate v
on c.crashreportid=v.crashreportid
where c.crashdate between '04/01/2015' and '03/31/2016'
and v.MaxReceivedDateAndTime < '04/30/2016'

```

--2017

```

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 '04/01/2016' and '03/31/2017' and uploaddatetime<'04/30/2017'

```

--2017 - Total crashes during current period

```

select count(*) from crashreport c
inner join vMaxCrashReportReceivedDate v
on c.crashreportid=v.crashreportid
where c.crashdate between '04/01/2016' and '03/31/2017'
and v.MaxReceivedDateAndTime < '04/30/2017'

```

--2018

```

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

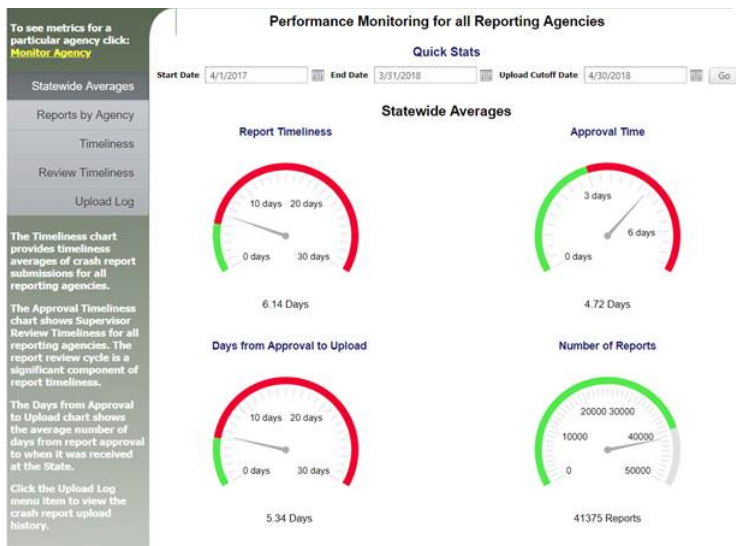
```

```
(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 '04/01/2017' and '03/31/2018' and uploaddatetime<'04/30/2018'
```

--2018 - Total crashes during current period

```
select count(*) from crashreport c
inner join vMaxCrashReportReceivedDate v
on c.crashreportid=v.crashreportid
where c.crashdate between '04/01/2017' and '03/31/2018'
and v.MaxReceivedDateAndTime < '04/30/2018'
```

Screenshot of query run



3.1.2 Crash Completeness

Label: C-C-02

Status of Improvement: Demonstrated Improvement

Active Status: Active

Revision Date: May 9, 2018

Related Project: Maine Crash Reporting System

Narrative

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

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

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

The state will show measureable progress using the following method:

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

The baseline period is from April 1, 2016 to March 31, 2017 limited to reports entered into the database by April 30, 2017.

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

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

The baseline period had 26,189 reports with latitude and longitude values out of a total 40,833 reports resulting in 64.14% completeness.

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

The result is an increase in completeness of 0.99%.

Measurements

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

Supporting Materials (Backup)

2016

```

--SQLQuery:sp_...LIMORS NCRS (DP) * X
select COUNT(*) as 'Total Crashes',
SUM(case when ((LEN(latitude)=0 and LEN(longitude)=0) then 1 else 0 end) GeoCoded,
SUM(case when ((latitude is null or LEN(latitude)=0) and (longitude is null or LEN(longitude)=0)) then 1 else 0 end) 'Not GeoCoded',
--SUM(case when ((LEN(latitude)=0 and LEN(longitude)=0) then 1 else 0 end) / (count(*) * 1)
CONVERT(DECIMAL(18,2),SUM(case when ((LEN(latitude)=0 and LEN(longitude)=0) then 1 else 0 end) * 100 / (count(*) * 1.0)) as 'Percent GeoCoded'
from CrashReport AS a INNER JOIN vHSICrashReportReceivedDate as b ON a.ReportingAgency = b.ReportingAgency AND a.ReportNumber = b.ReportNumber INNER JOIN
refReportingAgency ON a.ReportingAgency = refReportingAgency ID
where a.CrashDate between '04/01/2013' and '03/31/2016' and b.HMReceivedDateAndTime < '04/30/2016'
--
100%
Results Messages
Total Crashes GeoCoded Not GeoCoded Percent GeoCoded
1 37929 23877 14092 62.85
    
