FFY2022

Maine Highway Safety Plan

Lauren V. Stewart, Director
Maine Bureau of Highway Safety
Michael J. Sauschuck, Commissioner
Department of Public Safety
Governor Janet T. Mills

Highway Safety Plan

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

Section 402/HSP	Yes
405(b) Occupant Protection	Yes – Low Use Rate
405(c) State Data Systems Improvement	Yes
405(d) Impaired Driving	Yes – Mid-range State
405(d) Ignition Interlock	No
405(d) 24-7 Sobriety Program	No
405(e) Distracted Driving	Yes
405(f) Motorcyclist Safety	Yes
405(g) Graduated Driver Licensing	No
405(h) Nonmotorized	No
1906 Racial Profiling Data Collection	No

Highway Safety Planning Process

Data Sources and Processes

Maine has the benefit of immediate access to various data sources that contribute to problem identification and project and program evaluation. Maine's electronic crash reporting system (MCRS) collects and houses all reportable crash records from State, municipal and county law enforcement agencies. Additionally, the Maine DOT has a crash analysis unit that receives a daily import of MCRS raw crash data into their agency crash analysis system (MaineCrash) where it is scrubbed and verified for roadway, serious injury, and property damage analysis. During the past year, more Maine law enforcement agencies began using the e-Citation system allowing us immediate citation data to help with problem identification.

The MeBHS begins the Highway Safety Plan process by gathering data from various sources to determine which highway safety incentive grants the State will be eligible to apply for and to determine which traffic safety concerns are evident Statewide, and then within various towns, cities and counties.

The following data sources are used to gather important data to analyze as part of the 2022 planning process:

- Fatality Analysis Reporting System (FARS): Maine FARS and NHTSA FARS/STSI
- Maine Crash Reporting System (MCRS)
- Maine DOT Maine Crash
- Maine e-Citation System
- Maine Violations Bureau (citation)
- FHWA VMT
- Maine BMV licensed drivers, registered vehicles
- University of Southern Maine driver observation and attitudinal surveys
- Critical Insight Media Surveys
- Prior subrecipient history from various MeBHS grants tracking systems (Excel, GMIS)

To identify highway safety problem areas and effective evidence-based countermeasures, the MeBHS consults with many of our partners during the planning process (some listed as data sources above and others listed below). There are many data elements that the MeBHS and our partners analyze to identify highway safety problems for the Strategic Highway Safety Plan and the MeBHS HSP. The following data elements include some that are analyzed as part of the planning process to determine highway safety challenges/problems:

Fatalities	Population	Gender	Roadway Traffic counts	Time
Crashes	Demographics	Age	High Traffic Roadways	Location
Serious Injuries	Surveys	Seat Belt Usage	Roadway Design	Causation factors

The MeBHS and the Maine DOT begin collaborating in early May to determine and finalize the required identical performance targets for fatalities, serious injury, and fatalities per 100 million VMT for the MeBHS HSP and the State Highway Safety Improvement Plan (HSIP).

Process Participants

The MeBHS and our partners consider it essential to continue to collaborate with traffic safety stakeholders to remain current about emerging traffic safety issues. This allows for appropriate action to be taken to address any identified problems inclusive and equitable for all road users.

The MeBHS staff regularly participate in meetings with:

- Maine DOT including: Strategic Highway Safety Plan (SHSP), Traffic Incident Management (TIM), Autonomous Vehicle (AV), and Large Animal Collision;
- Community coalitions and various highway safety advocacy groups;
- State, county, and municipal law enforcement meetings and events;
- Maine CDC working groups for substance abuse, the Alcohol-Stakeholder Group, and tobacco and marijuana;
- Various meetings of other Region 1 states HSOs;
- National conferences including GHSA, LifeSavers, and KIM.
- Maine Transportation Safety Coalition meetings;
- Traffic Records meetings;
- Impaired Driver Task Force Meetings;
- Speed Task Force Meetings:
- Child Passenger Safety Technician Trainings;
- Subrecipient meetings/trainings/monitoring;
- Emergency Medical Services meetings;
- Judicial and courts meetings;
- Attorney General and ADA meetings;
- Meetings with the SOS and BMV

to gather partner input and feedback. Additional data analysis is conducted throughout the HSP cycle to reaffirm or redirect planning and funding to address emergent or immediate needs.

The MeBHS past and present safety partners include:

AAA of Northern New England	Alliance Highway Safety
American Association of Retired People (AARP)	Atlantic Partners – EMS
Department of Health and Human Services – Elder Service	Federal Highway Administration (FHWA)
Office of the Attorney General	SADD National
Federal Motor Carrier Safety Administration (FMCSA)	Ford Driving Skills for Life
District Attorneys	
Governor's Highway Safety Association (GHSA)	DHHS Health Environmental Testing Lab (HETL)
Maine Bicycle Coalition	Maine Bureau of Labor Standards
Maine Bureau of Motor Vehicles (BMV)	Maine CDC Injury and Violence Prevention
Maine Associations of Chiefs of Police (MACP)	Maine Criminal Justice Academy (MCJA)
Maine Department of Education	Maine Department of Public Safety
Maine Department of Transportation (MeDOT)	Maine Driver Education Association
Maine Emergency Medical Services (EMS)	Maine Motor Transport Association
Maine Municipal Association	Maine Principals Association
Maine Secretary of State's Office	Maine Sheriff's Association
Maine State Police	Maine Substance Abuse Mental Health Services
Maine Turnpike Authority	Maine Violations Bureau
Motorcycle Rider Education of Maine, Inc.	National Highway Traffic Administration (NHTSA)
NL Partners Marketing	Safety and Health Council of Northern New England (SHCNNE)
United Bikers of Maine (UBM) Maine Transportation Safety Coalition	University of Southern Maine Maine CDC Alcohol Stakeholders Group
Traffic Records Coordinating Committee	Impaired Driving Task Force

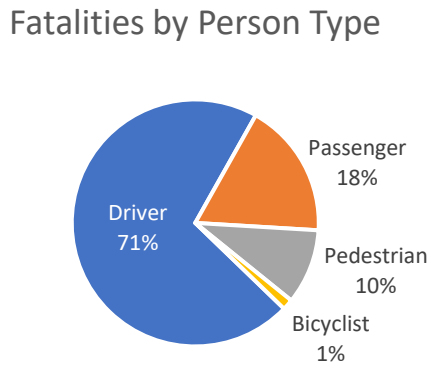
Description of Highway Safety Problems

The below summarizes the findings from an analysis of highway fatalities from 2015 to 2019. The dataset used for analysis contained a total of 1631 records, each representing an individual involved in a fatal crash. In total, there were 727 fatal crashes during this 5-year time span and 782 fatalities. On average, there were 156 fatalities per year, ranging from a low of 136 in 2018 to a high of 173 in 2017.

Fatalities

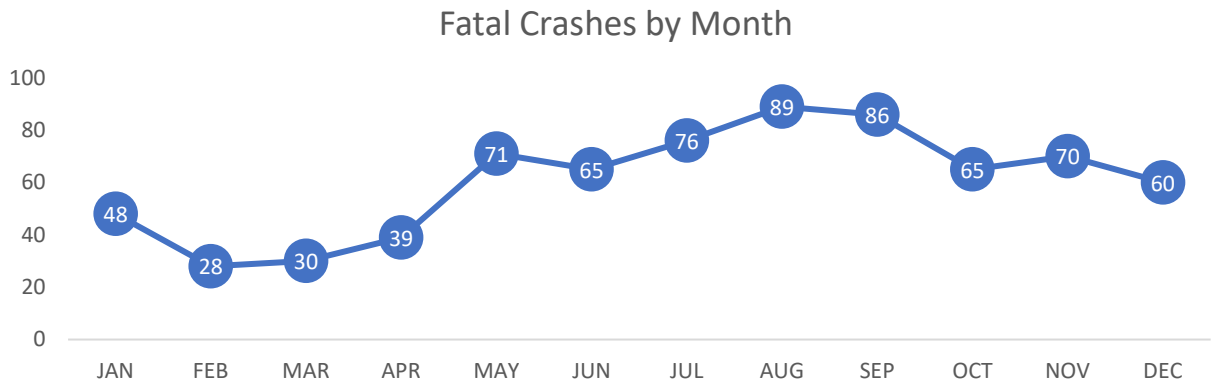
Who Dies?

A total of 782 drivers, passengers, bicyclists, and pedestrians lost their lives as a result of highway crashes from 2015 to 2019. The majority of these fatalities (71%) were driver fatalities, 18% were passenger fatalities, 10% were pedestrian fatalities, and the remaining 1% were bicyclist fatalities.



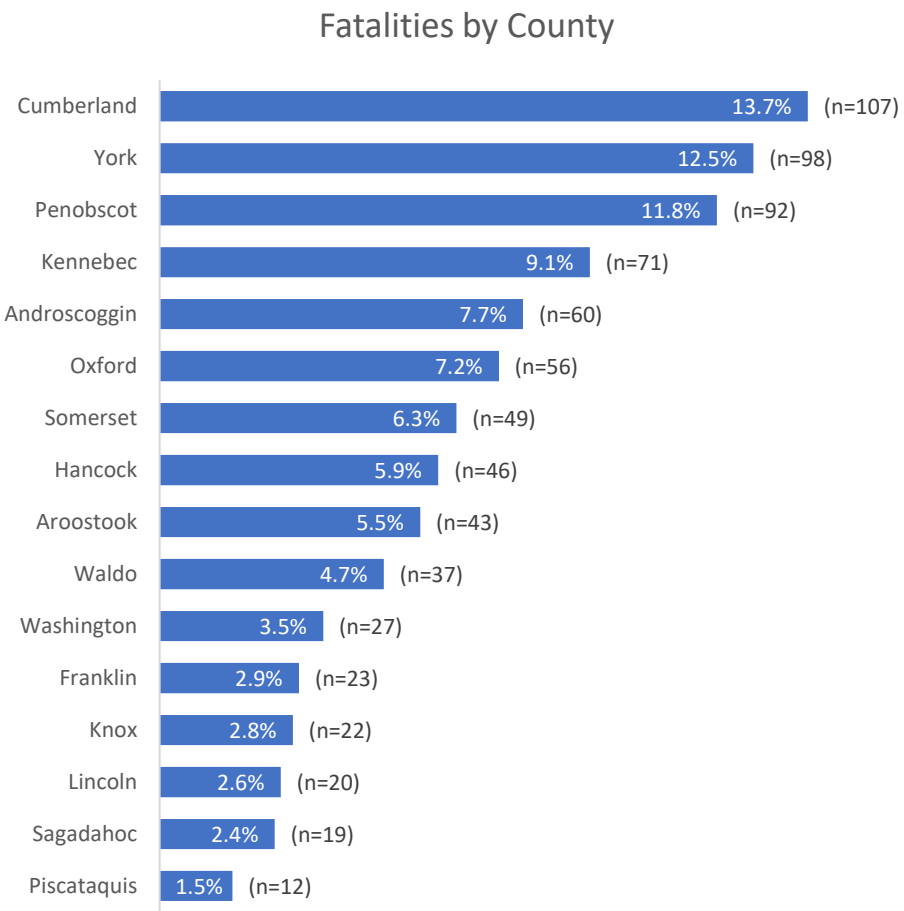
Fatal Crashes by Month

While Maine's roads are most dangerous during the winter months, a higher number of fatal crashes occur during the summer months. This may reflect a reduction in the number of miles driven during winter months and/or increased care taken by drivers when navigating during inclement weather. Almost a quarter of fatal crashes (24%) occur in August and September.



Fatalities by County

Approximately 13.7% of the 782 fatalities that occurred between 2015 and 2019 occurred in Cumberland County, followed by 12.5% in York County, and 11.8% in Penobscot County.

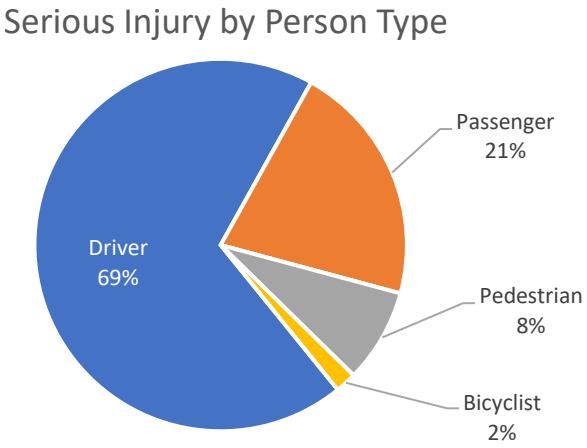


Serious Injuries

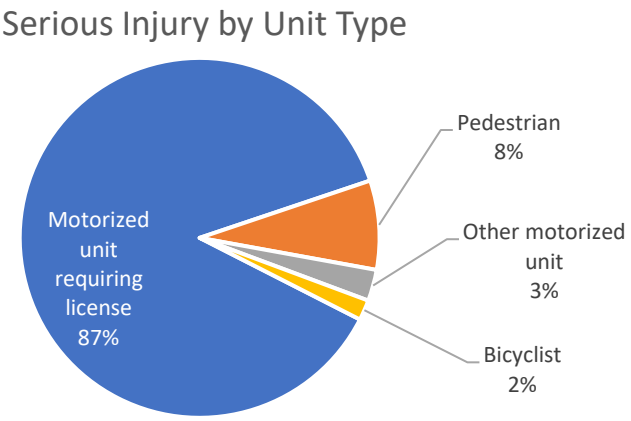
The following summarizes the findings from an analysis of highway crashes resulting in serious injuries in 2019. The dataset used for analysis contained a total of 1438 records, each representing an individual involved in a serious injury crash. In total, there were 625 serious injury crashes in 2019 and 711 serious injuries.

Who Is Seriously Injured?

A total of 711 drivers, passengers, bicyclists, and pedestrians were seriously injured as a result of highway crashes in 2019. The majority of these serious injuries (69%) were driver injuries, 21% were passenger injuries, 8% were pedestrian injuries, and the remaining 2% were bicyclist injuries.

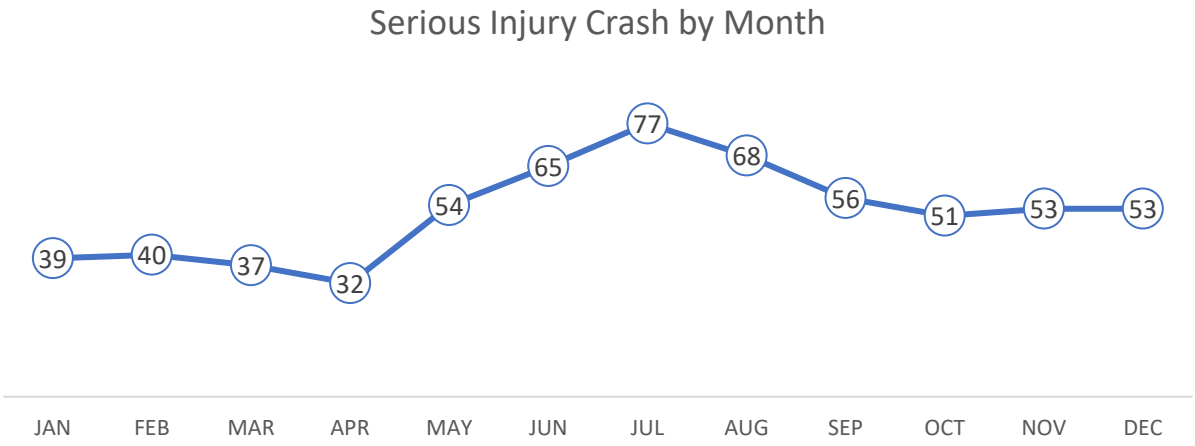


The majority of seriously injured persons, 87%, were occupants of motorized vehicles requiring a driver's license (e.g., cars, motorcycles, etc.), 8% were pedestrians, 3% were operating or riding other motorized vehicles (e.g., ATVs or snowmobiles), and 2% were bicyclists.



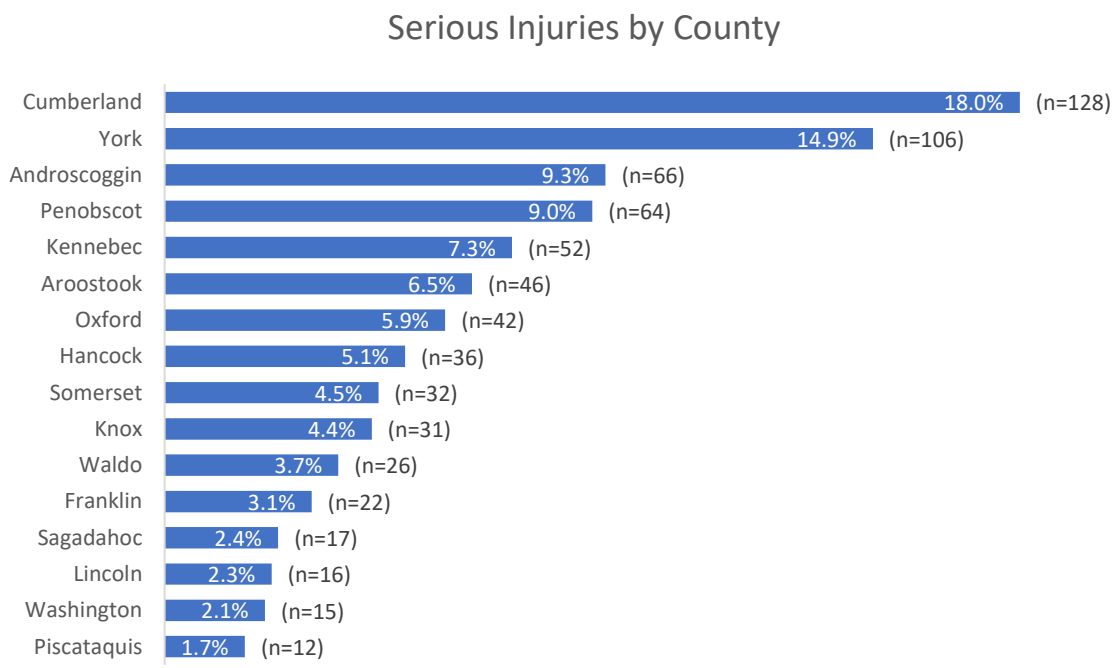
Serious Injury Crashes by Month

While Maine's roads are most dangerous during the winter months, a higher number of serious injury crashes occur during the summer months. This may reflect a reduction in the number of miles driven during winter months and/or increased care taken by drivers when navigating during inclement weather. A third (33.6%) of all serious injuries in 2018 occurred in June, July, and August.



Serious Injuries by County

Approximately 18.0% of the 711 serious injuries in 2019 occurred in Cumberland County, followed by 14.9% in York County, and 9.3% in Androscoggin.

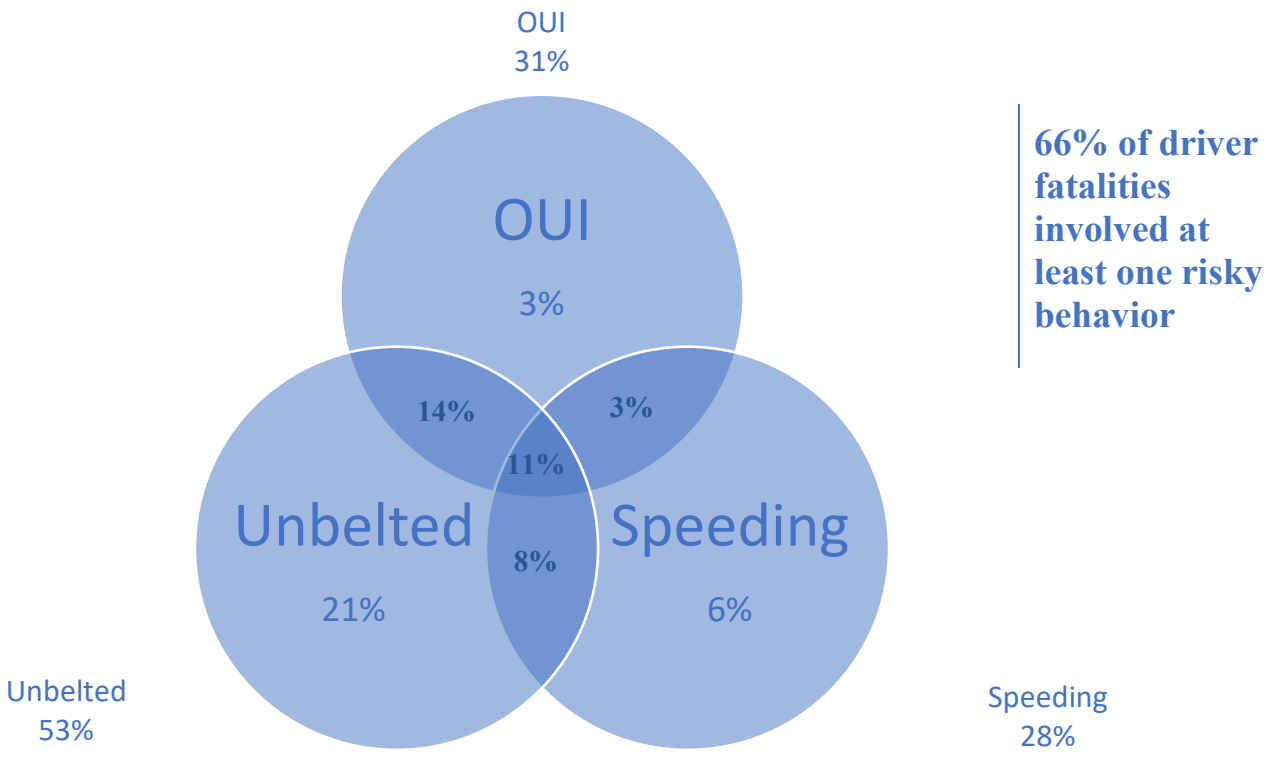


Co-Occurring Behaviors

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
- 6% of drivers were "only" speeding
- 21% of drivers were "only" unbelted
- 3% of drivers were under the influence and speeding
- 8% of drivers were unbelted and speeding
- 14% of drivers were unbelted and under the influence
- 11% of drivers were under the influence, unbelted, and speeding
- 66% of drivers were engaged in at least one of these risky behaviors

Driver Fatalities by Impairment, Speed, and Seatbelt Use



Methods for Project Selection

The process for selecting State and local safety projects for the HSP occur throughout the year as we meet with the various partners and stakeholder groups identified in the **Data Sources** and **Processes and Process Participants** sections of this Plan.

Requests for both innovative and evidence-based HSP projects are accepted from all eligible State, county, municipal, public and private entities and agencies and requests for projects are solicited during meetings of previously listed stakeholders and partners, but especially during the Maine Transportation Safety Coalition meetings, Maine Chiefs of Police meetings, and district Chiefs of Police meetings. Once projects are approved in the HSP, applications for grant awards can be submitted based on data-driven eligibility, on sole source, and by RFP. All grant applications are reviewed by the MeBHS using set criteria and rated for their potential impact in addressing the identified traffic safety problems outlined in the HSP, the SHSP, the Traffic Records Strategic Plan, the Impaired Driving 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.*

Subrecipient and subrecipient projects are selected for funding based on a grant application process that is both data-driven and evidence-based. The traffic safety enforcement grants are awarded based on problem identification first at the State level and then at the subrecipient level. Potential subrecipients describe traffic safety problem(s) in their application and request funding for dedicated overtime patrols to be used during the specified grant period. To ensure federal highway safety funds are expended properly, subrecipients submit enforcement activity reports to MeBHS that include information about traffic stops, arrests, citations, and verbal and written warnings as well as successes and problems encountered during the grant period. All overtime reimbursements are supported by agency payroll documentation and citation records.

The MeBHS asks the following *who, what, when, where, and why* questions to help guide project and funding selection:

1. Who is over-represented in crashes?
2. What types of crashes are occurring?
3. Where are crashes occurring in numbers or rates greater than would be expected given the amount of travel in those locations?
4. When are crashes taking place? Time of day? Day of week? Month?
5. What are the major contributing factors based on information we have?
6. Where are traffic citations being written and for what offenses?

7. Which agencies have the capacity to conduct effective overtime enforcement?

8. What are the conditions of the roadway that could contribute to driver behavior?

9. What external factors (i.e. COVID-19) might lead to a reduction of traffic volume, or an increased in certain driver behaviors (i.e. speeding)?

The answers to these questions, together with State and municipal crash, fatality, injury data, and citation information guide project selection and the awarding of grant funds to eligible subrecipients.