```

2017

```

--SQLQuery:sp_...LIMORS NCRS (DP) * X
select COUNT(*) as 'Total Crashes',
SUM(case when ((LEN(latitude)=0 and LEN(longitude)=0) then 1 else 0 end) GeoCoded,
SUM(case when ((latitude is null or LEN(latitude)=0) and (longitude is null or LEN(longitude)=0)) then 1 else 0 end) 'Not GeoCoded',
--SUM(case when ((LEN(latitude)=0 and LEN(longitude)=0) then 1 else 0 end) / (count(*) * 1)
CONVERT(DECIMAL(18,2),SUM(case when ((LEN(latitude)=0 and LEN(longitude)=0) then 1 else 0 end) * 100 / (count(*) * 1.0)) as 'Percent GeoCoded'
from CrashReport AS a INNER JOIN vHSICrashReportReceivedDate as b ON a.ReportingAgency = b.ReportingAgency AND a.ReportNumber = b.ReportNumber INNER JOIN
refReportingAgency ON a.ReportingAgency = refReportingAgency ID
where a.CrashDate between '04/01/2016' and '03/31/2017' and b.HMReceivedDateAndTime < '04/30/2017'
--
100%
Results Messages
Total Crashes GeoCoded Not GeoCoded Percent GeoCoded
1 40833 26189 14641 64.14
    
```

2018

```

--SQLQuery:sp_...LIMORS NCRS (DP) * X
select COUNT(*) as 'Total Crashes',
SUM(case when ((LEN(latitude)=0 and LEN(longitude)=0) then 1 else 0 end) GeoCoded,
SUM(case when ((latitude is null or LEN(latitude)=0) and (longitude is null or LEN(longitude)=0)) then 1 else 0 end) 'Not GeoCoded',
--SUM(case when ((LEN(latitude)=0 and LEN(longitude)=0) then 1 else 0 end) / (count(*) * 1)
CONVERT(DECIMAL(18,2),SUM(case when ((LEN(latitude)=0 and LEN(longitude)=0) then 1 else 0 end) * 100 / (count(*) * 1.0)) as 'Percent GeoCoded'
from CrashReport AS a INNER JOIN vHSICrashReportReceivedDate as b ON a.ReportingAgency = b.ReportingAgency AND a.ReportNumber = b.ReportNumber INNER JOIN
refReportingAgency ON a.ReportingAgency = refReportingAgency ID
where a.CrashDate between '04/01/2017' and '03/31/2018' and b.HMReceivedDateAndTime < '04/30/2018'
--
100%
Results Messages
Total Crashes GeoCoded Not GeoCoded Percent GeoCoded
1 41375 26946 14429 65.13
    
```

3.1.3 EMS Uniformity

Label: I-A-1

Status of Improvement: Demonstrated Improvement

Active Status: Active

Revision Date: May 17, 2018

Related Project: MEFIRS

Narrative

This performance measure is based on the I-U-1 NHTSA Model Performance Measure.

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

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

The state will show measureable progress using the following method:

Compare the percentage of NEMSIS 3 EMS reports entered during the baseline period of April 1, 2016 to March 31, 2017 as compared to the percentage of NEMSIS 3.x EMS reports entered during the performance period of April 1, 2017 to March 31, 2018.

The result is an increase in NEMSIS 3 compliance of 90%.

Measurements

Start Date	End Date	Total Reports	NEMSIS 3.x Compliant Percentage
April 1, 2016	March 31, 2017	0	0%
April 1, 2017	March 31, 2018	6,920	90%

Supporting Materials (Backup)

2016-2017

Field Level Software Package	Submitting State	EMS Agency	Reference Date	Date
All	Maine	All	Submission	April 1, 2016 to March 31, 2017

Current Composition of the Warehouse

2017-2018

Field Level Software Package	Submitting State	EMS Agency	Reference Date	Date
All	ME	All	Submission	April 1, 2017 to March 31, 2018

Current Composition of the Warehouse

	2017	2018	Grand T.
ME	1,313	5,607	6,920
Grand Total	1,313	5,607	6,920



Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Documents Uploaded

- PerformanceMeasuresBackupForGMSSUpload.docx
- ME_FY19_405c.docx

State highway safety data and traffic records system assessment

Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.

Date of Assessment: 4/25/2016

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

10 405(d) Impaired Driving Countermeasure Grant

Impaired driving assurances

Impaired driving qualification - Low-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

11 405(e) Distracted Driving

Sample distracted driving questions

Enter sample distracted driving questions from the State's driver's license examination.

Distracted Driving Questions

1. When using a cellular telephone in your vehicle, you should:
 - A) Continue driving as you normally would
 - B) Pull off the road before dialing
 - C) Monitor traffic conditions before answering or making calls

2. Nearly all accidents involve;
 - A) Visual, manual, cognitive distractions
 - B) Listening to the radio
 - C) Talking to your passenger

3. A driver under what age is prohibited from operating while using a mobile telephone or handheld electronic device?
 - A) 20
 - B) 21
 - C) 18

4. To manage or eliminate distractions, it's important to understand the three distinct types;
 - A) Visual, speed and road conditions
 - B) Visual, manual and cognitive
 - C) Hearing, passengers and darkness

5. Laws that prohibit cell phone use and texting have an impact on what?
 - A) Getting your license
 - B) Safety
 - C) Time management

6. In the rush to be on time, don't make the sometimes fatal mistake of;
 - A) Putting your 4-way flashers on to get other motorists off the road
 - B) Multi-tasking behind the wheel
 - C) Neither A or B are correct

7. Nearly all motor vehicle accidents involve what?
 - A) A combination of two or more types of distractions
 - B) A driver who has no formal education
 - C) A vehicle operated by an out of state driver

8. When driving, tuning the radio would be considered what type of distraction?
 - A) Visual distraction
 - B) Manual distraction
 - C) Cognitive distraction

9. When using a cellular telephone in your vehicle, you should;
 - A) Continue driving as you normally would
 - B) Put the phone on the dashboard
 - C) Monitor traffic conditions before answering or making calls

Legal citations

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?:	Primary Offense
Date Enacted:	9/29/2011
Date Amended:	10/9/2013

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

Prohibition on texting while driving.

- Prohibition on texting while driving.
 - Title 29-A 2119
- Definition of covered wireless communication devices.
 - Title 29-A 1311; 29-A 2119
- Minimum fine of at least \$25 for an offense.
 - 29-A 2119

Click Add New to provide legal citations for exemption(s) to the State's texting ban.

Citation	Amended Date
No records found.	

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?:	Primary Offense
Date Enacted:	9/20/2007
Date Amended:	10/15/2015

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

Prohibition on youth cell phone use while driving.

- Prohibition on youth cell phone use while driving.
 - 29-A 1304; 29-A 1311; 29-A 2116
- Definition of covered wireless communication devices.
 - 29-A 1311; 29-A 2116
- Minimum fine of at least \$25 for an offense.
 - 29-A 1311; 29-A 2116

Click Add New to provide legal citations for exemption(s) to the State's youth cell phone use ban.

Citation	Amended Date
29-A 1304	

12 405(f) Motorcyclist Safety Grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria. Select application criteria from the list below to display the associated requirements.

Motorcycle rider training course	Yes
Motorcyclist awareness program	No
Reduction of fatalities and crashes	Yes
Impaired driving program	No
Reduction of impaired fatalities and accidents	Yes
Use of fees collected from motorcyclists	No

Motorcycle rider training course

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency:	Office of the Secretary of State
State authority name/title:	Matthew Dunlap, Secretary of State

Select the introductory rider curricula that has been approved by the designated State authority and adopted by the State.

Approved curricula:	(i) Motorcycle Safety Foundation Basic Rider Course
---------------------	---