List of Information and Data Sources

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), Maine DOT's Maine CRASH	NHTSA, State Traffic Safety Information (STSI), MeBHS, Maine State Police, MeDOT	2013 to 2019
Citation/Violation	Maine Citation Data	Maine Violations Bureau	2013 to 2019
Seat Belt Use	Maine Seat Belt Use Observation Data, MCRS	MeBHS, MSP, Me DOT	2013 to 2019
Licensed Drivers, Registrations and Vehicle Miles Traveled (VMT)	Highway Statistics	FHWA, U.S. Census Bureau, Maine BMV, MeDOT	2013 to 2019
Operating Under the Influence	MCRS, FARS	NHTSA, Maine State Police	2013 to 2019

Description of Outcomes regarding SHSP and HSIP Coordination

MeBHS partners with the MeDOT for crash records analysis, mapping and reporting. Results of the data are analyzed and coordinated with the HSIP where applicable, and 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.

Current Year (FFY2021) Performance Report (in progress):

Performance Measure: C-1) Traffic Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)—2021	Numeric	158	5 year	2017

Like many states, Maine has seen an increase in fatalities in recent years, which makes it difficult to set a target that is both realistic and desirable. The state's legalization of marijuana and increased illicit drug use have likewise increased the risk of highway fatalities, while state and local budgetary constraints have led to law enforcement staffing challenges, which reduces their on-road presence. Analysis of highway fatalities reflects these influences; the five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison year of 5.1%. Maine will attempt to hold the 2017-2021 fatality rate to 158.

Performance Review: As of June 3, 2021, the fatality count was 47. Historically (2015-2019), approximately 30.6% of Maine's highway fatalities occurred on or before June 3, which suggests a total of 154 for 2021 and a 5-year average of 157 for 2017-2021.

Performance Measure: C-2a) Number of Serious Traffic Injuries (State crash data files)

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2a) Number of serious traffic injuries (State crash data files)—2021	Numeric	725	5 year	2017

While the 5-year average for serious injuries has decreased over the last 5 years, the decrease has slowed recently, suggesting that the downward trend may soon plateau. Maine proposes a 5-year-average rate of 725 for 2017-2021.

Performance Review: The 2017-2020 average is 678, putting BHS on track to meet its target if it holds the 2021 count to 913.

Performance Measure: C-2b) Serious Injury Rate

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2b) Serious injury rate (State crash file)—2021	Rate	5.02	5 year	2017

While the serious injury rate has decreased in recent years, the COVID-19 pandemic led to a sharp and immediate decrease in VMT in 2020. The long-term effects of the pandemic on VMT remain to be seen, but Maine anticipates a decrease in tourism as a direct result of the pandemic as well as an additional decrease due to economic pressure in 2020 and 2021. Maine proposes to limit the increase in serious traffic injuries to a five-year target value of 5.02 for 2017 to 2021.

Performance Review: The 2017-2020 average is 4.65, putting BHS on track to meet its target if it holds the 2021 rate to 5.39.

Performance Measure: C-3a) Fatalities/VMT

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3a) Fatalities/VMT (FARS, FHWA)—2021	Rate	1.12	5 year	2017

While the COVID-19 pandemic resulted in a decrease in VMT, it was not accompanied by a decrease in fatalities. Fatality counts for both April and May of 2020 remained similar to the corresponding months in 2019, despite the reduction in VMT. As a result, Maine expects to see an increase in rate for 2020 and 2021. Maine proposes to limit the increased fatality rate to 1.12 for its 2017 to 2021 target.

Performance Review: The 2017-2020 average is 1.08, putting BHS on track to meet its target if it holds the 2021 rate to 1.16.

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

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3b) Rural mileage death rate (FARS)—2021	Rate	1.36	Annual	2021

While the COVID-19 pandemic resulted in a decrease in VMT, it was not accompanied by a decrease in fatalities. Fatality counts for both April and May of 2020 remained similar to the corresponding months in 2019, despite the reduction in VMT. As a result, Maine expects to see

an increase in rate for 2020 and 2021. Maine proposes to limit the increased rural fatality rate to 1.36 for its 2017 to 2021 target.

Performance Review: The 2020 rural mileage rate was 1.23. Target is an annual target and will be calculated when 2021 VMT is available.

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

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3c) Urban mileage death rate (FARS)—2021	Rate	0.63	5 year	2017

While the COVID-19 pandemic resulted in a decrease in VMT, it was not accompanied by a decrease in fatalities. Fatality counts for both April and May of 2020 remained similar to the corresponding months in 2019, despite the reduction in VMT. Because the majority of Maine's VMT are rural rather than urban, the impact of the reduced VMT will not be as severe for urban rates. Maine proposes to hold the urban fatality rate to the 2019 rate of 0.63 for its 2017 to 2021 target.

Performance Review: The 2020 urban mileage rate was 0.63. Target is an annual target and will be calculated when 2021 VMT is available.

Performance Measure: C-4) Unrestrained Passenger Vehicle Occupant Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)—2021	Numeric	51	Annual	2021

This target is a maintenance target. The five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison year of 0.9%. Maine will attempt to hold the number of unrestrained passenger vehicle occupant fatalities to the baseline (2014-2018) value of 51 for the year 2021.

Performance Review: As of June 3, 2021, the number of unrestrained passenger vehicle occupant fatalities was 8. Historically (2015-2019), approximately 32.6% of Maine's unrestrained passenger vehicle occupant fatalities occurred on or before June 3, which suggest a total count of 25 unrestrained passenger vehicle occupant fatalities for 2021.

Performance Measure: C-5) Alcohol-Impaired Driving Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with BAC of .08 and above	Numeric	48	Annual	2021

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 30.1%. Maine will attempt to hold the number of alcohol-impaired fatalities to the baseline (2014-2018) value of 48 for the year 2021.

Performance Review: As of June 3, 2021, the number of alcohol-impaired driving fatalities was 6. Historically (2015-2019), approximately 29.4% of Maine's alcohol-impaired fatalities occurred on or before June 3, which suggests a total of 20 alcohol-impaired fatalities for 2021.

Performance Measure: C-6) Speeding-Related Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)—2021	Numeric	38	Annual	2021

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 22.9% decrease. Maine will decrease its speeding-related fatalities from a baseline (2014-2018) value of 49 to a target value of 38 for the year 2021.

Performance Review: As of June 3, 2021, the number of speed-related fatalities was 8. Historically (2015-2019), approximately 28.6% of Maine's speed-related fatalities occurred on or before June 3, which suggests a total of 28 speed-related fatalities for 2021.

Performance Measure: C-7) Motorcyclist Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcycle fatalities (FARS)—2021	Numeric	22	Annual	2021

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 23.4%. Maine will attempt to hold the number of motorcycle fatalities to the baseline (2014-2018) value of 22 for the year 2021.

Performance Review: As of June 3, 2021, the number of motorcycle fatalities was 6. Historically (2015-2019), approximately 19.2% of Maine's motorcycle fatalities occurred on or before June 3, which suggests a total of 31 motorcycle fatalities for 2021.

Performance Measure: C-8) Unhelmeted Motorcyclist Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities	Numeric	15	Annual	2021

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 28.3%. Maine will attempt to hold the number of unhelmeted motorcycle fatalities to the baseline (2014-2018) value of 15 for the year 2021.

Performance Review: As of June 3, 2021, the number of unhelmeted motorcyclist fatalities was 3. Historically (2015-2019), approximately 16.3% of Maine's unhelmeted motorcycle fatalities occurred on or before June 3, which suggests a total of 18 unhelmeted motorcycle fatalities for 2021.

Performance Measure: C-9) Drivers Age 20 or Younger Involved in Fatal Crashes

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)—2021	Numeric	11	Annual	2021

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 25.0% decrease. Maine will decrease the number of drivers aged 20 or younger involved in fatal crashes from a baseline (2014-2018) value of 15 to a target value of 11 for the year 2021.

Performance Review: As of June 3, 2021, the number of drivers aged 20 or younger involved in fatal crashes was 2. Historically (2015-2019), 29.0% of Maine drivers aged 20 or younger involved in a fatal crash occurred on or before June 3, which suggests a total of 7 drivers aged 20 or younger involved in fatal crashes for 2021.

Performance Measure: C-10) Pedestrian Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)—2021	Numeric	14	Annual	2021

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 38.9%. Maine will attempt to hold the number of pedestrian fatalities to the baseline (2014-2018) value of 14 for the year 2021.

Performance Review: As of June 3, 2021, the number of pedestrian fatalities was 8. Historically (2015-2018), approximately 30.8% of Maine's pedestrian fatalities occurred on or before June 3, which suggests a total of 26 pedestrian fatalities for 2021.

Performance Measure: C-11) Bicyclist Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclist fatalities (FARS)—2021	Numeric	2	Annual	2021

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 100.4%. Maine will attempt to hold the number of bicyclist fatalities to the baseline value (2014-2018) of 2 for the year 2021.

Performance Review: As of June 3, 2021, the number of bicyclist fatalities was 0, putting BHS on track to meet this target.

Performance Measure: B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants	Percentage	88.9%	Annual	2021

While the five-year alternative baseline method shows an average increase of 4.6% from the previous three baseline periods to the corresponding comparison years, data collected in 2018 shows that this upward trend has ended. The rate for 2019 was unchanged from 2018. Maine will attempt to move that rate back up to the 2017 value of 88.9% in 2020, which represents a 4% increase over the baseline (2014-2018) value of 86.7%.

Performance Review: Seat belt observations are underway at this time; a rate is not yet available.

Performance Measure: Distracted Driver Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of distracted driver fatalities—2021	Numeric	6	Annual	2021

This target was set using the three-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 26.6% decrease. Maine will decrease the number of distracted driving fatalities from a baseline (2016-2018) value of 8 to a target value of 6 for the year 2021.

Performance Review: As of June 3, 2021, the number of distracted driver fatalities was 4. Historically (2015-2019), approximately 28.6% of Maine's distracted driving fatalities occurred on or before June 3, which suggests a total of 14 distracted driving fatalities for 2020.

Performance Measure: Senior Driver Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of senior driver fatalities—2021	Numeric	26	Annual	2021

This target is a maintenance target. The five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison year of 47.4%. Maine will attempt to hold the number of senior driver fatalities to the baseline (2014-2018) value of 26 for the year 2021.

Performance Review: As of June 3, 2021, the number of senior driver fatalities was 3. Historically (2015-2019), approximately 37.5% of Maine's senior driver fatalities occurred on or before June 3, which suggests a total of 8 senior driver fatalities for 2021.

Performance Measure: Media Recall Target

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Media recall—2021	Percentage	48%	Annual	(spring) 2021

This target is a maintenance target. The five-year alternative baseline method shows an average decrease from the previous three baseline periods to the corresponding comparison years of 4.8%. Maine will attempt to hold the rate of media recall to the level of baseline average rate (spring 2016 to spring 2020) of 48% for spring of 2021.

Performance Review: The recall rate for spring of 2021 was 35%. This target was unmet.

Performance Measure: Crash Timeliness Target

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Crash Timeliness—2021	Numeric	5.5	1 Year	2020

Maine will improve the Timeliness of the Crash system as measured in terms 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 and a current period. **Note:** Both the baseline and current periods are limited to reports entered into the database by April 30 of the baseline and current periods.

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

Performance Review: This target was not met. The result is a decrease in timeliness of 0.11 days.

Measurements

Start Date	End Date	Total Reports	Average Number of Days	Target (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	42,257	11.66	
April 1, 2019	March 31, 2020	40,741	5.6	Not set
April 1, 2020	March 31, 2021	32,584	5.71	5.5
April 1, 2021	March 31, 2022			5.5

Performance Measure: eCitation Completeness Target-Officer User Count

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
eCitation Completeness-Officer User Count— 2021	Numeric	380	1 Year	2020

Maine will improve the completeness of the eCitation system as measured in terms of:

The total number of officer accounts in Maine eCitation.

The state will show measurable progress using the following method: The number of officer accounts in Maine eCitation for the baseline period compared to the current period.

Performance Review: This target was met. The result is an increase in completeness of 92 officer users.

Measurements

Start Date	End Date	Officer User Count	Target
April 1, 2017	March 31, 2018	11	
April 1, 2018	March 31, 2019	77	
April 1, 2019	March 31, 2020	320	Not set
April 1, 2020	March 31, 2021	412	380
April 1, 2021	March 31, 2022		450

Performance Measure: eCitation Completeness Target-Agency Count

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
eCitation Completeness-Agency Count —2021	Numeric	19	1 Year	2020

Maine will improve the completeness of the eCitation system as measured in terms of:

The total number of agencies issuing citations electronically within a period determined by the State.

The state will show measurable progress using the following method: The number of agencies issuing electronic citations using a baseline period and a current period.

For agency counts, each Maine State Police Troop is considered an agency.

***Performance Review*:** This target was met. The result is an increase in completeness of 6 agencies.

Measurements

Start Date	End Date	Number of Agencies Issuing Citations	Number of Total Agencies	Target (Agencies)
April 1, 2018	March 31, 2019	5	162	
April 1, 2019	March 31, 2020	14	162	Not set
April 1, 2020	March 31, 2021	20	162	19
April 1, 2021	March 31, 2022			23

Performance Measure: eCitation Completeness Target -Latitude/Longitude

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
eCitation Completeness-Latitude/Longitude—2021	Percentage	7%	1 Year	2020

Maine will improve the completeness of the eCitation system as measured in terms of:

The percentage of electronic citations with Latitude and Longitude values entered by the Officer.

***Performance Review*:** This target was met. The result is an increase in completeness of 6.46%.

Measurements

Start Date	End Date	Lat/Long Entered	Total Citations	Completeness (%)	Target (%)
April 1, 2018	March 31, 2019	150	2,905	5.16%	
April 1, 2019	March 31, 2020	618	9,199	6.72%	Not set
April 1, 2020	March 31, 2021	1,593	12,577	12.66%	7%
April 1, 2021	March 31, 2022				14%

Performance Measure: eCitation Timeliness Target

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
eCitation Timeliness—2021	Numeric	6	1 Year	2020

Maine will improve the Timeliness of the eCitation system as measured in terms of:

> The average number of minutes from when the citation is issued to the time the citation is uploaded into the statewide citation database within a period determined by the State.

The state will show measurable progress using the following method: The average number of minutes from when the citation is issued to the time the citation is uploaded into the statewide citation database using a baseline period of April 1, 2019 to March 31, 2020 and a current period of April 1, 2020 to March 31, 2021. **Note:** Both the baseline and current periods are limited to reports entered into the database by April 30, 2020 (baseline) and April 30, 2021 (current).

There were 9,199 citation reports during the baseline period with an average timeliness of 7 minutes. There were 12,577 citation reports during the current period with an average timeliness of 23 minutes.

***Performance Review*:** This target was not met. The result is a decrease in Timeliness of 16 minutes.

Measurements

Start Date	End Date	Total Citations	Average Number of Minutes	Target
April 1, 2018	March 31, 2019	2,905	141	
April 1, 2019	March 31, 2020	9,199	7	Not set
April 1, 2020	March 31, 2021	12,577	23	6
April 1, 2021	March 31, 2022			22

Performance Measure: Crash Completeness Target

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Crash Completeness—2021	Percentage	66%	1 Year	2020

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

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

The state will show measurable progress using the following method:

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

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

***Performance Review*:** The result is a decrease in completeness of 0.09%. The target was not met; recording of latitude and longitude values have apparently plateaued. Efforts are being made to use Windows Location Services along with the built-in mapping functionality of the crash reporting client to increase completeness.

Measurements

Start Date	End Date	Lat/Long Reports	Total Reports	Completeness (%)	Target (%)
April 1, 2013	March 31, 2014	23,256	37,530	61.97%	
April 1, 2014	March 31, 2015	24364	38,827	62.75%	
April 1, 2015	March 31, 2016	23,837	37,929	62.85%	
April 1, 2016	March 31, 2017	26,189	40,833	64.14%	
April 1, 2017	March 31, 2018	26,946	41,375	65.13%	
April 1, 2018	March 31, 2019	27,613	42,250	65.36%	
April 1, 2019	March 31, 2020	26,563	40,741	65.20%	66%

April 1, 2020	March 31, 2021	21,218	32,584	65.11%	66%
April 1, 2021	March 31, 2022				66%

FFY22 Performance Plan

CORE OUTCOME MEASURES	Timeframe	2015	2016	2017	2018	2019	2022 HSP Target
Traffic Fatalities (FARS)	Annual	156	160	173	136	157	160
	5-Year Average	146	151	153	151	156	
Serious Injuries in Traffic Crashes (State Crash File)	Annual	755	746	731	685	689	715
	5-Year Average	862	833	782	746	721	
Serious Injury in Traffic Crash Rate (State Crash File	Annual	5.09	4.98	4.89	4.56	4.56	4.90
	5-Year Average	5.97	5.71	5.32	5.04	4.82	
Fatalities/VMT (FARS/FHWA)	Annual	1.05	1.07	1.16	0.91	1.04	1.12
	5-Year Average	1.01	1.04	1.04	1.02	1.04	
Rural Mileage Death Rate (FARS)	Annual	1.23	1.29	1.36	1.13	1.23	1.28
	5-Year Average	1.33	1.33	1.28	1.23	1.25	
Urban Mileage Death Rate (FARS)	Annual	0.64	0.58	0.77	0.42	0.63	0.59
	5-Year Average	0.28	0.41	0.48	0.55	0.61	
Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Annual	53	60	53	50	48	48
	5-Year Average	55	57	52	51	53	
Alcohol-Impaired Driving Fatalities (FARS)	Annual	50	63	49	42	50	50
	5-Year Average	40	48	48	48	51	
Speeding-Related Fatalities (FARS)	Annual	60	56	50	42	49	40
	5-Year Average	59	57	51	49	51	
Motorcyclist Fatalities (FARS)	Annual	32	18	26	23	27	27
	5-Year Average	19	20	20	22	25	
Unhelmeted Motorcyclist Fatalities (FARS)	Annual	24	12	17	18	20	20
	5-Year Average	13	13	14	15	18	
Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Annual	13	19	18	9	12	10
	5-Year Average	18	17	17	15	14	
Pedestrians Fatalities (FARS)	Annual	19	17	20	7	16	16
	5-Year Average	12	13	15	14	16	
Bicyclist Fatalities (FARS)	Annual	0	4	2	2	2	2
	5-Year Average	1	2	2	2	2	
CORE BEHAVIOR MEASURE	**Timeframe**	**2015**	**2016**	**2017**	**2018**	**2019**	**2022 HSP Target**
Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	85.5%	85.8%	88.9%	88.5%	88.5%	88.5%
	5-Year Average	83.9%	84.7%	85.6%	86.7%	87.4%	

	ADDITIONAL MEASURES	Timeframe	2015	2016	2017	2018	2019	2022 HSP Target
	Senior Driver Fatalities	Annual	20	27	36	28	24	27
		5-Year Average	20	22	25	26	27	
	Distracted Driver Fatalities	Annual	14	6	13	6	10	10
		3-Year Average	10	8	11	8	10	
	ADDITIONAL MEASURE	**Timeframe**	**Spring 2017**	**Spring 2018**	**Spring 2019**	**Spring 2020**	**Spring 2021**	**2022 HSP Target**
	Media Recall Target	Season	40%	57%	47%	52%	35%	40%
		5-Year Average	50%	51%	49%	48%	46%	

	TRAFFIC RECORDS OUTCOME MEASURES	Timeframe	2018	2019	2020	2021	2022 Target
	eCitation Completeness-Lat/Long	4/1/-3/31		5.16%	6.72%	12.66%	14.0%
	eCitation Timeliness-Maine Violations Bureau	4/1/-3/31			6.3	5.2	5.0
	Crash Completeness	4/1/-3/31	65.13%	65.36%	65.20%	65.11%	66.0%
	Crash Timeliness-Average	4/1/-3/31	6.14	11.66	5.6	5.71	5.5
	Crash Timeliness-Received within 5 days	4/1/-3/31			87.8%	87.69%	88.0%
	Crash Uniformity	4/1/-3/31	36.59%	42.79%	42.79%	42.79%	44.0%
	eCitation Completeness-Agency Count	4/1/-3/31		5	14	20	23
	eCitation Completeness-Officer User Count	4/1/-3/31	11	77	320	412	450
	ECitation Timeliness	4/1/-3/31		141	7	23	22
	EMS Uniformity	4/1/-3/31	70.06%	94.86%	99.99%	100%	100%
	EMS Completeness	4/1/-3/31			89.0%	63.0%	65.0%
	EMS Timeliness-Received within 24 Hours	4/1/-3/31			85.0%	62.0%	86.0%

	ACTIVITY MEASURES	Timeframe	2016	2017	2018	2019	2020
A-1	# of Seat Belt Citations Issued During Grant-Funded Enforcement Activities	Annual	4,000	4,606	4,669	3,072	1,449
		5-Year Average	3,588	3,950	4,187	3,947	3,559
A-2	# of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	Annual	379	276	319	289	165
		5-Year Average	452	461	415	353	286
A-3	# of Speeding Citations Issued During Grant-Funded Enforcement Activities	Annual	6,219	4,717	8,306	3,398	3,540
		5-Year Average	5,156	5,853	6,544	6,270	5,236

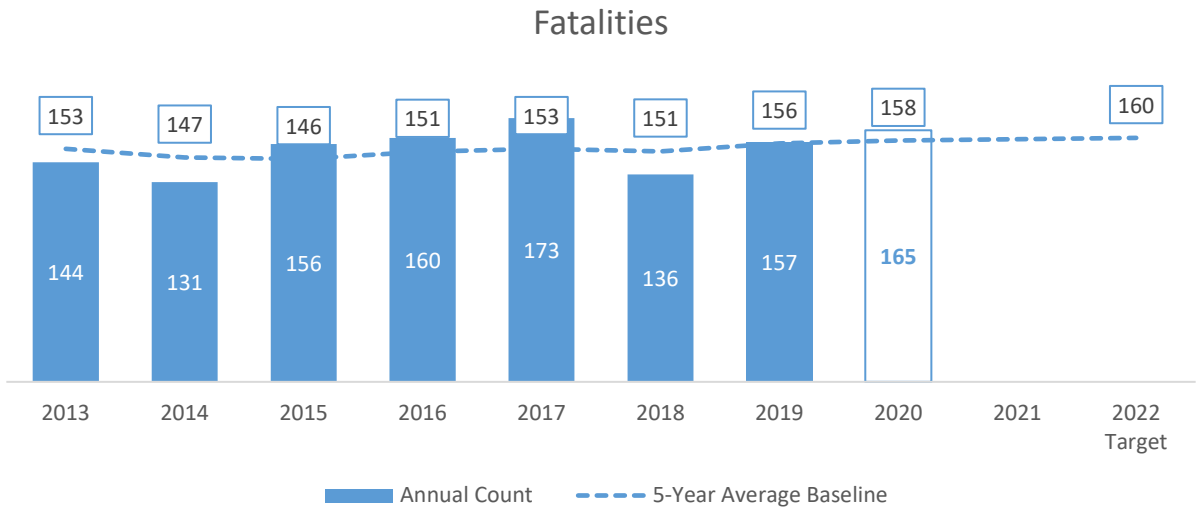
The majority of Maine's targets were set using the 5-year alternative baseline method, which involves calculating the change between baseline averages and the following years' annual rates. This is done for three baseline periods, and an average of the rate change is computed. This average change rate is then used with the current baseline period to predict the rate for the target year. 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.

Performance Measure: C-1) Traffic Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)—2022	Numeric	160	5 year	2018

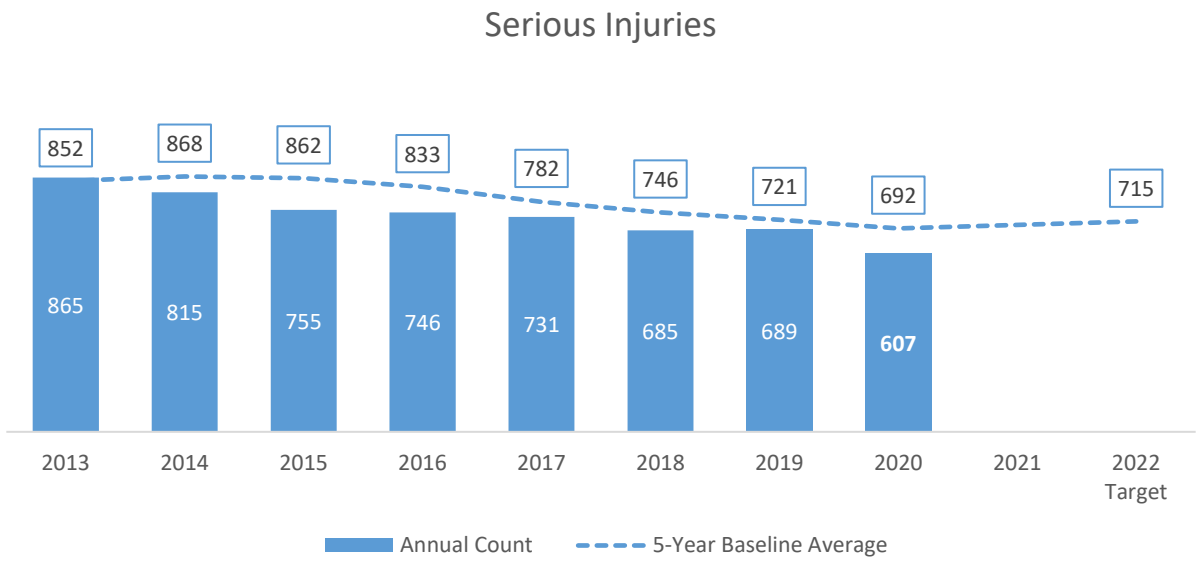
Despite the lower VMT observed in 2020 due to the pandemic, the number of fatalities in 2020 was the 2nd highest in ten years. The current year's fatalities to-date suggest that 2021 will hold fewer fatalities; it is currently projected to have 154. There were 47 as of June 3, 2021, and historically 30.6% of fatalities occur by this month and day. Maine will attempt to hold the 2018-2022 fatality average to 160.