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Enter a list of the counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Androscoggin	4164
Aroostook	2412
Cumberland	9007
Franklin	1444
Hancock	2220
Kennebec	4898
Knox	1553
Penobscot	5840
Sagadahoc	1399
Washington	1063
York	10199

Enter the total number of registered motorcycles in State.

53259

Reduction of fatalities and crashes involving motorcycles

Submit State data showing the total number of motor vehicle crashes involving motorcycles in the State for the most recent calendar year for which final State crash data are available, but data no older than three calendar years prior to the application due date.

Year reported	2016
Total # of motorcycle crashes	571

Enter the total number of motorcycle registrations per Federal Highway Administration (FHWA) in the State for the year reported.

Number of motorcycle registrations per FHWA	52374
---	-------

Submit State data showing the total number of motor vehicle crashes involving motorcycles in the State for the calendar year immediately prior to that calendar year of the most recent data submitted.

Immediately prior year	2015
Total number of motorcycle crashes previous year	631

Enter the total number of motorcycle registrations per FHWA in the State for the year reported above.

Number of motorcycle registrations per FHWA previous year:	54664
--	-------

Based on State crash data expressed as a function of 10,000 motorcycle registrations (using FHWA motorcycle registration data), experience at least a whole number reduction in the rate of crashes involving motorcycles. Positive number shows reduction.

Crash rate change	6.41
-------------------	------

Enter the motorcyclist fatalities for the most recent calendar year for which final Fatality Analysis and Reporting System (FARS) data are available.

FARS year reported	2016
--------------------	------

Total number of motorcycle fatalities 18

Enter the motorcyclist fatalities for the calendar year immediately prior to that calendar year of the most recent data submitted.

Immediately prior FARS year 2015
Total number of motorcycle fatalities previous year 32

Experience a reduction of at least one in the number of motorcyclist fatalities for the most recent calendar year for which final FARS data are available as compared to the final FARS data for the calendar year immediately prior to that year.

Fatality change 14

Enter a description of the State's methods for collecting and analyzing data.

Motorcycle crash data is collected through the Maine Crash Reporting System. Crash data is analyzed by the MaineDOT. Fatal motorcycle crashes are analyzed by the MeBHS and entered into the FARS system. Motorcycle registration data is collected from the Bureau of Motor Vehicles. For the purposes of this application, FHWA registration information is used.

Reduction of fatalities and accidents involving impaired motorcyclists

Submit State data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators in the State for the most recent calendar year for which final State crash data are available, but data no older than three calendar years prior to the application due date.

Year reported 2016
Total # of motorcycle impaired crashes 35

Enter the total number of motorcycle registrations per Federal Highway Administration (FHWA) in the State for the year reported above.

Number of motorcycle registrations per FHWA 52374

Submit State data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators in the State for the calendar year immediately prior to that calendar year of the most recent data submitted.

Immediately prior year 2015
Total # of motorcycle impaired crashes previous year 44

Enter the total number of motorcycle registrations per FHWA in the State for the year reported above.

Number of motorcycle registrations per FHWA previous year 54664

Based on State crash data expressed as a function of 10,000 motorcycle registrations (using FHWA motorcycle registration data), experience at least a whole number reduction in the rate of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators. Positive number shows reduction.

Impaired crash rate change 1.37

Enter the total number of motorcycle impaired crash fatalities in the State from the most recent final Fatality Analysis and Reporting System (FARS) data. Enter the year of the FARS data reported.

FARS year reported 2016
Total # of impaired involved motorcycle fatalities 6

Enter the total number of impaired motorcycle crash fatalities in the State from the final FARS data for the calendar year immediately prior to the year entered above. Enter the year of the final FARS data reported.

Immediately prior FARS year 2015

Total # of impaired involved motorcycle fatalities previous year 12

Experience a reduction of at least one in the number of fatalities involving alcohol-impaired and drug-impaired motorcycle operators for the most recent calendar year for which final FARS data are available as compared to the final FARS data for the calendar year immediately prior to that year.

Impaired fatality change 6

Enter a description of the State's methods for collecting and analyzing data.

Motorcycle crash data is collected through the Maine Crash Reporting System. Crash data is analyzed by the MaineDOT. Fatal motorcycle crashes are analyzed by the MeBHS and entered into the FARS system. Motorcycle registration data is collected from the Bureau of Motor Vehicles. For the purposes of this application, FHWA registration information is used.

13 Certifications, Assurances, and Highway Safety Plan PDFs

Documents Uploaded

Part 1300 CA Signed by GR.pdf

MAINE - Highway Safety Plan - FY 2019 - Submitted 1.0.pdf