Performance Measure: C-2a) Number of Serious Traffic Injuries (State crash data files)

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2a) Number of serious traffic injuries (State crash data files)—2022	Numeric	715	5 year	2018

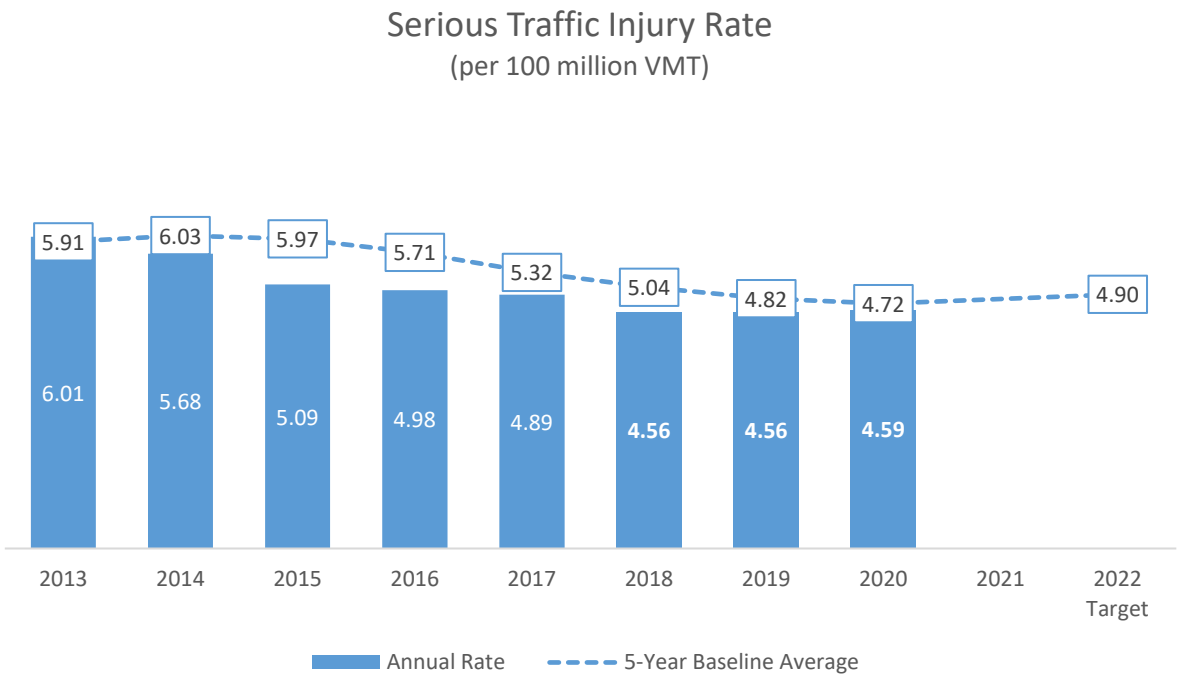
Maine has seen improvement in the number of serious injuries over the last years. Unlike fatalities, Maine experienced a reduction in the number of serious injuries and only a small increase in the serious injury rate during 2020 caused by the lower VMT. While the count may increase as tourism and in-state traffic resume to higher pre-pandemic levels, Maine proposes a 5-year average count of 715 for 2018-2022.



Performance Measure: C-2b) Serious Injury Rate

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2b) Serious injury rate (State crash file)—2022	Rate	4.90	5 year	2018

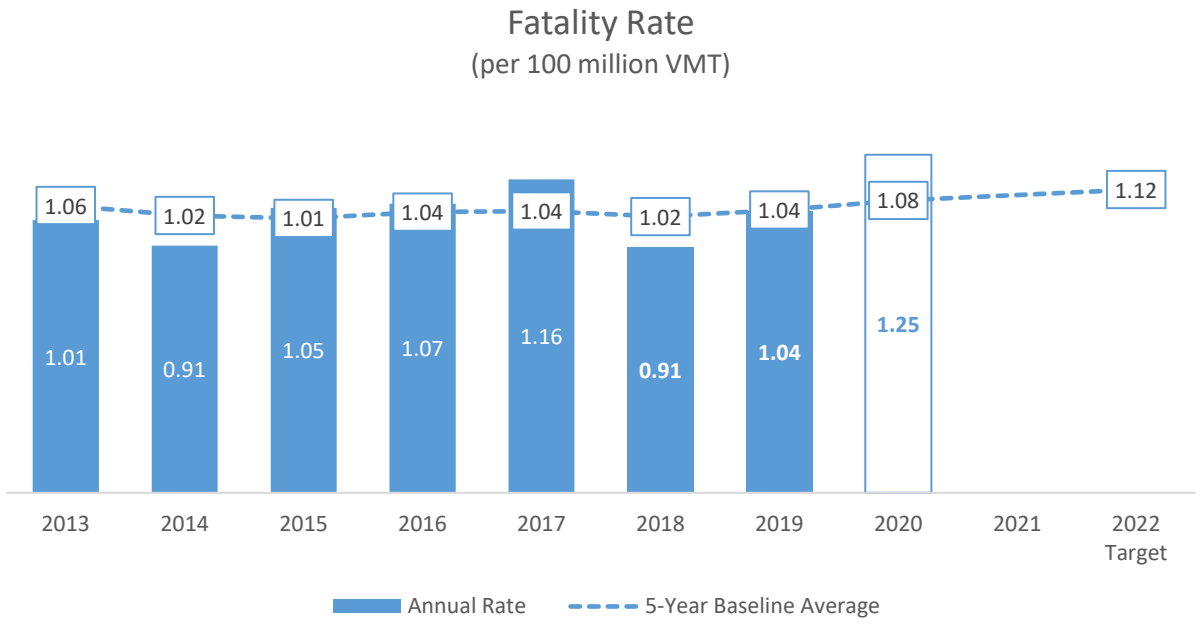
Maine has seen improvement in the number of serious injuries over the last years. Unlike fatalities, Maine experienced a reduction in the number of serious injuries and only a small increase in the serious injury rate during 2020 caused by the lower VMT. While the rate may increase as tourism and in-state traffic resume to higher pre-pandemic levels, Maine proposes a 5-year average rate of 4.90 for 2018-2022.



Performance Measure: C-3a) Fatalities/VMT

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3a) Fatalities/VMT (FARS, FHWA)—2022	Rate	1.12	5 year	2018

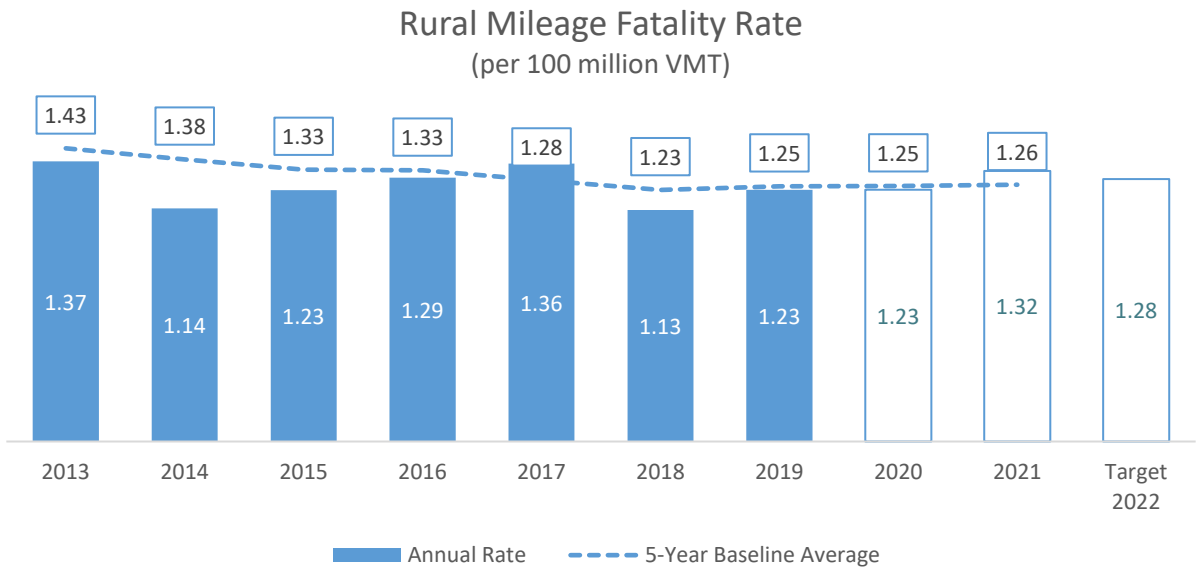
A significantly lower VMT observed in 2020 due to the pandemic combined with a high fatality count led to the highest fatality rate in Maine in the last decade. While VMT is increasing, the presence of this datapoint in the 2018 to 2022 average will have a detrimental effect on the fatality rate. Maine proposes to limit the increased fatality rate to 1.12 for its 2017 to 2022 target.



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

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3b) Rural mileage death rate (FARS)—2022	Rate	1.28	Annual	2022

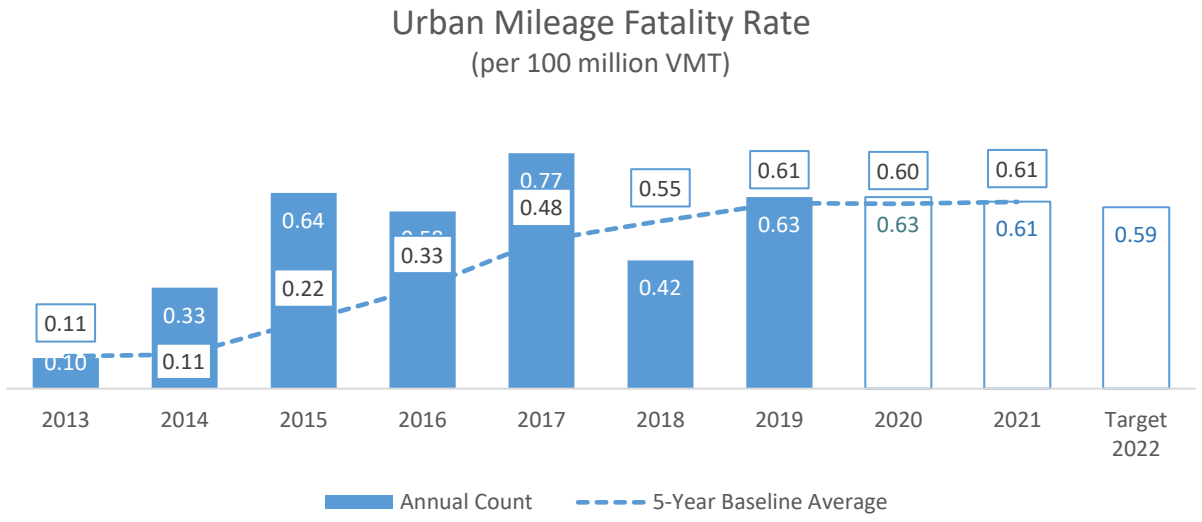
While the COVID-19 pandemic resulted in a decrease in VMT, it was not accompanied by a decrease in fatalities. Maine proposes to limit the increased rural fatality rate to 1.28 for its 2022 target.



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

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3c) Urban mileage death rate (FARS)—2022	Rate	0.59	Annual	2022

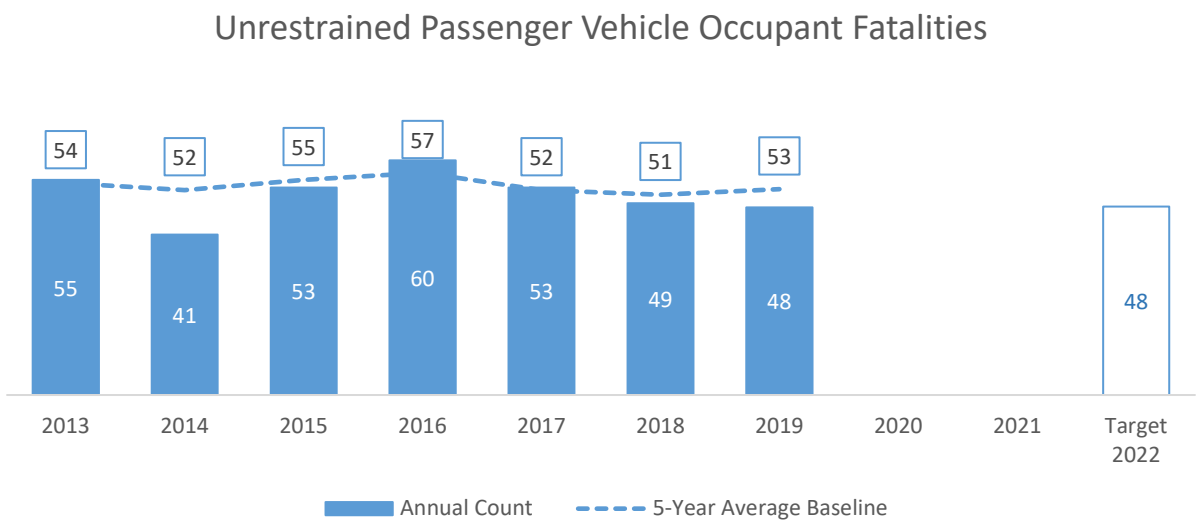
While the COVID-19 pandemic resulted in a decrease in VMT, it was not accompanied by a decrease in fatalities. Nevertheless, because the majority of Maine's VMT are rural rather than urban, the impact of the reduced VMT will not be as severe for urban rates. Maine proposes to decrease the urban fatality rate to 0.59 in 2022.



Performance Measure: C-4) Unrestrained Passenger Vehicle Occupant Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)—2022	Numeric	48	Annual	2022

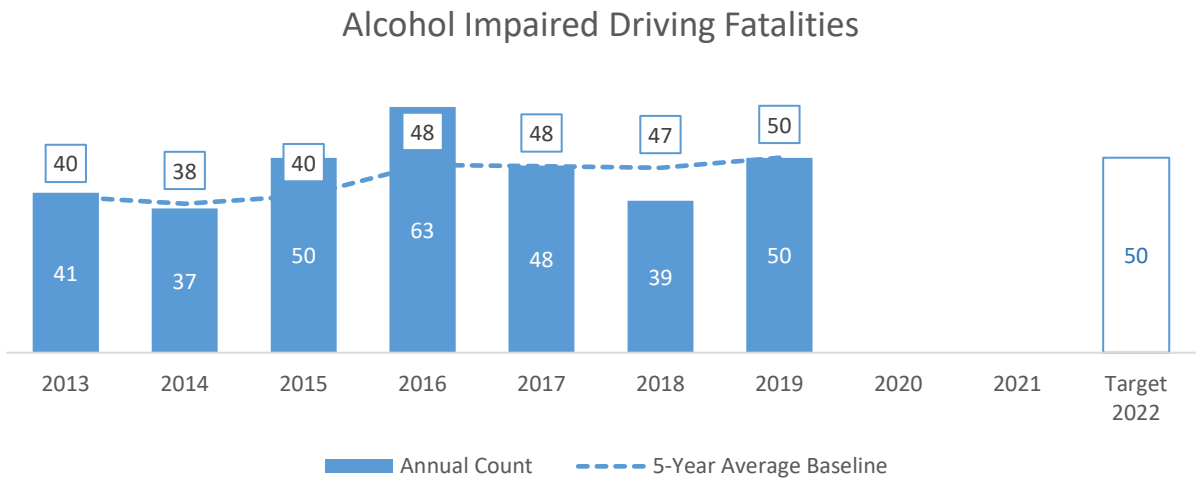
This target was set using the five-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent change from the previous three baseline periods to their corresponding comparison years was an 8.4% decrease. Maine will decrease its unrestrained fatalities from a baseline (2015-2019) value of 53 to a target value of 48 for the year 2022.



Performance Measure: C-5) Alcohol-Impaired Driving Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with BAC of .08 and above	Numeric	50	Annual	2022

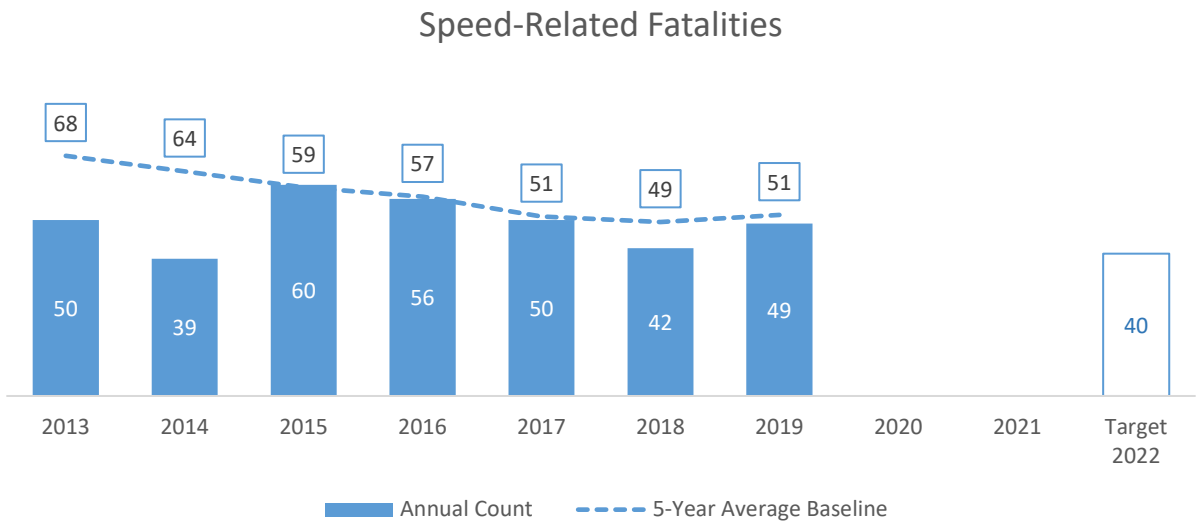
This target is a maintenance target. The five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison years of 8.8%. Maine will attempt to hold the number of alcohol-impaired fatalities to the baseline (2015-2019) value of 50 for the year 2022.



Performance Measure: C-6) Speeding-Related Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)—2022	Numeric	40	Annual	2022

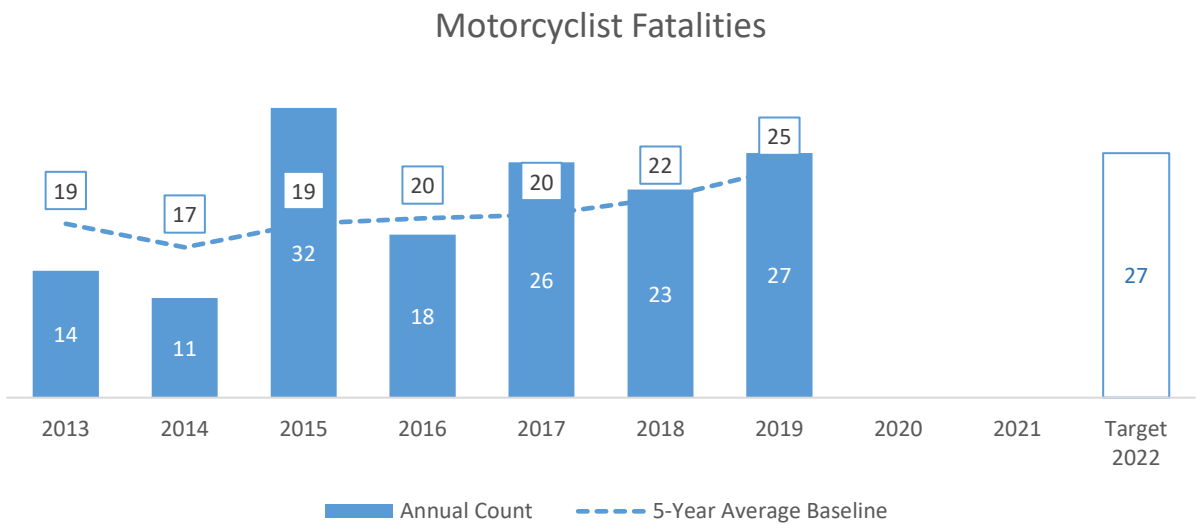
This target was set using the five-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent change from the previous three baseline periods to their corresponding comparison years was a 21.4% decrease. Maine will decrease its speeding-related fatalities from a baseline (2015-2019) value of 51 to a target value of 40 for the year 2022.



Performance Measure: C-7) Motorcyclist Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcycle fatalities (FARS)—2022	Numeric	27	Annual	2022

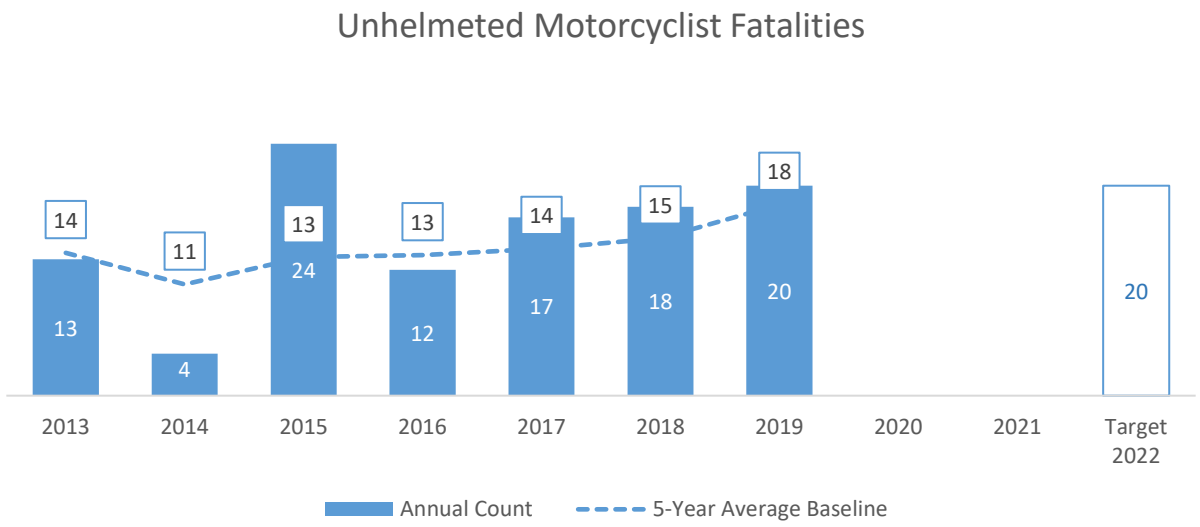
This target is a maintenance target. The five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison years of 37.6%. Maine will attempt to hold the number of motorcycle fatalities to the baseline 2019 value of 27 for the year 2022.



Performance Measure: C-8) Unhelmeted Motorcyclist Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities	Numeric	20	Annual	2022

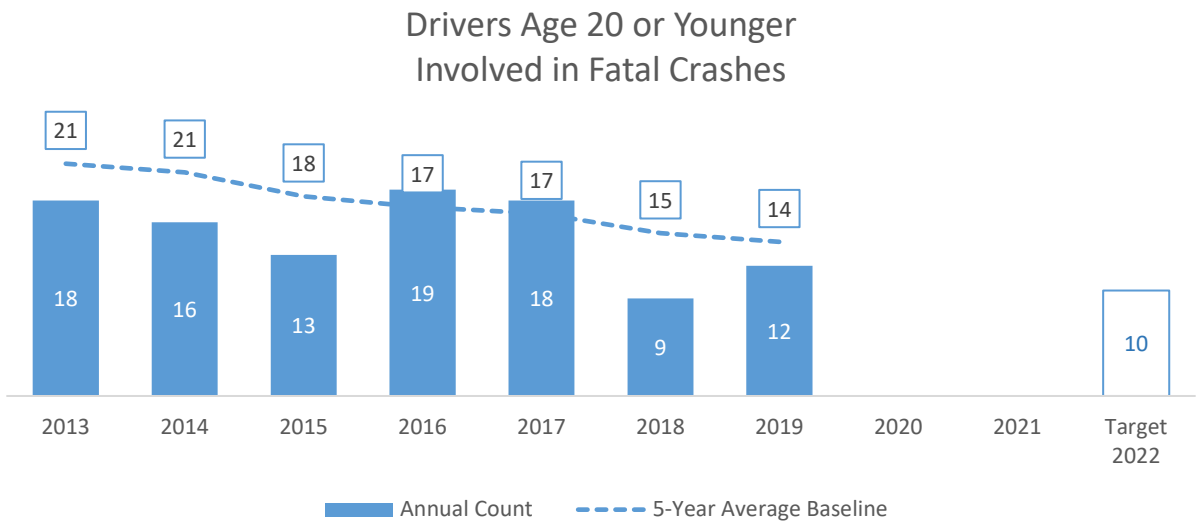
This target is a maintenance target. The five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison years of 48.7%. Maine will attempt to hold the number of unhelmeted motorcycle fatalities to the 2019 value of 20 for the year 2022.



Performance Measure: C-9) Drivers Age 20 or Younger Involved in Fatal Crashes

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)—2022	Numeric	10	Annual	2022

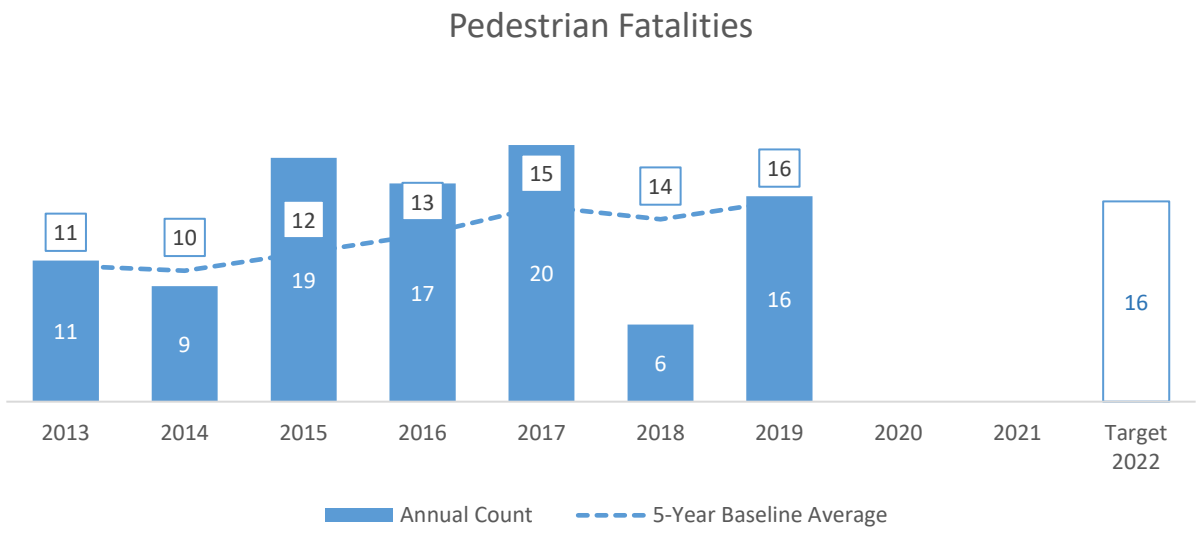
This target was set using the five-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent change from the previous three baseline periods to their corresponding comparison years was a 31.6% decrease. Maine will decrease the number of drivers aged 20 or younger involved in fatal crashes from a baseline (2015-2019) value of 14 to a target value of 10 for the year 2022.



Performance Measure: C-10) Pedestrian Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)—2022	Numeric	16	Annual	2022

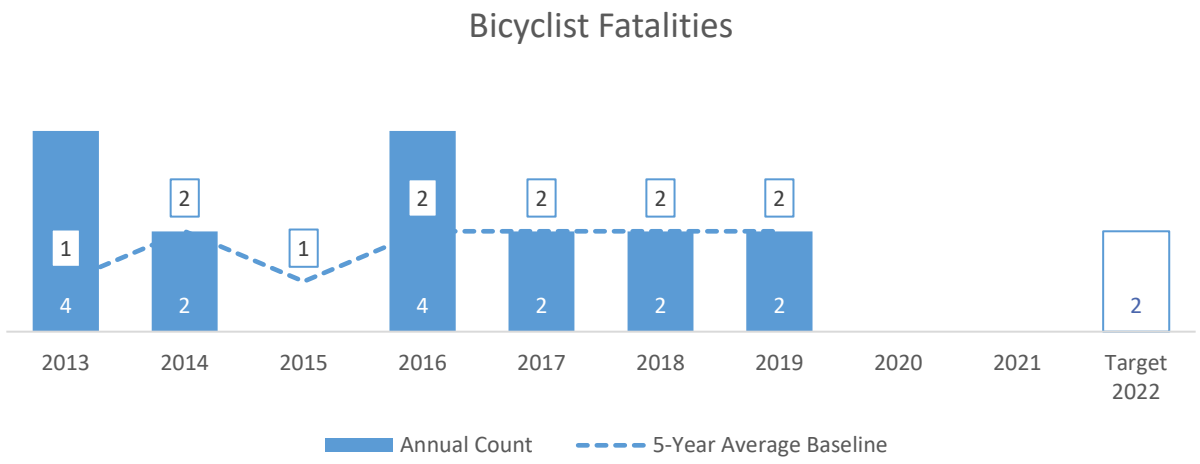
This target is a maintenance target. The five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison years of 23.6%. Maine will attempt to hold the number of pedestrian fatalities to the baseline (2015-2019) value of 16 for the year 2022.



Performance Measure: C-11) Bicyclist Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclist fatalities (FARS)—2022	Numeric	2	Annual	2022

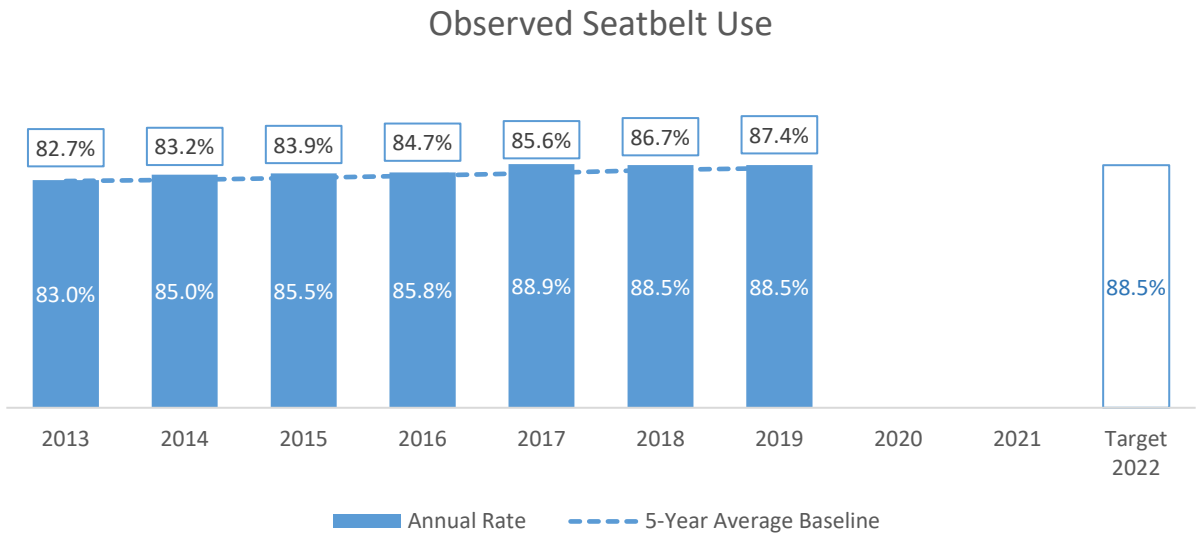
This target is a maintenance target. The five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison years of 33.3%. Maine will attempt to hold the number of bicyclist fatalities to the baseline value (2015-2019) of 2 for the year 2022.



Performance Measure: B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants	Percentage	88.5%	Annual	2022

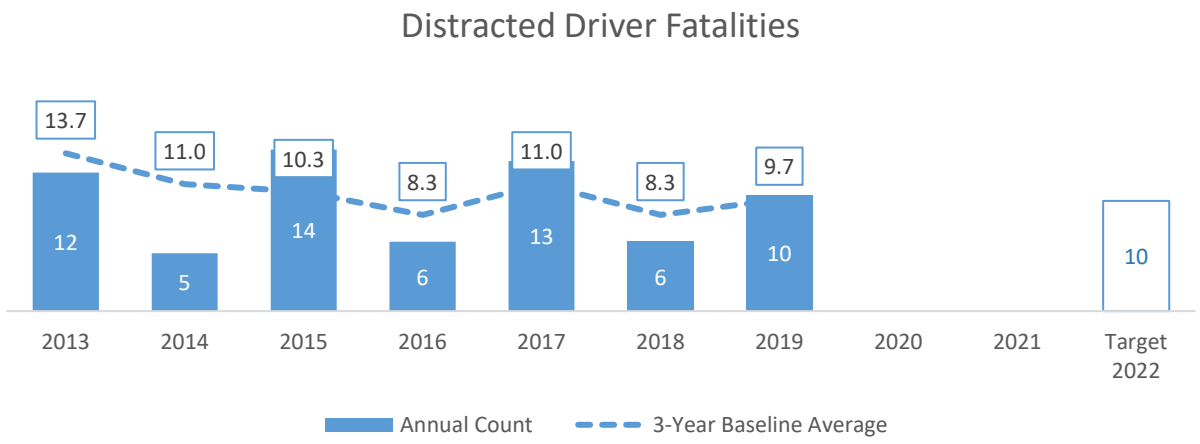
Like many states, Maine was unable to do seatbelt observations in 2020 due to the COVID pandemic. Preliminary data collected from 2020, however, shows a higher rate of unbelted fatalities compared to 2019, suggesting the rate of seatbelt use may have decreased. Maine will attempt to move its rate back up to 88.5% in 2022.



Performance Measure: Distracted Driver Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of distracted driver fatalities—2022	Numeric	10	Annual	2022

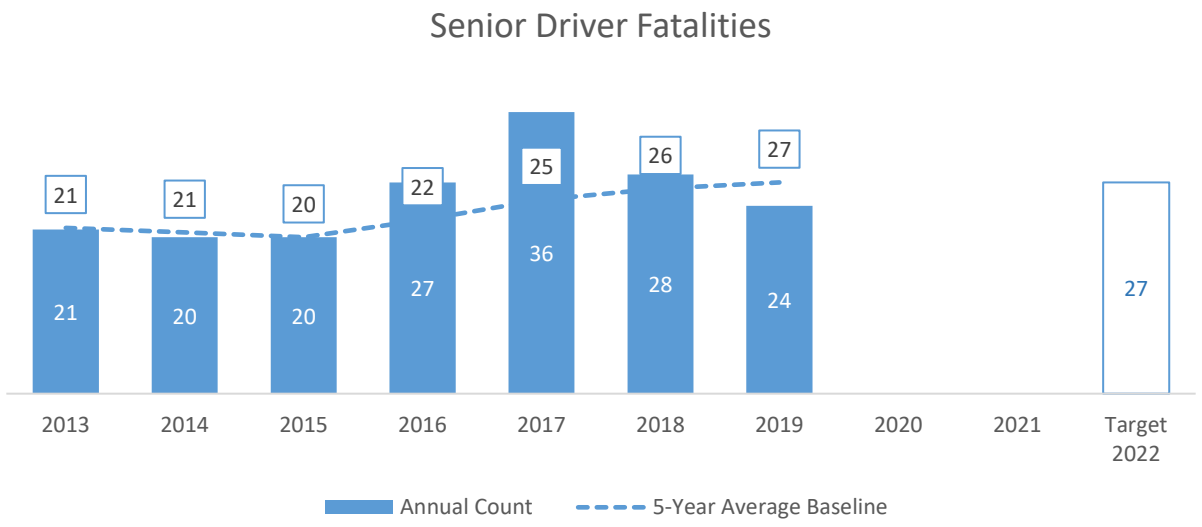
This target was set using the three-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent change from the previous three baseline periods to their corresponding comparison years was a slight 1.3% decrease. In practical terms, this resulting target looks more like a maintenance target; nevertheless, Maine will decrease the number of distracted driving fatalities from a baseline (2016-2018) value of 9.7 (10) to a target value of 9.5 (10) for the year 2022.



Performance Measure: Senior Driver Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of senior driver fatalities—2022	Numeric	27	Annual	2022

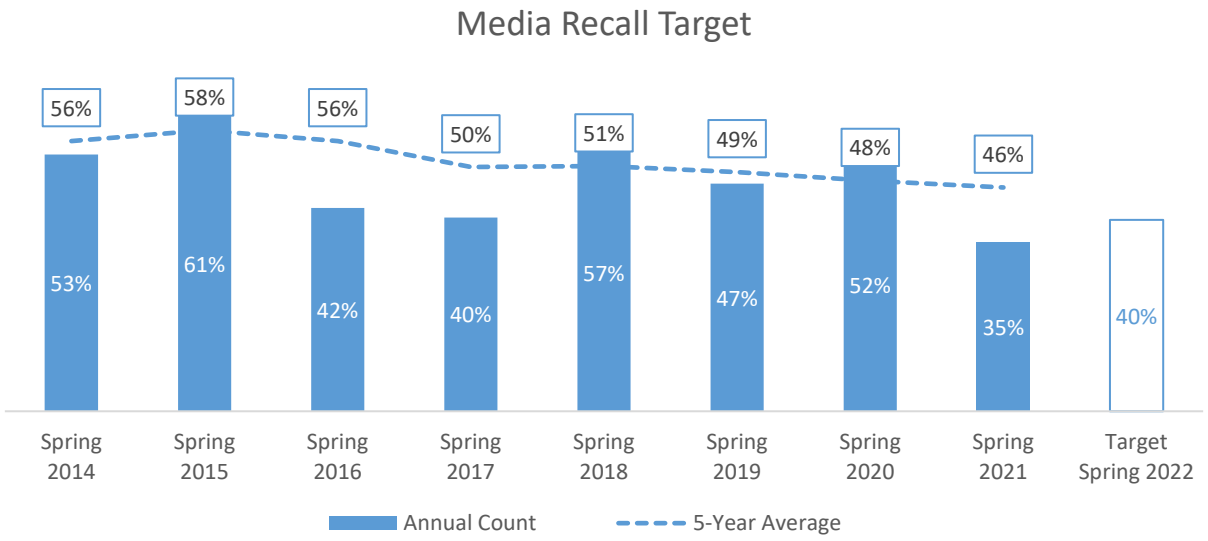
This target is a maintenance target. The five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison year of 41.0%. Maine will attempt to hold the number of senior driver fatalities to the baseline (2015-2019) value of 27 for the year 2022.



Performance Measure: Media Recall Target

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Media recall—2022	Percentage	40%	Annual	(spring) 2022

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 14.5% decrease. While a decrease is not desirable for this target, the projected rate is nevertheless an *increase* over the most recent year's metric. Maine will attempt to achieve a media recall rate of 40% for the spring of 2022.



Performance Measure: Crash Timeliness Target

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Crash Timeliness—2022	Numeric	5.5	1 Year	2021

Maine will improve the Timeliness of the Crash system as measured in terms 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 and a current period. **Note:** Both the baseline and current periods are limited to reports entered into the database by April 30 of the baseline and current periods.

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

Measurements

Start Date	End Date	Total Reports	Average Number of Days	Target (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	42,257	11.66	
April 1, 2019	March 31, 2020	40,741	5.6	Not set
April 1, 2020	March 31, 2021	32,584	5.71	5.5
April 1, 2021	March 31, 2022			5.5

Performance Measure: Crash Timeliness Target -Received within 5 days

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Crash Timeliness—2022	Percentage	88.0%	1 Year	2021

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

The percentage of crash reports entered into the database within 5 days after the crash.

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

Measurements

Start Date	End Date	Total Reports	Received within 5 days	Target (%)
April 1, 2019	March 31, 2020	40,730	87.80%	
April 1, 2020	March 31, 2021	32,578	87.69%	Not set
April 1, 2021	March 31, 2022			88%

Performance Measure: Crash Completeness Target

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Crash Completeness—2022	Percentage	66%	1 Year	2021

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

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

The state will show measurable progress using the following method:

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

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

Measurements

Start Date	End Date	Lat/Long Reports	Total Reports	Completeness (%)	Target (%)
April 1, 2013	March 31, 2014	23,256	37,530	61.97%	
April 1, 2014	March 31, 2015	24364	38,827	62.75%	
April 1, 2015	March 31, 2016	23,837	37,929	62.85%	
April 1, 2016	March 31, 2017	26,189	40,833	64.14%	
April 1, 2017	March 31, 2018	26,946	41,375	65.13%	
April 1, 2018	March 31, 2019	27,613	42,250	65.36%	
April 1, 2019	March 31, 2020	26,563	40,741	65.20%	66%
April 1, 2020	March 31, 2021	21,218	32,584	65.11%	66%
April 1, 2021	March 31, 2022				66%

Performance Measure: Crash Uniformity Target

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Crash Uniformity—2022	Percentage	44.0%	1 Year	2021

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

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

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

Measurements

Start Date	End Date	Percent Compliance	Target (%)
April 1, 2017	March 31, 2018	36.59%	
April 1, 2018	March 31, 2019	42.79%	
April 1, 2019	March 31, 2020	42.79%	44%
April 1, 2020	March 31, 2021	42.79%	44%
April 1, 2021	March 31, 2022		44%

Maine has determined that form revisions will drive target values for this measure.

Performance Measure: eCitation Completeness Target-Officer User Count

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
eCitation Completeness-Officer User Count— 2022	Numeric	450	1 Year	2021

Maine will improve the completeness of the eCitation system as measured in terms of:

The total number of officer accounts in Maine eCitation.

The state will show measurable progress using the following method: The number of officer accounts in Maine eCitation for the baseline period compared to the current period.

Measurements

Start Date	End Date	Officer User Count	Target
April 1, 2017	March 31, 2018	11	
April 1, 2018	March 31, 2019	77	
April 1, 2019	March 31, 2020	320	Not set
April 1, 2020	March 31, 2021	412	380
April 1, 2021	March 31, 2022		450

Performance Measure: eCitation Completeness Target-Agency Count

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
eCitation Completeness-Agency Count —2022	Numeric	23	1 Year	2021

Maine will improve the completeness of the eCitation system as measured in terms of:

The total number of agencies issuing citations electronically within a period determined by the State.

The state will show measurable progress using the following method: The number of agencies issuing electronic citations using a baseline period and a current period.

For agency counts, each Maine State Police Troop is considered an agency.

Measurements

Start Date	End Date	Number of Agencies Issuing Citations	Number of Total Agencies	Target (Agencies)
April 1, 2018	March 31, 2019	5	162	
April 1, 2019	March 31, 2020	14	162	Not set
April 1, 2020	March 31, 2021	20	162	19
April 1, 2021	March 31, 2022			23

Performance Measure: eCitation Completeness Target -Latitude/Longitude

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
eCitation Completeness-Latitude/Longitude—2022	Percentage	14.0	1 Year	2021

Maine will improve the completeness of the eCitation system as measured in terms of the percentage of electronic citations with Latitude and Longitude values entered by the Officer. The State will show measurable progress by: the number of citations with Lat/Long values for all reporting agencies during the baseline period of April 1, 2020 to March 31, 2021 and a current period of April 1, 2021 to March 31, 2022.

Measurements

Start Date	End Date	Lat/Long Entered	Total Citations	Completeness (%)	Target (%)
April 1, 2018	March 31, 2019	150	2,905	5.16%	
April 1, 2019	March 31, 2020	618	9,199	6.72%	Not set
April 1, 2020	March 31, 2021	1,593	12,577	12.66%	7%
April 1, 2021	March 31, 2022				14%

Performance Measure: eCitation Timeliness-Maine Violations Bureau

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
eCitation Timeliness-Maine Violations Bureau—2022	Numeric	5.0	1 Year	2021

Maine will improve the Timeliness of the eCitation system as measured in terms of:

> The average number of days from when the citation is issued to the time the citation is entered into the Maine Violations Bureau data system within a period determined by the State.

The state will show measurable progress using the following method: The average number of days from when the citation is issued to the time the citation is entered into the court citation database using a baseline period of April 1, 2012 to March 31, 2021 and a current period of April 1, 2021 to March 31, 2022.

Measurements

Start Date	End Date	Paper Citations	Electronic Citations	Total Citations	Avg Number of Days	Target (Days)
April 1, 2019	March 31, 2020	51,548	9,199	60,747	6.3	Not set
April 1, 2020	March 31, 2021	25,222	12,609	37,831*	5.2	Not set
April 1, 2021	March 31, 2022					5

* COVID has undoubtedly been a factor in the reduction of citations.

Performance Measure: eCitation Timeliness Target

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
eCitation Timeliness—2022	Numeric	22	1 Year	2021

Maine will improve the Timeliness of the eCitation system as measured in terms of:

The average number of minutes from when the citation is issued to the time the citation is uploaded into the statewide citation database within a period determined by the State.

The state will show measurable progress using the following method: The average number of minutes from when the citation is issued to the time the citation is uploaded into the statewide citation database using a baseline period of April 1, 2010 to March 31, 2021 and a current period of April 1, 2021 to March 31, 2022. **Note:** Both the baseline and current periods are limited to reports entered into the database by April 30, 2021 (baseline) and April 30, 2022 (current).

Measurements

Start Date	End Date	Total Citations	Average Number of Minutes	Target
April 1, 2018	March 31, 2019	2,905	141	
April 1, 2019	March 31, 2020	9,199	7	Not set
April 1, 2020	March 31, 2021	12,577	23	6
April 1, 2021	March 31, 2022			22

Performance Measure: EMS Uniformity Target

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
EMS Uniformity—2022	Percentage	100.0%	1 Year	2021

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

The percentage of records on the State EMS data file that are National Emergency Medical Service Information System 3.4 (NEMSIS)-compliant.

The state will show measurable progress using the following method:

Compare the percentage of NEMSIS 3.4 EMS reports entered during the baseline period compared to the percentage of NEMSIS 3.4 EMS reports entered during the current period.

Measurements

Start Date	End Date	NEMSIS 3.4 Reports	Total Reports	NEMSIS 3.4 Compliant (%)	Target
April 1, 2016	March 31, 2017	2,575	292,911	0.87%	
April 1, 2017	March 31, 2018	201,692	287,858	70.06%	
April 1, 2018	March 31, 2019	263,403	277,661	94.86%	
April 1, 2019	March 31, 2020	273,600	273,621	99.99%	99.99%
April 1, 2020	March 31, 2021				100%
April 1, 2021	March 31, 2022				100%

Performance Measure: EMS Completeness Target

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
EMS Completeness—2022	Percentage	65.0%	1 Year	2021

Maine will improve the Completeness of the EMS system as measured in terms of:

The percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value.

The state will show measurable progress using the following method:

Count the number of EMS reports with no unknowns or blanks in critical data elements during the baseline period and the current performance period. Then, count the total number of EMS reports in the statewide EMS data system for the same periods. Divide the total number of reports by the count of reports with no unknowns or blanks in critical data elements and multiply by 100 to get the percentage of complete reports for each period.

Measurements

Start Date	End Date	Complete Reports	Total Reports	Completeness (%)	Target (%)
April 1, 2019	March 31, 2020	244,031	274,568	89%	Not set
April 1, 2020	March 31, 2021	170,761	275,141	63%	Not set
April 1, 2021	March 31, 2022				65%

Performance Measure: EMS Timeliness Target

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
EMS Timeliness—2022	Percentage	86.0%	1 Year	2021

Maine will improve the Timeliness of the EMS system as measured in terms of:

The percentage of EMS reports entered into the database within 24 hours after the crash.

Numbers in this performance measure represent all EMS reports entered into the state EMS database from all reporting services.

Measurements

Start Date	End Date	Total Reports	Received within 24 Hours	Target (%)
April 1, 2019	March 31, 2020	274,568	85%	
April 1, 2020	March 31, 2021	275,141	62%	Not set
April 1, 2021	March 31, 2022			86%

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

Program Areas

Program Area: **Communications (Media)**

Description of Highway Safety Problems

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

MeBHS uses the Request for Proposal (RFP) and resultant vendor/contractor(s) to assist us with PSA production and media buys. The contract currently includes a survey to Maine residents, every six months, regarding the reach and recognition (recall) of media campaigns. Maine residents were asked, "In the past year, have you seen or heard any ads in the newspaper, on television, on the radio, etc. here in Maine that relate to a safe driving campaign?" The Spring 2021 critical insight report shows a decrease in recall rate of 35% from 52% in Spring of 2020. While this is not surprising, most of the longer-running campaigns tested in this research (including "Click it or Ticket," "Buckle Up, No Excuses," "Buzzed Driving is Drunk Driving," and "Move Over. It's the Law") showed no decline in awareness.
At the same time, awareness of some newer campaigns (like "Drive Sober, Maine,", and "Just Drive") declined.
FARS data consistently show that motorcycle fatalities, senior drivers, young drivers, and pedestrians are dying in motor vehicle crashes at a higher rate than others. During our 2021 plan, we increased our social and digital media campaigns, and added new PSA's for motorcycle, impaired, young drivers, and senior drivers. For FFY2022, we plan to continue our outreach through a series of "personal stories" PSA's that began in the late summer of FFY2021.

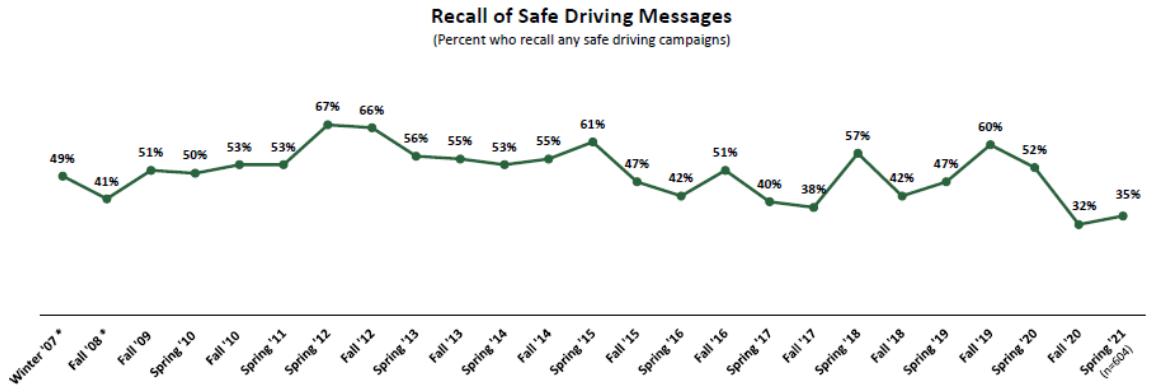
Countermeasure Strategy: Communications Outreach

Project Safety Impacts

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

MEBHS currently is under contract with NL Partners and Critical Insights to survey Maine residents every six months regarding the reach and recognition (recall) of media

campaigns. Maine residents were asked "in the past year, have you seen or heard any adds in the newspaper, on television, on the radio, etc., here in Maine that relate to a safe driving campaign?" The bar chart below shows that in the Spring of 2020, 52% of residents recalled seeing or hearing highway safety media messages, yet that dropped to 32% in the Fall of 2020 due to limited advertising, especially at public venues.



Linkage Between Program Area

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

Rationale for Selection

According to NHTSA, effective high visibility communications and outreach are an essential part of successful highway safety programs. Paid advertising can be a critical part of the media strategy. Paid advertising brings with it the ability to control message content, timing, placement, and repetition. The projects selected are expected to have a direct impact on, and assist us with reaching, the performance targets for traffic fatalities, serious injuries, serious injury rate, fatalities/VMT, rural mileage death rate, and urban mileage death rate.

Planned Activity: <u>Statewide Strategic Media Plan Buy and Statewide Creative Media Production</u>

Planned Activity Number: PM22-001

Planned Activity Description:

This project will fund a robust paid media (television, radio, print, digital, social) associated with all the MeBHS programs and NHTSA High Visibility Enforcement campaigns. Expenses may include campaign development, re-

tagging of NHTSA or other state's PSA's, purchase of radio, television, social, digital, and print materials. Additionally, funding will be used to conduct critical insight surveys. This project will also fund the creation of new PSA's for both television, radio, digital and print. The plan is to focus on all areas of driver behavior and connect with the public on a personal level to create a more memorable PSA consistent with NHTSA messaging.

Intended Subrecipients

NL Partners and other creative consultant(s) determined by RFP.

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	402	FAST Act 402	$4,032,278.96	$1,008,069.74	1,612,911.58
2021	405e & 405e - Flex	FAST Act 405e Comprehensive	$7,741,053.35	$1,935,263.34	NA
2021	405f	FAST Act 405f	$75,194.94	$18,798.74	NA

Program Area: **Distracted Driving**

Description of Highway Safety Problems

Distracted driving is believed to be one of the leading causes of crashes and is believed to be grossly under reported for many reasons. It continues to be the most difficult crash type for which to obtain precise data. Law enforcement officers continue to believe distraction plays a huge part in many the crashes they report on. Although distractions encompass many behaviors from internal passenger distractions, eating, and grooming, electronic device use is the most common thought when discussing distracted driving.

In 2019 there were 3,142 people killed and an estimated additional 424,000 people injured in motor vehicle crashes involving distracted drivers. According to the National Highway Traffic Safety Administration, in 2019 there were an estimated 287,000 distraction affected injury crashes (15 percent of all injury crashes). In these crashes, an estimated 294,000 drivers (8 percent of all drivers in injury crashes) were distracted at the time of the crashes. The majority of fatalities in distraction-affected crashes in 2019 (and in all fatal crashes) were motor vehicle occupants (including motorcyclists): 80 percent for all fatal crashes and 82 percent for distraction-affected fatal crashes. The other victims were nonoccupants—pedestrians, pedalcyclists, and others. Distracted drivers were involved in the deaths of 566 nonoccupants in 2019.

Maine's driver license test contains the following questions specific to and regarding distracted driving:

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

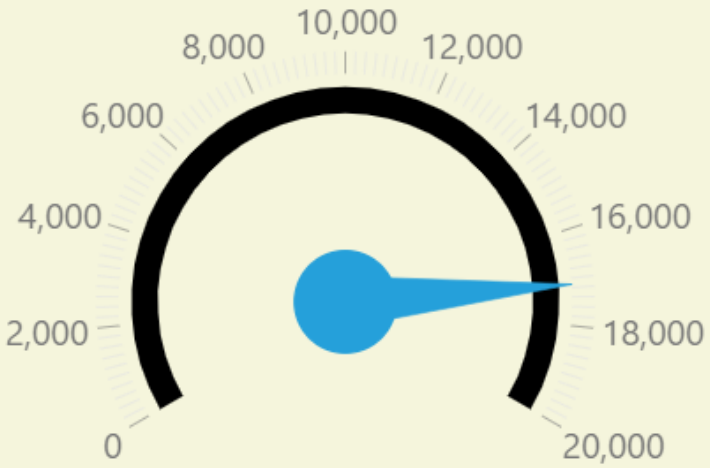
Maine law prohibits all drivers from using a handheld device however all age groups suffer from distracting habits while driving. This law allows primary enforcement, which grants law enforcement the ability to stop motorists solely for cell phone use while driving. The average age of a driver involved in a distracted crash is 40. 77% of those observed driving while distracted, were between the ages of 25 and 59. Males and Females are equally as likely to be involved.

Maine's Cell Phone Use While Driving in Maine (2019) report supported that of 13,173 drivers observed, 3.8% held a phone to their ear, .7% used an in-ear device, and 3.1% of the time drivers were observed manipulating a phone. Over all 6.1% of drivers were observed holding or manipulating a mobile device. Due to the pandemic, no observational survey was conducted in FFY2020. The FFY2021 survey results will be shared when they are received.

Between 2016 and 2020 there was 17,132 crashes with distraction as a noted behavior.

Location: *Statewide*
Years: *2016 To 2020 Combined*
Type of Crash: *All Types of Crash*
Injury Level: *All Crashes*
Behavior: *Distracted*

Overall Total



Countermeasure Strategy: Distracted Driving Laws and Enforcement

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

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

Rationale for Selection
High-visibility enforcement is detailed in CTW, Ninth Edition 2017 1.3. MeBHS chose the following activities focused on enforcement and education. It is expected that the project selected will help us achieve our distracted driver fatality target for FFY2022.

Planned Activity: <u>High Visibility Distracted Driving Enforcement</u>
Planned Activity Number: DD22-000 (various)

Planned Activity Description
Funding will support grants for dedicated crash reduction overtime patrols for law enforcement agencies to conduct distracted driving enforcement where their data and State data indicate the most distracted driving related crashes, including: I-95, I-295 and other designated high crash locations. Our law enforcement partners will conduct high visibility overtime enforcement in support of the National Campaign(s) and during times and places that have been identified through the distracted observational survey and/or an analysis of the crash and fatal statistics that we have. MeBHS anticipates up to 50 law enforcement subrecipients for activities dedicated to overtime enforcement.

Intended Subrecipients
Various Law Enforcement Agencies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405e Comprehensive	405e DD Law Enforcement	$750,000.00	$187,500.00	NA

	Distracted Driving	(FAST Comprehensive)			

Countermeasure Strategy: Innovative Countermeasure - Distracted Observational Survey

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale for Selection

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 Activity: Distracted Driving Observational Survey
Planned Activity Number: USM22-001

Planned Activity Description
Cell phone use and texting while driving can degrade driver performance in three ways -- visually, manually, and cognitively. Talking and texting while driving has grown in the past decade as drivers take their cell phones into their vehicles. To gather data on actual cell phone use, and to determine if enforcement efforts and education has been successful, Maine intends to conduct annual cell phone usage observational studies. The University of Southern Maine, Muskie School was set to conduct the 2020 survey in April of 2020, however due to the pandemic, that survey was cancelled. It would have been the first survey following the hand-held electronic device ban. A survey was conducted in April of 2021 and the results will be shared as soon as they are available.

Intended Subrecipients
MeBHS with contracted vendor (University of Southern Maine)

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405e	FAST Act 405e Comprehensive Distracted Driving	$100,000.00	$25,000.00	NA

Countermeasure Strategy: Communications and Outreach Distracted Driving

Project Safety Impacts
Comprehensive research studies have identified distraction as a leading cause of motor vehicle crashes, serious injuries, and fatalities. Driver knowledge of state laws regarding distraction (and hands-free use laws) are beneficial for in-state and out-of-state drivers to understand the laws in each state.

Linkage Between Program Area
Signage about state distraction laws, including texting and hands-free will serve as notification and reminder for all drivers regarding Maine laws.

Rationale for Selection
s. 405e eligible use includes traffic signs that notify drivers about the distracted driving law of the state. Communications and outreach on Distracted Driving: CTW, Ninth Edition 2017 2.2. It is expected that the below project will help to educate both Maine drivers and visitors to our State about the hands-free law and increase voluntary compliance and help us reach our target for distracted driver fatalities in FFY2022.

Planned Activity: Distracted Driving Law Highway Signage

Planned Activity Number: DD22-001

Planned Activity Description:
This project will support the creation and placement of signage to inform motorists coming into the state that Maine has a hands-free law. This law, which went into effect September 2019, prohibits the use of handheld devices while operating a motor vehicle on a public way. This law allows primary enforcement, which grants law enforcement the ability to stop motorists solely for cell phone use while driving. While most Maine residents should be aware of this law, the same cannot be said for the millions of tourists that drive to Maine every year from other states as well as from Canada.

We will work with both the Maine Turnpike Authority and the Maine Department of Transportation to implement this plan. The goal will be to inform motorists operating on Maine roads of this law, which will hopefully lead to a reduction in the number of crashes involving the manipulation of handheld devices. We hope to erect 25 highway signs on I-95 and I-295 north and south as well as smaller roadway signs on major routes.

Intended Subrecipients: MeBHS Administration
Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405e Comprehensive Distracted Driving	405e DD Law Signage (FAST Comprehensive)	$1,000,000.00	$250,000.00	NA

Program Area: **Impaired Driving-Alcohol and Drug**

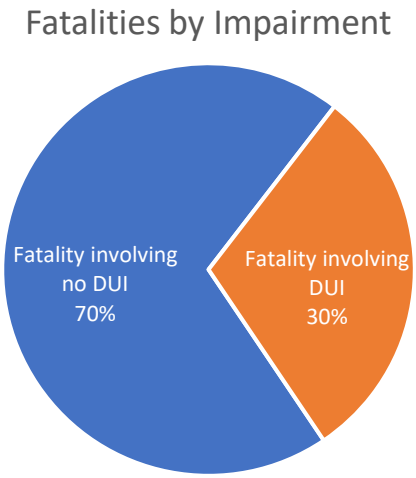
Description of Highway Safety Problems

Fatality Facts

- There were 220 OUI-related fatal crashes involving 224 impaired drivers between 2015 and 2019.
- There were 235 OUI-related fatalities during this period.
- 30% of all fatalities involved an impaired driver.
- 22% of all drivers involved in fatal crashes were impaired.

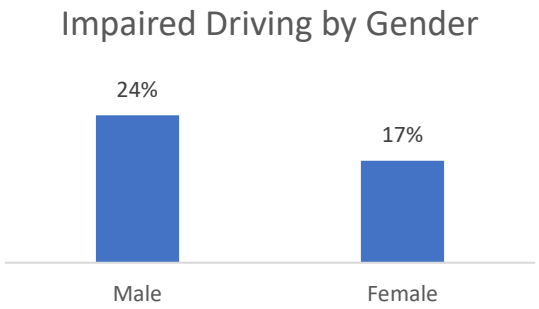
Impaired Driving Fatalities in Perspective

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



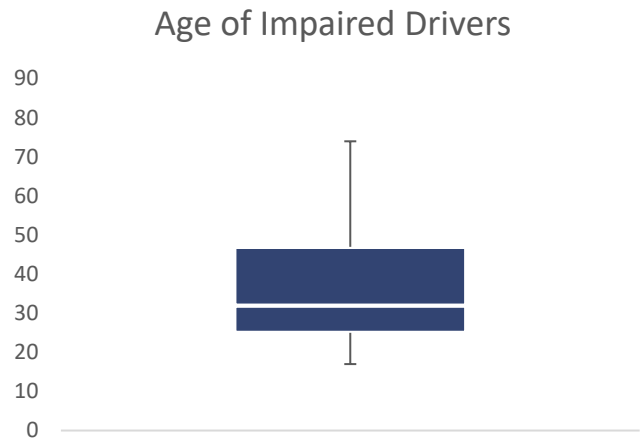
Impaired Driving and Gender

While 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 (24%) compared to female drivers (17%).



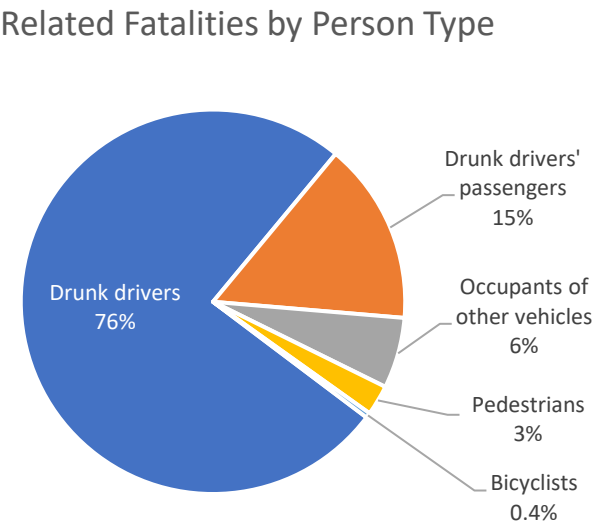
Impaired Driving and Age

The median age of drivers operating under the influence in fatal crashes was 32, meaning half of the impaired drivers were younger than 32 and half were older. One-quarter of all drivers operating under the influence were between the ages of 17 and 24, and one-quarter were between the ages of 25 and 31. These are dense distributions compared to the remaining two quartiles, which together span the ages of 32 and 74; as such, the bottom two age quartiles might make good targets for public safety messages.



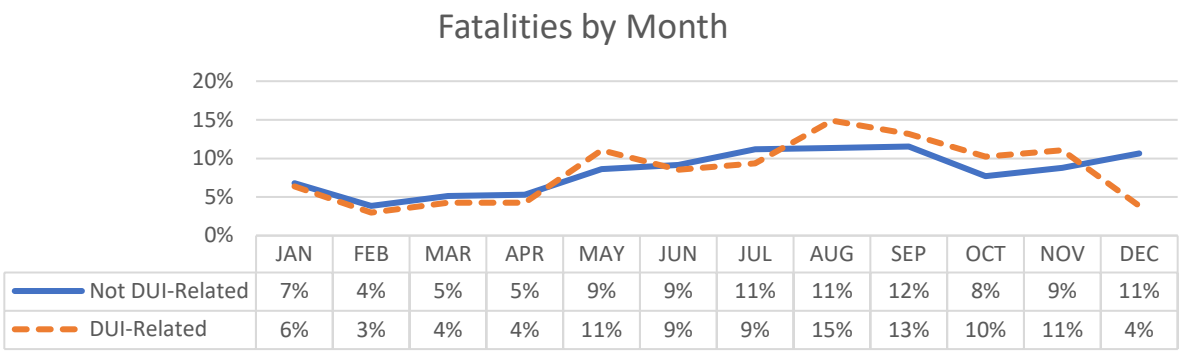
Who Dies?

Crashes involving impaired driving resulted in 235 fatalities between 2015 and 2019. The majority of these fatalities (76%) involved the loss of life for the impaired driver. An additional 15% of fatalities involved the impaired drivers' passengers. This suggests that 91% of the risk associated with impaired driving is borne by impaired drivers and their passengers. An additional 9% of fatalities involved occupants of other vehicles, pedestrians, and bicyclists.



OUI Fatalities by Month

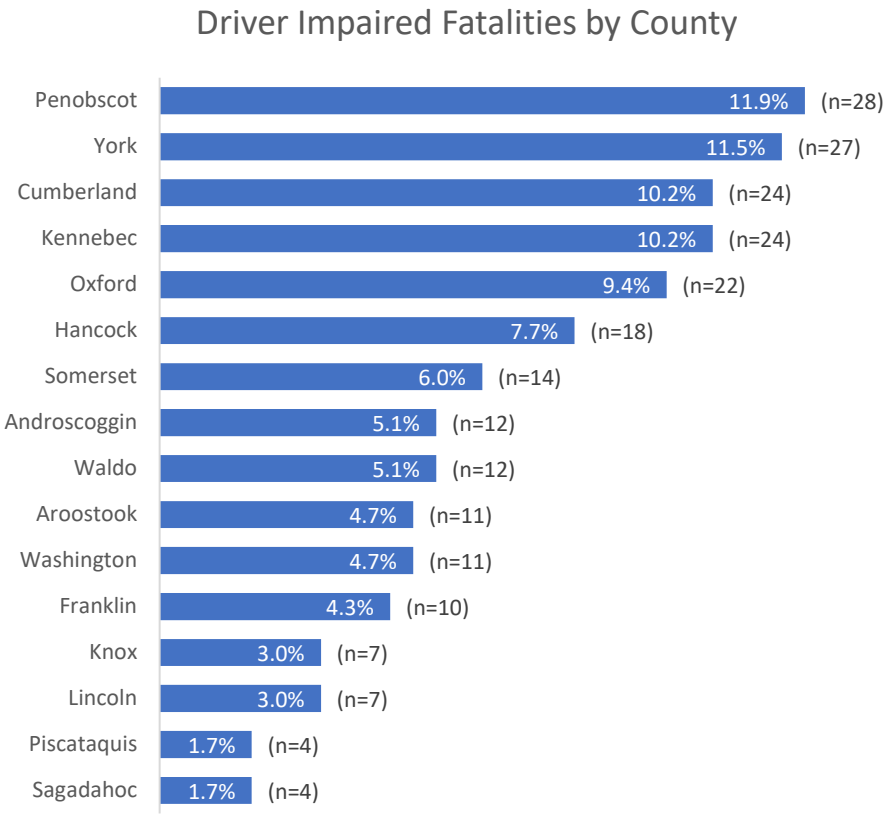
The distribution of fatalities for both OUI- and non-OUI-related incidents are similar across the calendar year except for the month of December. While 11% of non-OUI-related fatalities occur in the month of December, only 4% of OUI-related fatalities occur during December, suggesting that drivers take more care during this time to *not* drink and drive.



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Not DUI-Related	7%	4%	5%	5%	9%	9%	11%	11%	12%	8%	9%	11%
DUI-Related	6%	3%	4%	4%	11%	9%	9%	15%	13%	10%	11%	4%

OUI-Related Fatalities by County

Approximately 11.9% of the 235 OUI-related fatalities that occurred between 2015 and 2019 occurred in York County, followed by 11.5% in Cumberland County, and 10.2% in Penobscot.

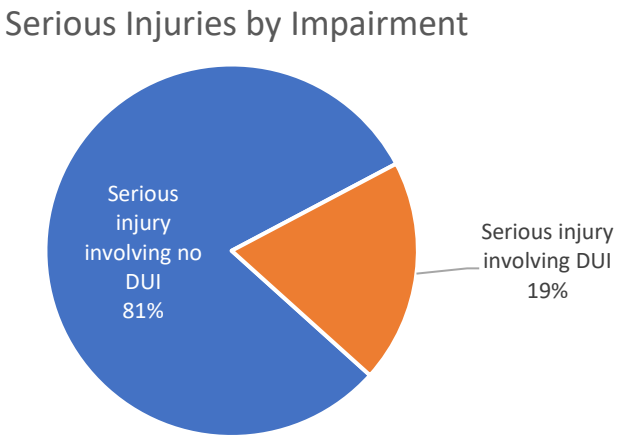


Serious Injury Facts

- There were 116 OUI-related serious injury crashes involving 116 impaired drivers in 2019.
- There were 138 OUI-related serious injuries during this period.
- 19% of all serious injuries involved an impaired driver.
- 12% of all drivers involved in serious injury crashes were impaired.

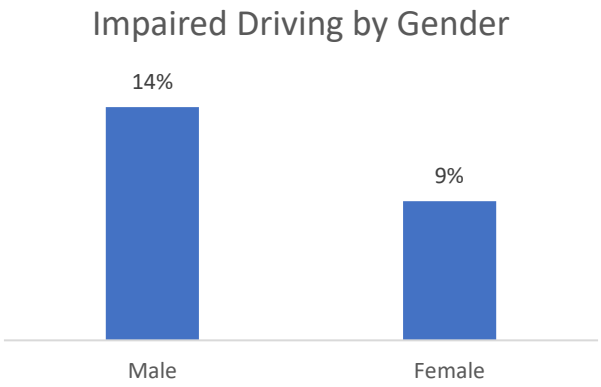
Serious Injuries and Impaired Driving in Perspective

Approximately 19% of all serious injuries involved an impaired driver.



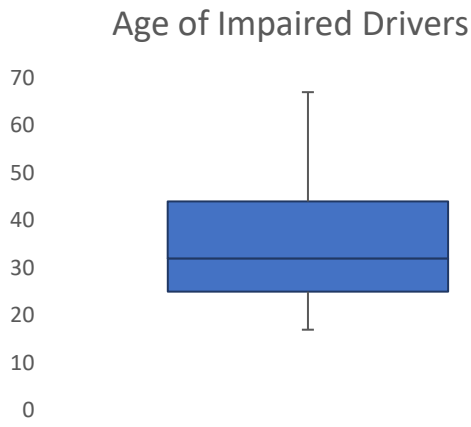
Impaired Driving and Gender

While 12% of all drivers involved in serious injury crashes were operating under the influence, a higher proportion of male drivers involved in serious injury crashes were operating under the influence (14%) compared to female drivers (9%).



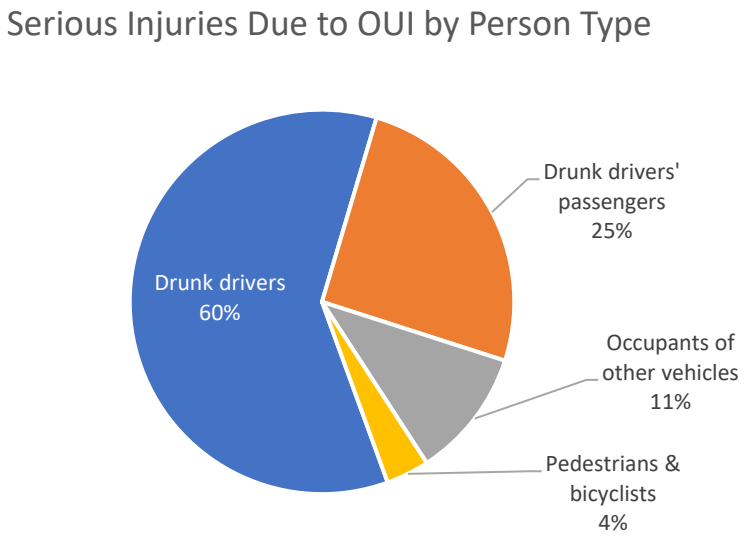
Impaired Driving and Age

The median age of drivers operating under the influence in serious injury crashes was 32, meaning half of the impaired drivers were younger than 32 and half were older. One-quarter of all drivers operating under the influence were between the ages of 17 and 24, and one-quarter were between the ages of 25 and 31. These are dense distributions compared to the remaining two quartiles, which together span the ages of 32 and 67; as such, the bottom two age quartiles might make good targets for public safety messages.



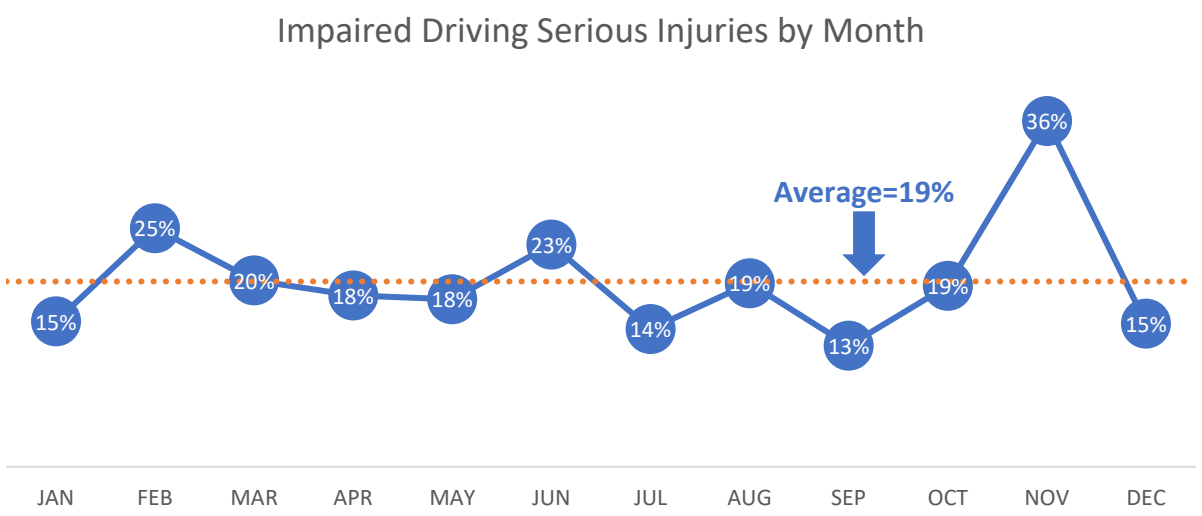
Who Is Seriously Injured?

Crashes involving impaired driving resulted in 138 serious injuries in 2019. The majority of these serious injuries (60%) involved injury to the impaired driver. An additional 25% of serious injuries involved the impaired drivers' passengers. This suggests that 86% of the risk associated with impaired driving is borne by impaired drivers and their passengers. An additional 14% of serious injuries involved occupants of other vehicles, pedestrians, and bicyclists.



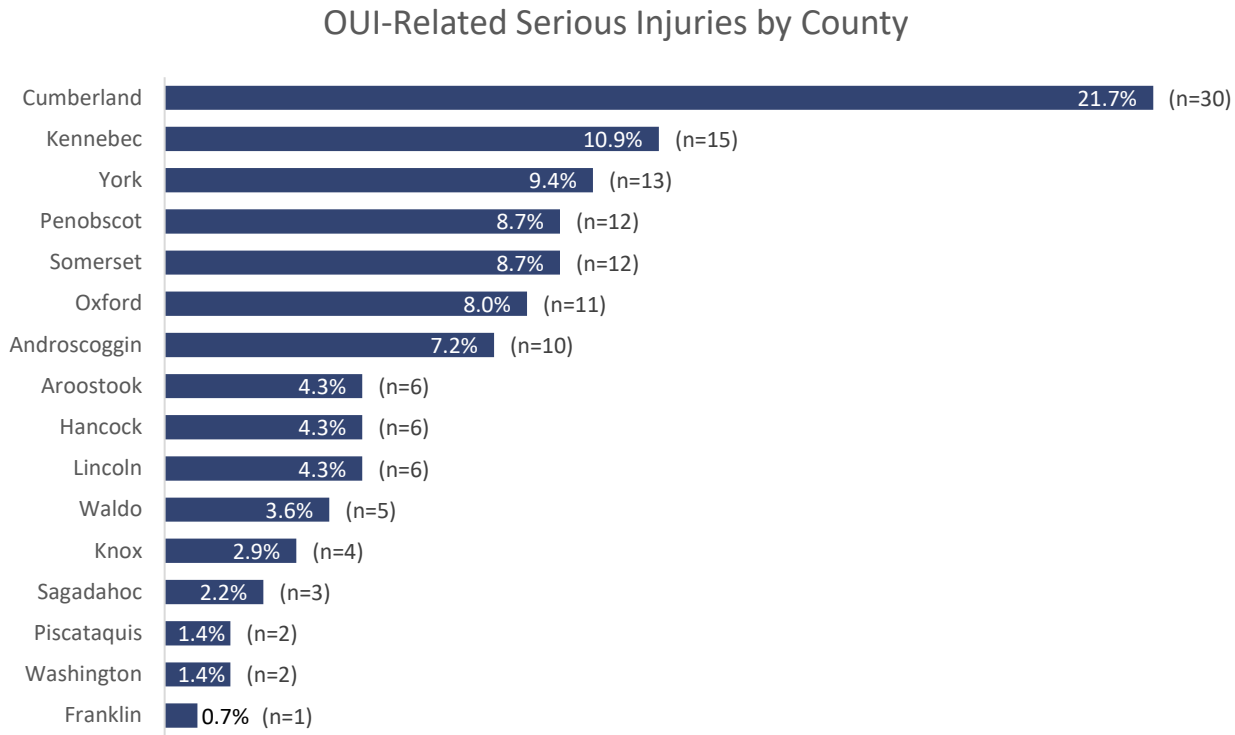
OUI Serious Injury by Month

While 21% of all serious injuries were related to impaired driving, that proportion varied by month, ranging from a low of 13% in September to a high of 36% in November.



OUI-Related Serious Injuries by County

Approximately 21.7% of the 138 OUI-related serious injuries in 2019 occurred in Cumberland County, followed by 10.9% in Kennebec County, and 9.4% in York.



Countermeasure Strategy: Impaired Driving Program Administration

Project Safety Impacts

Impaired Driving Program Management is necessary for an Impaired Driving Program. Impaired driving continues to be a major concern on our State's roadways. Despite driver safety programs, alcohol impaired driving crashes continue at a rate of approximately 30% of all crashes. Additionally, the legalization of marijuana in Maine has increased the need for more administration of an impaired program.

Linkage Between Program Area

Impaired driving administration is necessary to administer the Statewide impaired driving program, Impaired Driver Task Force, and the State's Strategic Plan.

Rationale for Selection

Program Administration is necessary to ensure NHTSA funds are expended timely and appropriately for impaired driving programs. We believe that proper administration of the impaired driving program will assist us in meeting targets associated with impaired driving.

Planned Activity: Impaired Driving Program Management and Operations

Planned Activity Number: **AL22-001**

Planned Activity Description

Costs under this program area include allowable expenditures for program manager activities, travel, and training. Costs may also include general expenditures for operating costs e.g., printing, supplies, costs associated with maintenance, repair, and supplies needed for the Roadside Testing Vehicle, State indirect rates, insurance and postage.

Intended Subrecipients

MeBHS Program Administration

Funding Source:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402	FAST Act 402	$150,000.00	$37,500.00	$0.00

Countermeasure Strategy: Deterrence: Enforcement/High-Visibility Saturation Patrols and Publicized Sobriety Checkpoints

Project Safety Impacts

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

High-visibility saturation patrols and publicized sobriety checkpoints are proven and accepted NHTSA countermeasures - CTW Ninth Edition, 2017. This project combines the two evidence-based countermeasures of high-visibility saturation patrols and publicized sobriety checkpoints for clarity and conciseness. A high-visibility saturation patrol consists of many 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. At a publicized 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. To do this, checkpoints should be publicized extensively, highly visible, and conducted regularly as part of an ongoing publicized sobriety checkpoint program. Fell, Lacey, and Voas (2004) provide an overview of checkpoint operations, use, effectiveness, and issues. See Fell, McKnight, and Auld-Owens (2013) for a detailed description of six high visibility enforcement programs in the United States, including enforcement strategies, visibility elements, use of media, funding, and many other issues.

Linkage Between Program Area

Despite continued efforts to reduce traffic-related fatalities and serious injuries in Maine over the past several years, the number of alcohol-involved crashes, fatalities, and injuries continues to be a challenge in our goal to reach zero fatalities. In the five-year period from 2015-2019, an average of 31% of all fatalities in Maine involve an impaired driver.

Impaired driving countermeasures require a multi-pronged data-driven approach that utilizes high-visibility saturation patrols and publicized sobriety checkpoints. This data-driven approach to traffic safety includes sustained enforcement beyond the two, two-week national mobilizations. Maine is a partner in the NHTSA "Drive Sober or Get Pulled Over" national mobilizations. To further address the impaired driving problem in high crash areas, Maine supports sustained enforcement outside of the national campaigns through the "Drive Sober, Maine" campaign. Locations chosen for the "Drive Sober, Maine" sustained impaired driving enforcement campaign are chosen based on data-analysis of

impaired crash and fatality data as explained in the rationale below.

Rationale for Selection

The primary purpose of high-visibility saturation patrol and publicized sobriety checkpoint programs is to deter driving under the influence of alcohol or drugs by increasing the perceived risk of arrest. To do this, high-visibility saturation patrols and sobriety checkpoints should be publicized extensively and conducted regularly, as part of an ongoing impaired driving enforcement program. Saturation patrols and publicized sobriety checkpoints are proven effective by the CTW Ninth Edition 2017.

Impaired driving countermeasures require a multi-pronged data-driven approach. MEBHS utilizes a three-step process to identify problem high-risk populations and locations. This three-step process is outlined below:

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

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

3. To identify specific problem areas within each geographic region, the Maine Bureau of Highway Safety utilized impaired driving crash data from 2015-2019 for each locality. The data includes crashes that resulted in possible injuries, evident injuries, serious injuries, and fatalities.

We believe that the planned projects described in this Plan will help us achieve the impaired driving targets, as well as the targets for traffic fatalities, serious injuries, serious injury rate, fatalities/VMT, and rural and urban death rates.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
ID22-001	Maine State Police SPIDRE Team
ID22-002 to ID22-004	Regional Impaired Driving Task Force Teams (RIDE)
AL22-001	Impaired Driving Roadside Testing Vehicle (RTV) Operational Costs
ID22-000 (various)	NHTSA "Drive Sober or Get Pulled Over" and "Drive Sober, Maine!"
ID22-014	Breath Testing Device Procurement to Support of the NHTSA "Drive Sober or Get Pulled Over" and "Drive Sober, Maine!" campaigns

Planned Activity: Maine State Police SPIDRE Team
Planned activity number: ID22-001

Planned Activity Description
The State Police Impaired Driving Reduction Enforcement team (SPIDRE) is comprised of members of the Maine State Police that are proficient in NHSTA Standardized Field Sobriety Training, ARIDE trained, and several are certified as Drug Recognition Experts. SPIDRE consists of a team leader and team members available Statewide. The SPIDRE team will increase publicized sobriety checkpoints and impaired driving high-visibility saturation patrols, 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 publicized sobriety checkpoints throughout the State.

Intended Subrecipients
Maine State Police

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d	FAST Act 405d-Mid	$100,000.00	$25,000.00	NA

Planned Activity: Regional Impaired Driving Enforcement Teams (RIDE)

Planned activity number: ID22-002 to ID22-004

Planned Activity Description

Funds will support overtime costs to continue support of impaired driving enforcement efforts by Regional Impaired Driving Enforcement (RIDE) Teams. RIDE team members are comprised of law enforcement officers from various local jurisdictions within a designated county and include law enforcement officers that are proficient in NHSTA Standardized Field Sobriety Training, ARIDE trained, Drug Recognition Experts, and Forensic Phlebotomists. RIDE team members may also include dedicated dispatch support staff. Each RIDE team member is selected by a designated RIDE team leader based on their impaired driving training and expertise. RIDE teams will be focusing their efforts during the time and days identified by data-analysis of alcohol and drug related crashes in the counties identified as high crash areas (Cumberland, York, Kennebec). RIDE teams conduct impaired driving high-visibility 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 MeBHS program coordinator and Law Enforcement Liaison in partnership with individual RIDE team leaders. MeBHS monitors the successes of the grant as it is being conducted to determine if modifications need to be implemented to ensure the activity is producing results.

Intended Subrecipients

York Police Department; Cumberland County Sheriff Office; Augusta Police Department

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d	FAST Act 405d-Mid	$75,000.00	$18,750.00	NA

Planned Activity: Impaired Driving Roadside Testing Vehicle (RTV) Operational Costs
Planned Activity Number: AL22-001 (Combined with Administration)

Planned Activity Description
The Maine State Police (MSP), local law enforcement and the MeBHS will be reimbursed for all necessary RTV operational and maintenance expenses including supplies and equipment (with NHTSA pre-approval prior to purchase), overtime for the troopers and other drivers working the RTV activities (estimated at $65 per hour for 150 hours), fuel, maintenance, repairs, and monthly fees associated with storage (estimated at $3600) tolls, radio fees, and OIT/Wi-Fi. This project benefits and supports all Maine law enforcement agencies at their sobriety checkpoints, including those scheduled by RIDE Teams.

Intended Subrecipients
MeBHS Administration

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST ACT 402	FAST Act 402	$50,000.00	$12,500.00	$0.00

Planned Activity: NHTSA "Drive Sober or Get Pulled Over" and "Drive Sober, Maine!"
Planned activity number: ID22-000 (various)

Planned Activity Description
This project will support dedicated overtime costs for approximately 50 law enforcement agencies (LEA's) selected by previously described data analysis, to participate in impaired driving enforcement details and checkpoints including those that support NHTSA's national campaigns in August and December. The "Drive Sober, Maine!" campaign is designed to further address the impaired driving problem in Maine (outside of the two two-week national campaigns) but only during the months identified by each requesting agency, based on an analysis of crash and fatality data involving alcohol and discussed in the preceding pages. Agencies will be awarded grant funds using project selection and data analysis methods previously discussed in this plan.

Intended Subrecipients
Various Law Enforcement Agencies identified through data analysis listed above.

Funding Sources:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d	FAST Act 405d-Low	$214,470.64	$53,617.66	NA
2021	FAST Act 405d	FAST Act 405d-Mid	$385,529.36	$96,382.24	NA

Planned Activity: Breath Testing Device Procurement in Support of the NHTSA "Drive Sober or Get Pulled Over" and "Drive Sober, Maine!" campaigns
Planned Activity Number: ID22-014 (Phase 2)

Planned Activity Description
The State of Maine utilizes breath testing devices as the primary means to obtain evidence in alcohol-impaired driving cases. The results from these breath testing devices are used as evidence in court to prosecute OUI offenses. This planned activity will support the NHTSA "Drive Sober or Get Pulled Over" and "Drive Sober, Maine!" campaigns as well as all high-visibility saturation patrols and publicized sobriety checkpoints described above. Maine has 92 Evidential Breath Test (EBT) instruments that are located at various points throughout the State. A large majority of these State-owned EBT instruments are 7-10 years old and are frequently in need of repair. Thirty new units were purchased in FFY2021. This planned activity is phase 2 and would fund up to 30 new EBT instruments and associated costs for training, licensing, and reporting using the new instruments, as part of a 5-year phased-in replacement of the current EBTs in use. This phased approach will allow the State to efficiently and effectively maintain the integrity of its breath testing program and is an integral part of any high-visibility enforcement and sobriety checkpoint program. Any equipment purchased will meet BAA and will be on NHTSA's "Conforming Products List" and will also be pre-approved by NHTSA in writing as required.

Intended Subrecipients
MeBHS Program Administration

Funding Source:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST ACT 405e FLEX	FAST ACT s. 405e Flexed to s. 402	$800,000.00	$200,000.00	NA

Countermeasure Strategy: Deterrence: Enforcement/Deterrence: Prosecution and Adjudication/Alcohol and Drug-Impaired Driving/Innovative Countermeasures

Project Safety Impacts

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

Linkage Between Program Area

Despite continued efforts to reduce traffic-related fatalities and serious injuries in Maine over the past several years, the number of alcohol-involved crashes, fatalities, and injuries continues to be a challenge in our goal to reach zero fatalities. On average, approximately 31% of all fatalities in Maine involve an alcohol-impaired driver. This proportion ranged from a low of 28% in 2014 and 2018 to a high of 39% in 2016.

Drug-impaired driving is increasingly becoming as much of an impaired driving problem as alcohol. Activities addressing drug-impaired driving are necessary for a successful impaired driving program. Providing specialized impaired driving training for law enforcement officers in SFST, ARIDE, DRE, and Forensic Phlebotomy (FP) in addition to providing funding for staff at the in-State lab and highly-trained special prosecutors sets Maine up to effectively address the impaired driving problem.

Rationale for Selection

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

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

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

traveled in the entire State of Maine. This allocated six grants to Region 1 out of the 35 high-visibility enforcement grants decided upon for the impaired driving program area.

3. To identify problem areas within each geographic region, the Maine Bureau of Highway Safety utilized different tools to analyze data. Crash data spanning the five-year period from 2015-2019 is averaged for each program area. The data includes crashes that resulted in possible injuries, evident injuries, serious injuries, and fatalities.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
ID22-100+	Drug Recognition Expert (DRE) and Forensic Phlebotomist (FP) Call-Out Assistance
ID22-006	DHHS HETL Lab Chemists/Toxicologists & Equipment
ID22-008	Maine Annual Impaired Driving Summit (with AAA NNE)
ID22-009	Statewide Impaired Driving Coordinator (MSP)
ID22-010	Specialized Law Enforcement Training (Impaired) MCJA
ID22-012	Forensic Phlebotomist (FP) Training
ID22-013	Civilian Phlebotomist Evidentiary Blood Draw Call-Out & Travel
ID22-015	Impaired Driving Law Enforcement/Prosecutor Resource – Smartphone/Tablet Application

Planned Activity: **Drug Recognition Expert (DRE) and Forensic Phlebotomist (FP) Call-Out Assistance**
Planned Activity Number: **Various Beginning with ID22-100**

Planned Activity Description

MeBHS recognizes the importance of specially trained law enforcement officers for drug recognition (DRE) and forensic evidence collection through forensic phlebotomy (FP). The lack of available on-duty DREs and FPs result in the frequent inability of officers to properly investigate OUI alcohol and drug cases. Many law enforcement agencies express a reluctance to allow overtime because of funding. Without DRE trained personnel performing a OUI drug investigation, a proper foundation cannot always be established for prosecution. Furthermore, Maine law enforcement have trouble obtaining qualified personnel to draw blood within a time frame that is required for effective OUI prosecution. Agencies are more inclined to allow their specialized officers to assist in these efforts if the overtime expenses are being reimbursed. Prosecutors are more likely to aggressively prosecute OUI cases when the proper evidence is gathered to create a solid legal foundation.

We anticipate more law enforcement agencies will participate as the issue of drugged driving becomes more widely recognized especially with Maine's legalized recreational marijuana sales expanding.

This planned activity supports a recommendation of the Maine Impaired Driving Task Force (IDTF) to increase the availability of Drug Recognition Experts (DRE) and Forensic Phlebotomy (FP) personnel by reimbursing overtime expenses when they are called-out from off-duty to assist on-duty officers investigating OUI cases. Law enforcement agencies that have invested time and resources in DRE and FP will be reimbursed for overtime associated with their officer attending other agency requests. They will also be reimbursed for their own agency, provided their DRE or FP is off-duty at the time of the call-out.

Intended Subrecipients
Various LE Agencies and MEBHS Administrative

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d	FAST Act 405d Mid	$25,000.00	$6,250.00	NA

Planned Activity: **DHHS HETL Lab Chemists/Toxicologists**
Planned Activity Number: **ID22-006**

Planned Activity Description

This planned activity funds the activities of two chemists who are tasked with analyzing blood samples for drugs at the Maine Health and Environmental Testing Lab. These chemists will also assist with urine drug testing and the breath testing alcohol program. Training and travel costs are necessary for the chemists to remain certified toxicologists and to ensure Maine is working under and toward best practices and to ensure that these chemists can provide expert toxicological and pharmacological testimony for Maine prosecutors as needed. Training may include: SOFT conference, Borkenstein courses, IACP DRE conference, and Web Based ABFT Prep Courses.

The planned activity will also fund equipment and supplies necessary to ensure the integrity of the blood/drug testing program. Currently, the Maine Health and Environmental Testing Lab uses liquid chromatography - tandem mass spectrometry (LC/MS-MS) to test submitted OUI blood samples for drugs, but unknown substances are not able to be detected using this instrument, leading to limitations in the ability to detect and identify novel/emerging substances. One piece of equipment that this project will fund is a Liquid Chromatography Quadrupole Time of Flight (LC/Q-TOF) that would allow for rapid screening of blood drug samples, identification of unknowns not currently included in the blood drug panels, and expand the laboratory's ability to detect novel compounds. Additionally, this instrument's ability to screen a wide variety of sample types using a very small sample size would allow for more thorough testing of low volume samples and the potential to expand into post-mortem OUI testing.

Any equipment purchased will meet BAA and will be pre-approved by NHTSA in writing as required.

Intended Subrecipients

Maine DHHS

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d	FAST Act 405d Mid	$717,926.62	$179,481.66	NA

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

Planned Activity Number: **ID22-008**

Planned Activity Description

MeBHS, with our partners, will continue to elevate the importance of the serious and growing issue of drug impaired driving by hosting another annual summit similar to previous successful summits. The date and location will be determined upon contract negotiation with AAANNE. The project opportunity will be released upon approval of this Plan. These specialized Impaired Driving Summits are usually 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 attendance at the Annual Maine impaired driving summit has ranged from 200-250 attendees in years past including in FFY2021 when the Summit was held virtually. The goal is to increase the attendance of the Impaired Driving Summits and to encourage greater judicial and legislative attendance. The summits generate a significant amount of earned media and the after-event surveys provide useful recommendations for ongoing annual summits in Maine.

Intended Subrecipients

AAA Northern New England

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d	FAST Act 405d Mid	$25,000.00	$6,250.00	NA

Planned Activity: Statewide Impaired Driving Coordinator (MSP)
Planned Activity Number: ID22-009

Project Safety Impacts

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

Planned Activity Description

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

Intended Subrecipients

Maine State Police

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d	FAST Act 405d Mid	$150,000.00	$37,500.00	NA

Planned Activity: Specialized Law Enforcement Training (Impaired) MCJA
Planned Activity Number: ID22-010

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

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

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

Intended Subrecipients
Maine Criminal Justice Academy and MEBHS Administrative

Funding Sources:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d	FAST Act 405d Mid	$25,000.00	$6,250.00	NA

Planned Activity: **Forensic Phlebotomist (FP) Training**
Planned Activity Number: **ID22-012**

Planned Activity Description

In FFY 2020, MeBHS partnered with Kennebec Valley Community College to develop a new Forensic Phlebotomy training course for law enforcement officers. The new Forensic Phlebotomy course is modeled after Arizona's Forensic Phlebotomy course. The course provides 5 weeks of online instruction followed by 3 days of classroom instruction and a clinical rotation that requires students to show proficiency in blood draws by completing 80 successful venipunctures. The first course was offered in March of 2020 and 10 students from 3 different law enforcement agencies successfully completed the training program in FFY2020 and 22 students successfully completed the course in FFY2021. Kennebec Valley Community College plans to offer the course at least four times in FFY2022 due to the large demand from the law enforcement community. Class size is limited at 12-15 students and we expect to have approximately 50-80 public safety professionals trained in forensic phlebotomy in FFY2022. Kennebec Valley Community College also plans to begin offering Forensic Phlebotomy refresher training courses in FFY2022. These refresher courses will ensure that Maine's Forensic Phlebotomy program remains successful and is a program that will maintain a high level of integrity.

This planned activity will reimburse educational and necessary travel costs for law enforcement officers that attend FP training. Anticipated costs to have approximately 50-80 public safety professionals trained in forensic phlebotomy in FFY2022 is $100,000.00.

Intended Subrecipients

Various LE Agencies and MEBHS Administrative

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d	FAST Act 405d Mid	$100,000.00	$25,000.00	NA

Planned Activity: **Civilian Phlebotomist Evidentiary Blood Draw Call-Out & Travel**
Planned Activity Number: **ID22-013**

Planned Activity Description

Maine, like many other states, has faced challenges in obtaining evidential blood draws in impaired driving cases. The medical community (both pre-hospital and hospital) have grown increasingly reluctant to assist law enforcement in obtaining non-medical related blood draws. In response to this problem, Maine has created a hybrid program that includes the forensic phlebotomy program (planned activity # ID22-012) and a civilian phlebotomist call out program. The civilian phlebotomy program is utilized to fill the gaps in geographic portions of the state where a forensic phlebotomist is not available to respond.

This project would support call out and travel costs associated with civilian phlebotomists to respond, on as needed basis, for law enforcement officers requesting an evidential blood draw, in impaired driving cases. The Maine Bureau of Highway Safety maintains the roster of qualified civilian phlebotomists available for call out. This list is distributed to local dispatch centers across the State of Maine.

Intended Subrecipients
Various Civilian Phlebotomists

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d	FAST Act 405d Mid	$300,000.00	$75,000.00	NA

Planned Activity: Impaired Driving Law Enforcement/Prosecutor Resource – Mobile Application

Planned Activity Number: ID21-015

Planned Activity Description

This planned activity will support costs associated with the creation and maintenance of a mobile application that would be utilized as an educational/enforcement resource for law enforcement officers and prosecutors throughout the State of Maine on a smartphone and/or tablet.

The application will have features that would allow law enforcement officers to locate the nearest breath testing device, Drug Recognition Expert, Forensic Phlebotomist, and/or civilian phlebotomist based on their current geographic location. This mobile application will assist law enforcement officers in ensuring that impaired driving evidence is gathered timely in order to assist in successful prosecutions. Other educational resources and reference materials such as relevant statutes, case law, and other impaired driving resources would be available to law enforcement officers in the field and prosecutors in the courtroom on the mobile application.

Intended Subrecipients

Vendor to be identified through State of Maine procurement processes.

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402	FAST Act 402	$400,000.00	$100,000.00	NA

Countermeasure Strategy: Deterrence: Prosecution and Adjudication

Project Safety Impacts
Educating judges, prosecutors and law enforcement officers on impaired driving programs and processes will lead to better overall prosecution of impaired driving cases.

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

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
ID22-007	Judicial Outreach Liaison (JOL) activities
ID22-011	Prosecutor, Toxicologist, and Law Enforcement Training
ID22-011	Traffic Safety Resource Prosecutor (TSRP) activities

Planned Activity: Prosecutor, Toxicologist, and Law Enforcement Training
Planned Activity Number: ID22-011 (Combined with TSRP)

Planned Activity Description

This project is intended to support training projects for Maine prosecutors and law enforcement. The project funds the following classes: OUI Investigation Review; Prosecutor and Toxicologist Guide to Effective Communication in Impaired Driving Cases; and Cops in Court. Maine's TSRPs one-day class for prosecutors and law enforcement is entitled: "OUI Investigation Review" This class presents the concepts and principles employed by law enforcement officers in OUI investigation including cannabis impaired driving investigation; including alcohol and drug impairment, the use of SFST for impairment evaluation, chemical testing, fatal motor vehicle investigation, and relevant Maine case law. The class is accredited by the Maine Board of Bar Overseers for continuing legal education credits. This year MeBHS will offer this class in four locations within Maine. The locations are selected due to their geographic diversity within Maine giving consideration to locations where we have not trained in the last two fiscal years. They are Presque Isle, Sunday River, Caribou, and Wells. These locations are subject to change depending on scheduling. One location will be simultaneously video cast on Zoom or the like. This training is not considered an "SFST Refresher" and therefore in-person assessment of skills is not required. Attendance is expected to be about 25 per class.

In addition to this locally taught class for Maine prosecutors and law enforcement, the MeBHS has sponsored classes annually from the National Traffic Law Center to be held here in Maine. Past classes were "Lethal Weapon," and "Courtroom Success," This year, MeBHS would like to sponsor another two NTLC classes "Prosecutor and Toxicologist Guide to Effective Communication in Impaired Driving Cases" and "Cops in Court" using NTLC Staff and other out-of-state TSRPs as deemed appropriate by Maine's TSRP. Attendance expected for these two classes is approximately 35 each. Both law enforcement and prosecutors will be invited.

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, and lunch on site, for the District Attorneys and Law Enforcement participating in the program. The dates and time of the trainings are yet to be determined. Funding should be flexible to accomplish distance training if necessary.

Intended Subrecipients
Vendor to be determined by Request for Proposal

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d	FAST Act 405d Mid	Combined with TSRP Budget		

Planned Activity: Judicial Outreach Liaison (JOL) Position
Planned Activity Number: ID22-007

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

Intended Subrecipients
Project pending Request for Proposal

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d	FAST Act 405d Mid	$100,000.00	$25,000.00	NA

Planned Activity: Traffic Safety Resource Prosecutor (TSRP) & Training
Planned Activity Number: ID22-011

Planned Activity Description
Funding the Maine Traffic Safety Resource Prosecutor(s) (TSRPs) will ensure that we continue to 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 disseminate, among other things, training schedules, case law updates, new trial tactics, and new resource material to help keep prosecutors, judges, and law enforcement officers, and other interested parties current and informed.

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

Intended Subrecipients
To be determined by RFP.

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d	FAST Act 405d Mid	$300,000.00	$75,000.00	NA

Program Area: **Motorcycle Safety**

Description of Highway Safety Problems

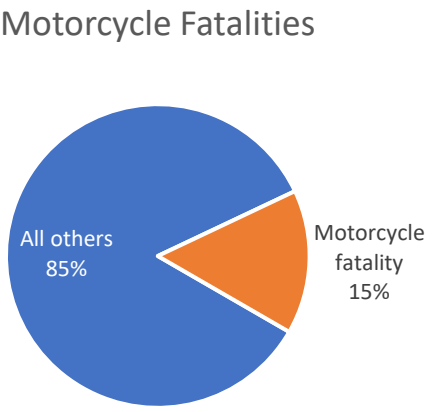
Motorcycle crash data is collected through the Maine Crash Reporting System and then all crash data is analyzed by the Maine DOT Crash Analysis Unit. Fatal motorcycle crashes are analyzed by the MeBHS and entered in the FARS system. Motorcycle registration and education data is collected from the Bureau of Motor Vehicles. For the purposes of this application, FHWA registration information is used.

Fatality Facts

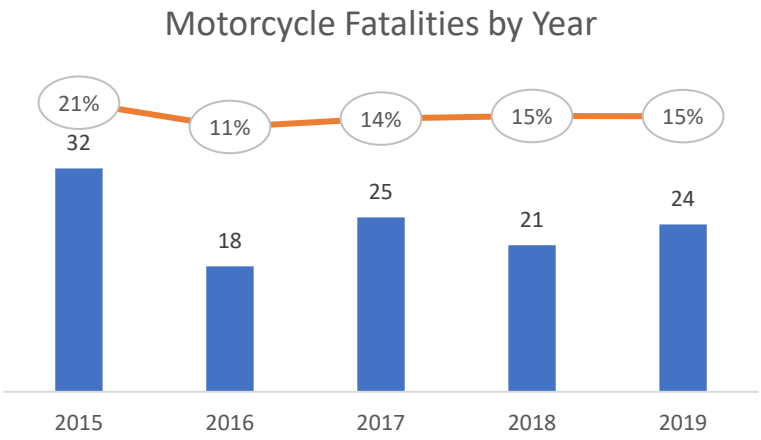
- There were 116 fatal motorcycle crashes between 2015 and 2019 involving 138 motorcyclists (124 drivers and 14 passengers).
- One hundred twenty (120) motorcyclists died in these crashes (111 drivers and 9 passengers)

Motorcycle Fatalities in Perspective

Motorcycle fatalities made up 15% of all the fatalities between 2015 and 2019.

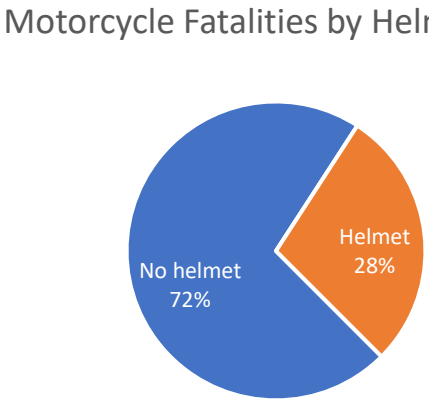


The number and proportion of motorcycle fatalities fluctuated over the years of analysis, from a low of 18 in 2016, when motorcycle fatalities made up 11% of all fatalities, to a high of 32 in 2015, when motorcycle fatalities made up 21% of all fatalities.



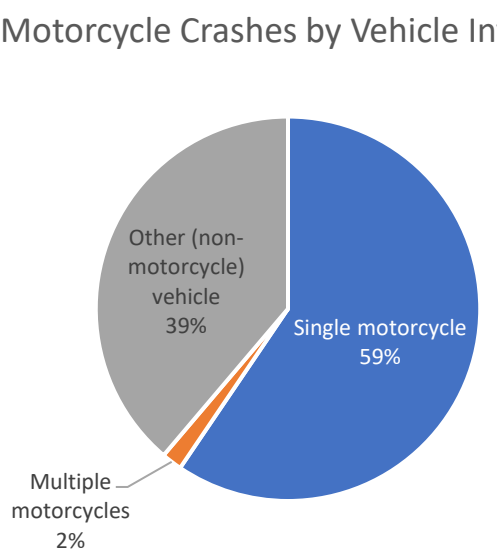
Helmet Use

Approximately 72% of motorcycle fatalities involved the failure to use a (DOT-compliant) helmet.



Other Vehicle Involvement

In approximately 59% of all fatal motorcycle incidents, only a single motorcycle was involved. In an additional 2% of all fatal motorcycle incidents, another motorcycle was involved. In 39%, at least one other non-motorcycle vehicle was involved. Thus, more than half (61%) of all fatal motorcycle crashes involved only one or two motorcycles but no other vehicle.



Motorcycle Fatalities and Other Factors

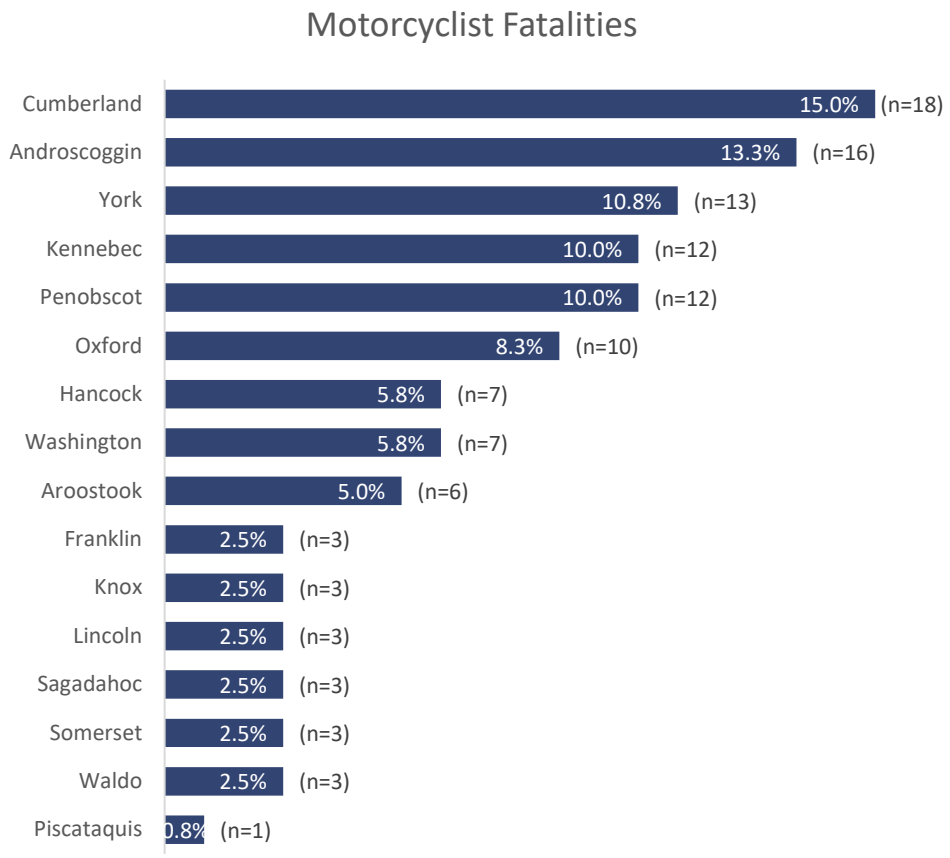
A number of factors may contribute to motorcycle fatalities. The following table summarizes the percentage of fatalities associated with each factor. Notable contributing factors were *no helmet, motorcyclist OUI,* and *motorcycle speed.* These factors were associated with 72%, 34%, and 23% of all motorcycle fatalities, respectively.

No helmet	Motorcyclist OUI	Motorcycle speed	Motorcycle senior driver	Other vehicle senior driver	Motorcyclist license suspended	Motorcyclist young driver	Other driver OUI	Weather	Other vehicle young driver
72%	34%	23%	17%	13%	7%	3%	2%	1%	1%

NOTE: Only 9% of motorcycle fatalities were not associated with any of the factors above.

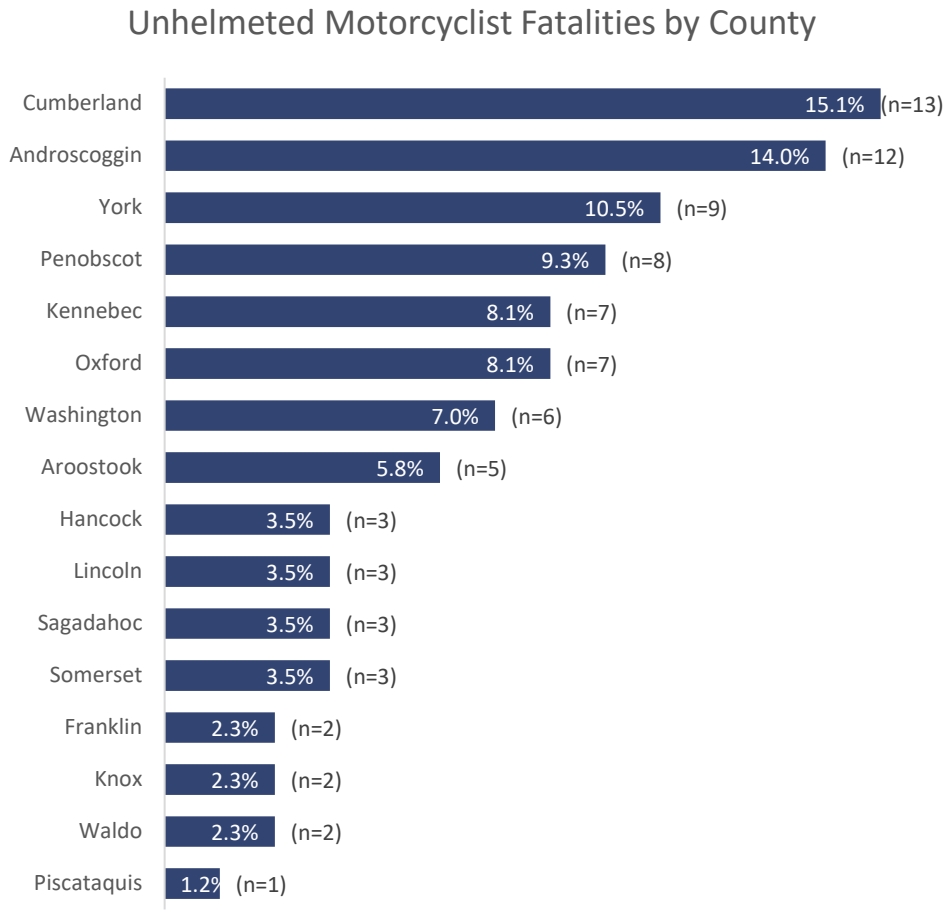
Motorcyclist Fatalities by County

Approximately 15.0% of the 120 motorcyclist fatalities that occurred between 2015 and 2019 occurred in Cumberland County, followed by 13.3% in Androscoggin County, and 10.8% in York County.



Unhelmeted Motorcyclist Fatalities by County

Approximately 15.1% of the 86 unhelmeted motorcyclist fatalities that occurred between 2015 and 2019 occurred in Cumberland County, followed by 14.0% in Androscoggin County, and 10.5% in York County.

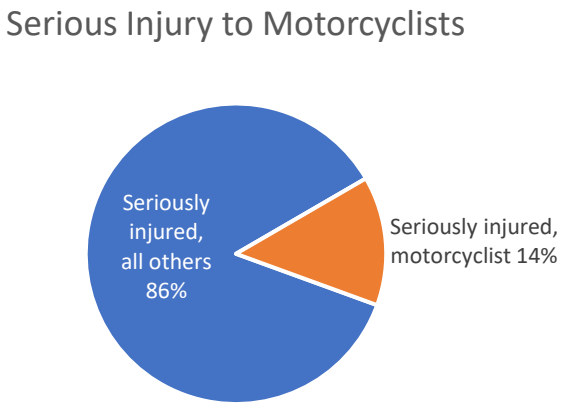


Serious Injury Facts

- There were 92 motorcycle crashes resulting in serious injury in 2019 involving 117 motorcyclists (101 drivers and 16 passengers).
- Ninety-nine (99) motorcyclists were seriously injured in these crashes (88 drivers and 11 passengers) as well as one bicyclist and the driver of another vehicle.

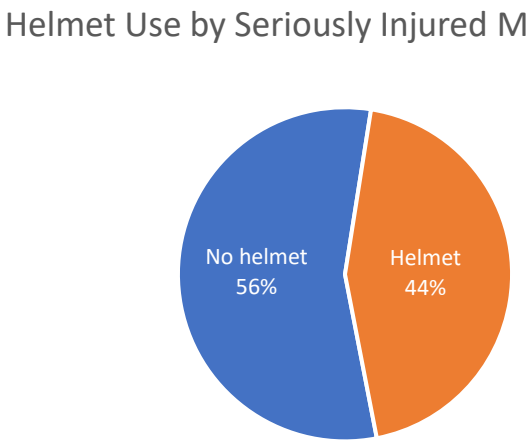
Serious Injury to Motorcyclists in Perspective

Seriously injured motorcyclists accounted for 14% of all serious injuries in 2019.



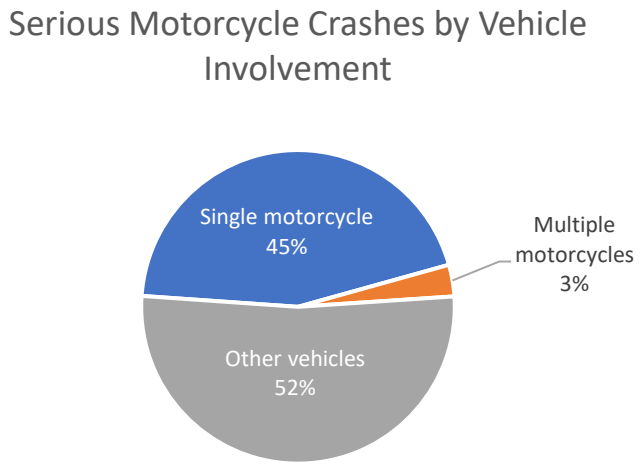
Helmet Use

Approximately 56% of seriously injured motorcyclist were not using a (DOT-compliant) helmet.



Other Vehicle Involvement

In approximately 45% of all crashes involving a seriously injured motorcyclist, only a single motorcycle was involved. In an additional 3%, another motorcycle was involved. In 52%, at least one other non-motorcycle vehicle was involved. Thus, 48% of all crashes involving a seriously injured motorcyclist involved only one or two motorcycles but no other vehicle.



Seriously Injured Motorcyclists and Other Factors

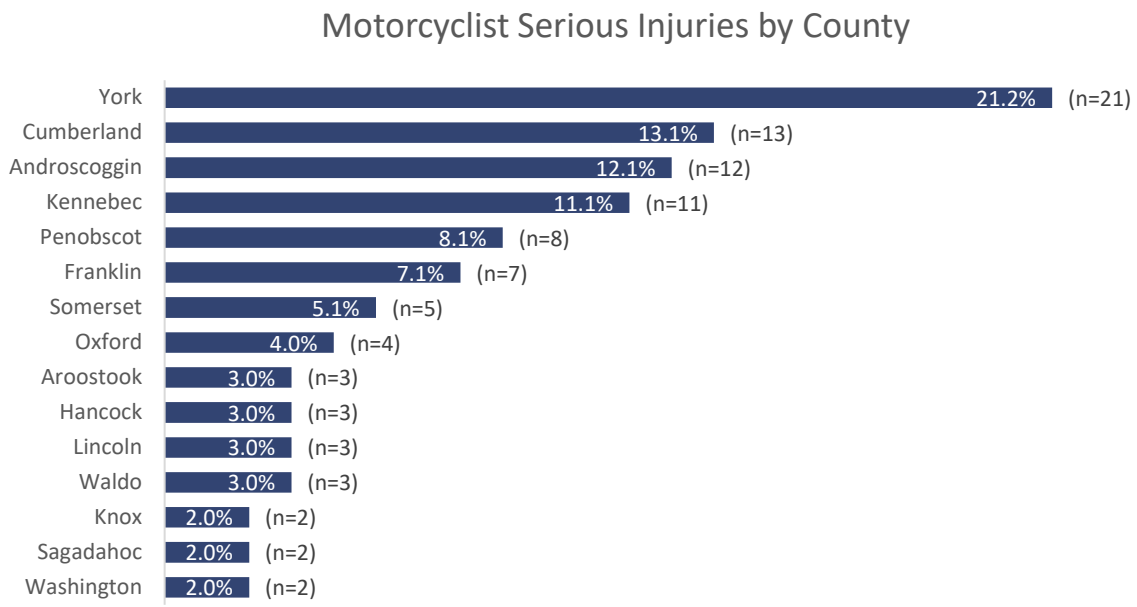
A number of factors may contribute to the serious injury of motorcyclists. The following table summarizes the percentage of serious injuries associated with each factor. Notable contributing factors were *no helmet, motorcyclist speed,* and *other vehicle senior driver.* These factors were associated with 56%, 21%, and 19% of all seriously injured motorcyclists, respectively.

No helmet	Motorcyclist speed	Other vehicle senior driver	Motorcyclist OUI	Motorcyclist senior driver	Other vehicle young driver	Motorcyclist license suspended	Other vehicle speed	Other vehicle driver OUI	Motorcyclist young driver	Inclement weather
56%	21%	19%	11%	7%	5%	4%	3%	2%	1%	1%

NOTE: Other vehicle license suspended was not a factor in any of these crashes.
Only 15% of seriously injured motorcyclists were not associated with any of the factors above.

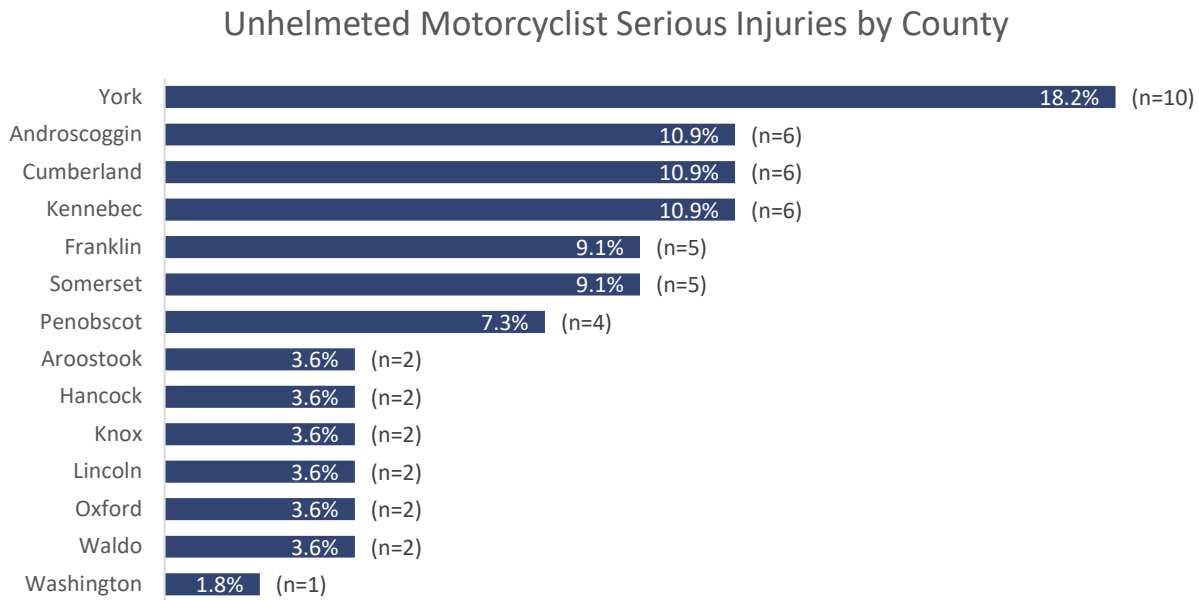
Motorcyclist Serious Injuries by County

Approximately 21.2% of the 99 motorcyclist serious injuries in 2019 occurred in York County, followed by 13.1% in Cumberland County, and 12.1% in Androscoggin County.



Unhelmeted Motorcyclist Serious Injuries by County

Approximately 18.2% of the 55 unhelmeted motorcyclist serious injuries in 2019 occurred in York County, followed by 10.9% in Androscoggin, Cumberland, and Kennebec Counties.



Number of Courses planned by County and Number of Registered Motorcycles by County:

ANDROSCOGGIN 100 BRC	**KENNEBEC** 52 BRC	**PENOBSCOT** 26 BRC	**WALDO** 0 BRC
AROOSTOOK 9 BRC	**KNOX** 0 BRC	**PISCATAQUIS** 0 BRC	**WASHINGTON** 1 BRC
CUMBERLAND 39 BRC	**LINCOLN** 0 BRC	**SAGADAHOC** 0 BRC	**YORK** 60 BRC
FRANKLIN 11 BRC **HANCOCK** 73 BRC	**OXFORD** 0 BRC	**SOMERSET** 0 BRC	**STATEWIDE** 371 BRC's

County or Political Subdivision	Number of registered motorcycles
Androscoggin	4501
Aroostook	2613
Cumberland	9878
Franklin	1505
Hancock	2365
Kennebec	5247
Knox	1713
Lincoln	1520
Oxford	2881
Penobscot	5797
Piscataquis	714
Sagadahoc	1472
Somerset	2182
Waldo	1988
Washington	1028
York	13,405

Countermeasure Strategy: MC Safety Communications and Outreach Campaign

Project Safety Impacts
A solid communication and outreach program with paid and earned media is helpful to raise awareness of traffic safety concerns. A Share the Road with motorcycles campaign together with education on proper safety gear is designed to decrease crashes, serious injuries, and fatalities.

Linkage Between Program Area
Share the Road with Motorcycles and Watch for Motorcycles are solid communication programs sponsored by NHTSA.

Rationale for Selection
CTW: Communications and Outreach- CTW, Ninth Edition, 2017. We believe that the projects planned below will help us achieve our FFY2022 targets for motorcyclist fatalities and for unhelmeted motorcyclists fatalities.

Planned Activity: Motorcycle Safety Paid Media Campaign
Planned Activity Number: (See also **PM22-001)**

Planned Activity Description
MeBHS will purchase advertisements in multiple markets to promote the "Share the Road" and Watch for Motorcycles concepts. The goal of the motorcycle safety campaign is to increase awareness of motorcyclists and to educate motor vehicle operators to Share the Road with motorcyclists.

Intended Subrecipients
MeBHS with contracted media vendors (NL Partners and other(s) to be determined by Request for Proposal.

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405f	Fast Act 405f	*See PM22-001		NA

Program Area: Non-motorized (Pedestrians and Bicyclist)

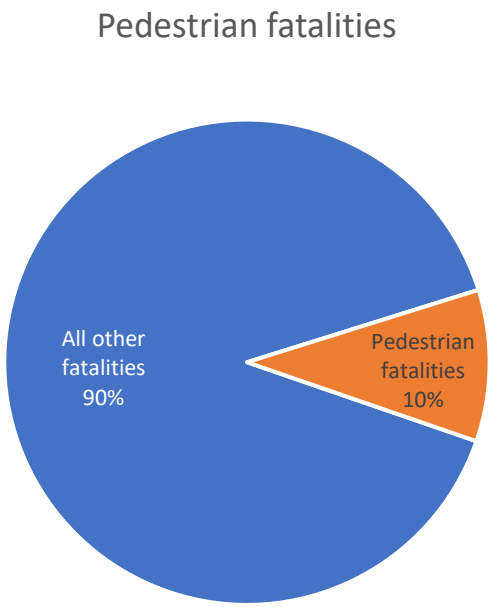
Description of Highway Safety Problem

Fatality Facts

- There were 78 fatal pedestrian crashes between 2015 and 2019 resulting in 79 pedestrian deaths.
- Twenty-three percent (23%) of the pedestrians who died in crashes were under the influence.

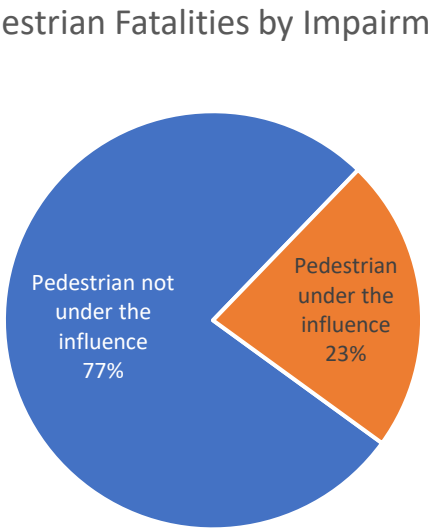
Pedestrian Fatalities in Perspective

Approximately 10% of highway fatalities were pedestrian fatalities.



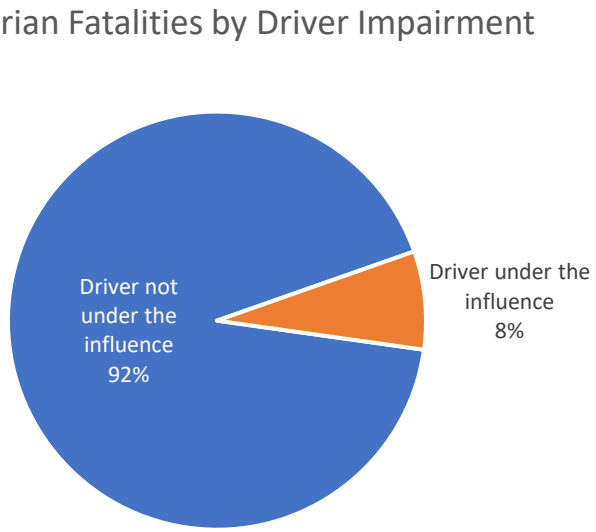
Pedestrians Under the Influence

A sizeable proportion (23%) 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 (8%) 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

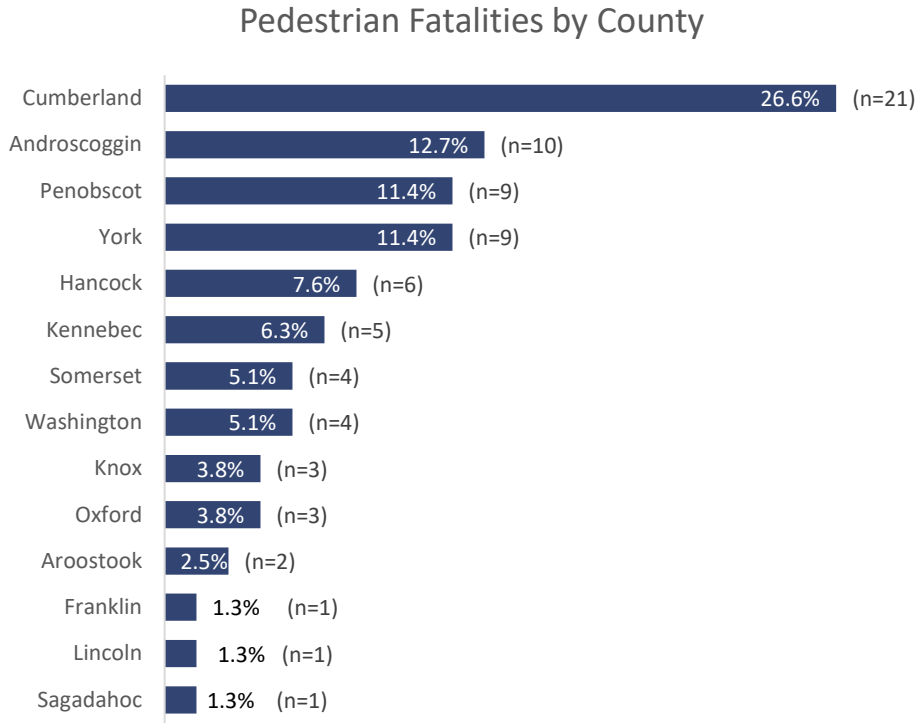
A number of factors contribute to pedestrian fatalities. The following table summarizes the percentage of fatalities associated with some of these known factors. Notable contributing factors were *after dark, pedestrian under the influence, inclement weather*, and *senior driver,* at 68%, 23%, 14% and 13%, respectively.

Dark	Pedestrian under the influence	Inclement weather	Senior driver	Driver under the influence	Young driver	Speed	License suspension
68%	23%	14%	13%	8%	8%	5%	3%

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

Pedestrian Fatalities by County

Approximately 26.6% of the 79 pedestrian fatalities that occurred between 2015 and 2019 occurred in Cumberland County, followed by 12.7% in Androscoggin County, and 11.4% in Penobscot County.

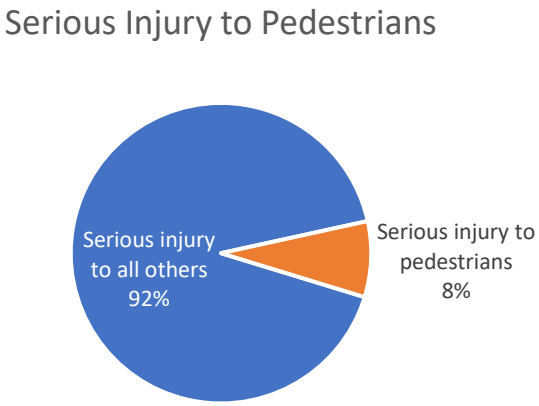


Serious Injury Facts

- There were 58 pedestrian crashes in 2019 resulting in the serious injury of 58 pedestrians.
- Ten percent (10%) of the pedestrians who were seriously injured in crashes were under the influence.

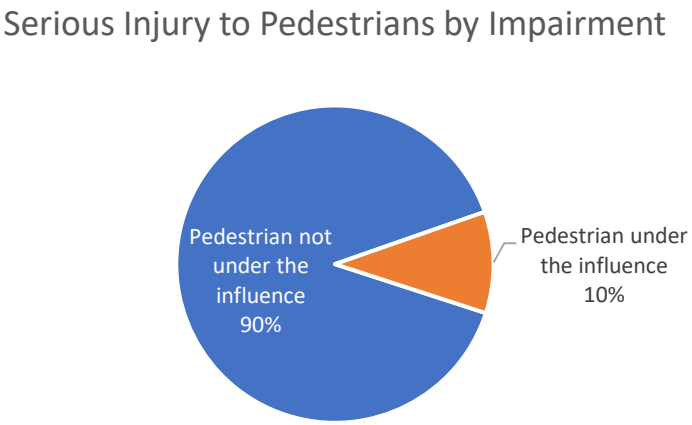
Serious Injury to Pedestrians in Perspective

Approximately 8% of serious injuries were to pedestrians.



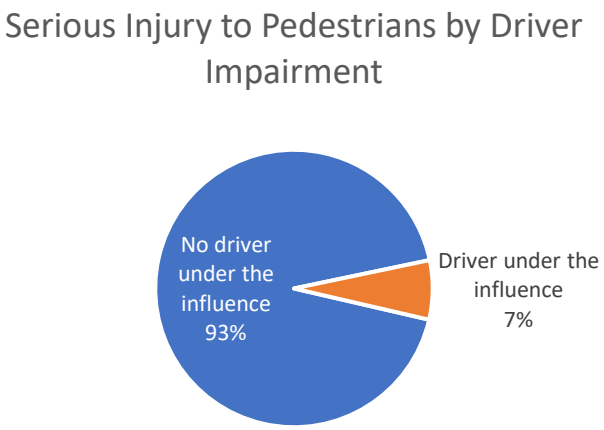
Pedestrians Under the Influence

A sizeable proportion (10%) of the pedestrians who were seriously injured were under the influence at the time of the crash.



Serious Injury by Driver Impairment

Approximately 7% of serious pedestrian injuries involved a driver who was operating under the influence.



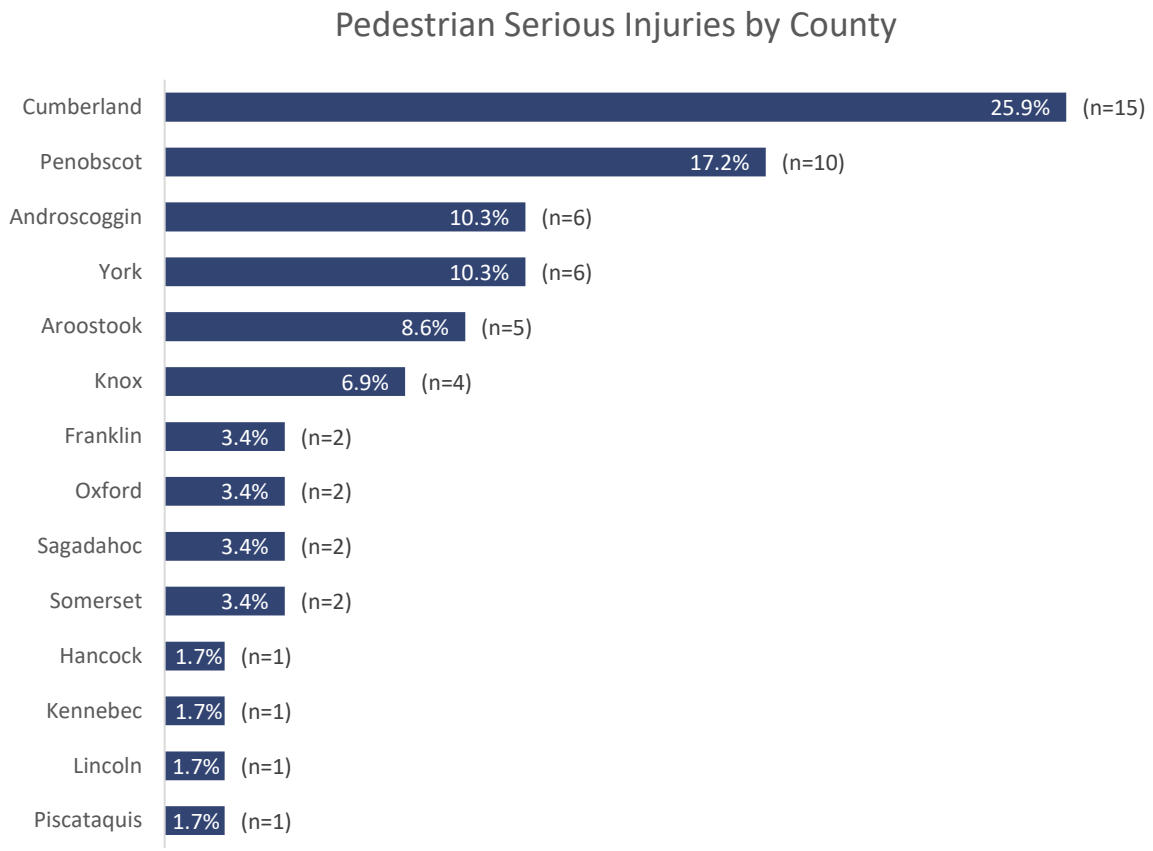
Serious Injury to Pedestrians and Other Factors

A number of factors contribute to the serious injury of pedestrians. The following table summarizes the percentage of serious injury associated with some of these known factors. Notable contributing factors were *after dark, senior driver,* and *pedestrian under the influence*, at 34%, 17%, and 10%, respectively.

After dark	Senior driver	Pedestrian under the influence	Young driver	Inclement weather	Driver under the influence	Speed	License suspension
34%	17%	10%	9%	7%	7%	2%	2%

Pedestrian Serious Injuries by County

Approximately 25.9% of the 58 pedestrian serious injuries in 2019 occurred in Cumberland County, followed by 17.2% in Penobscot County, and 10.3% in Androscoggin County.

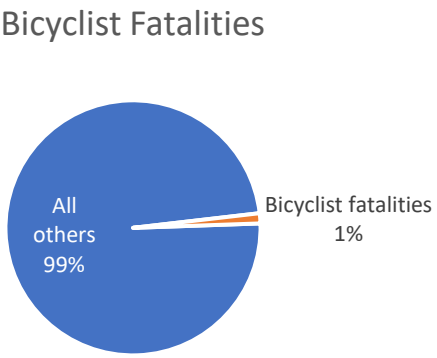


Bicycle Fatality Facts

- There were 10 fatal bicycle crashes between 2015 and 2019.
- Ten bicyclists died in these crashes.

Bicyclist Fatalities in Perspective

Bicyclists make up a very small proportion, 1%, of all highway fatalities. On average, there were 2.2 bicyclist fatalities per year.



Bicyclist Fatalities and Other Factors

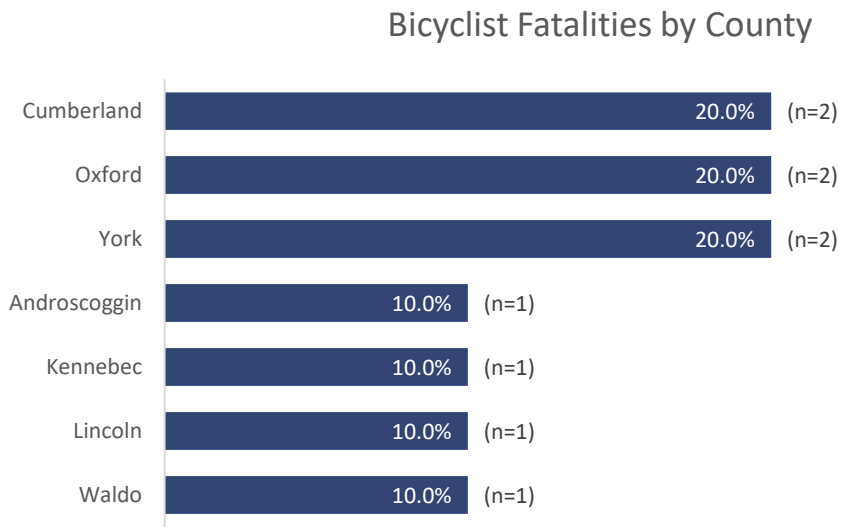
A number of factors contribute to bicyclist fatalities:

- 3 fatalities involved a young (< age 21) vehicle driver
- 2 fatalities involved a senior (≥age 65) vehicle driver
- 1 fatalities occurred after dark
- 1 fatality involved an impaired vehicle driver
- 1 fatality involved a young (< age 16) bicyclist

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

Bicyclist Fatalities by County

More than half (60%) of the 10 bicyclist fatalities that occurred between 2015 and 2019 occurred in Cumberland, Oxford, and York Counties.

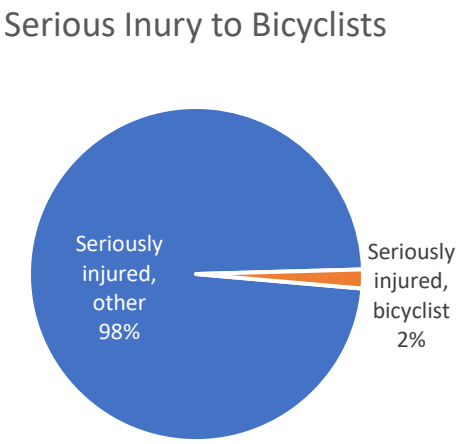


Bicyclist Serious Injury Facts

- There were 13 crashes resulting in serious injury to 13 bicyclists in 2019.

Serious Injury to Bicyclists in Perspective

Bicyclists make up a very small proportion, 2%, of all serious injuries.



Serious Injury to Bicyclists and Other Factors

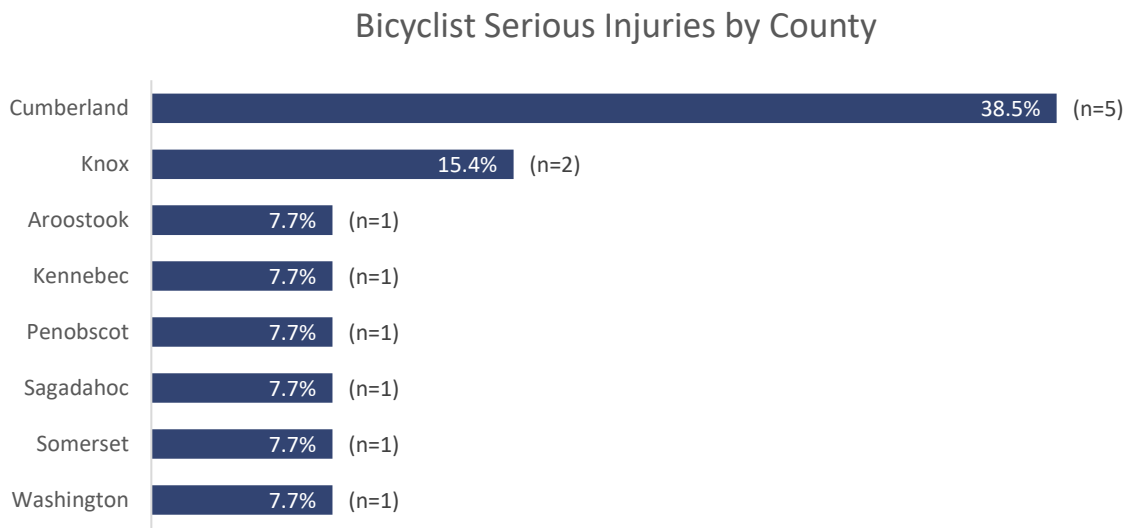
A number of factors contribute to the serious injury of bicyclists:

- 3 serious injuries involved riding after dark
- 2 serious injuries involved a young (≤ age 16) bicyclist
- 1 serious injury involved a senior (≥ age 65) driver
- 1 serious injury involved an impaired vehicle driver

No bicyclists sustained serious injury due to impaired bicycling, inclement weather, speeding, a young (≤20) vehicle driver, or driver's license suspension.

Bicyclist Serious Injuries by County

Approximately 38.5% of the 13 bicyclist serious injuries in 2019 occurred in Cumberland County, followed by 15.4% in Knox County.



Countermeasure Strategy: Enforcement Strategies

Project Safety Impacts

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

Linkage Between Program Area

Pedestrians and bicyclists are the most vulnerable road users. Focused enforcement focuses on high crash locations.

Rationale for Selection

Education for pedestrians, bicyclists, and drivers make them understand why behavior changes are important. Enforcement is necessary to encourage compliance. We believe that the planned projects selected will help us achieve our FFY2022 target for pedestrian and bicyclists fatalities and reduce overall serious injuries.

Planned Activity: Pedestrian and Motor Vehicle Traffic Enforcement
Planned Activity Number: **PS22-000 (Various)**

Planned Activity Description

Focused enforcement (in high pedestrian crash locations) will continue to be utilized to reduce the number of pedestrian crashes and fatalities in the State of Maine. Agencies will be selected together with the Maine DOT and as identified by the Maine Department of Transportation Pedestrian Safety Working Group. If not all the identified agencies accept an award, the MeBHS will use our data-analysis to select additional subrecipients in surrounding areas to impact those towns/cities. Together with grants for education and enforcement efforts, the Bureau intends to support the October 2021 Pedestrian Safety Month and also plans to address impaired-walking and bicycling, and distracted walking and bicycling, as part of our paid media campaign. MeBHS anticipates 10-15 subrecipients for pedestrian-related enforcement activities. The Maine DOT Pedestrian Safety Working Group is known to work with those that are homeless, older adults, and those who primary language is not English and who may be representative of pedestrian crashes and injuries.

Intended Subrecipients

High-Crash Pedestrian Community Law Enforcement Agencies

Funding Sources:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402	FAST Act 402	$150,000.00	$37,500.00	$150,000.00

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

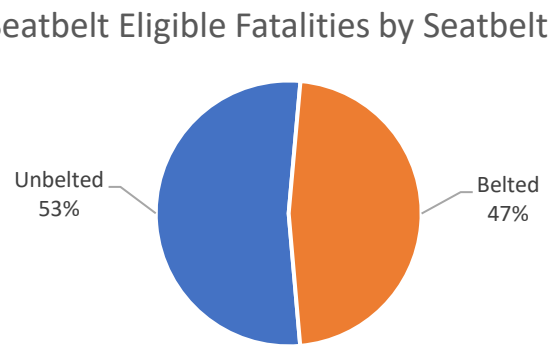
Description of Highway Safety Problems:

Fatality Facts

- More than half (53%) of the fatalities in which the occupant was required to be belted were not.
- About two-thirds (66%) of those involved in fatal crashes between 2015 and 2019 who were required to wear seatbelts were wearing them while a little over a third (34%) were not.
- The proportion of occupants involved in fatal crashes who were wearing seatbelts varied between a low of 62% in 2016 and 2019 and a high of 71% in 2017.
- Sixty-two percent (62%) of males involved in fatal crashes between 2015 and 2019 were wearing seatbelts while 72% of females were.

Unbelted Fatalities in Perspective

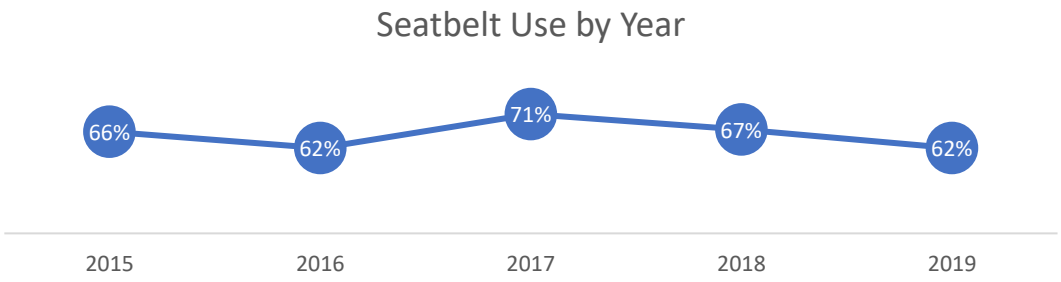
Approximately 53% of the fatalities in which the occupant was required to be belted were not.



Seatbelt Use Over Time

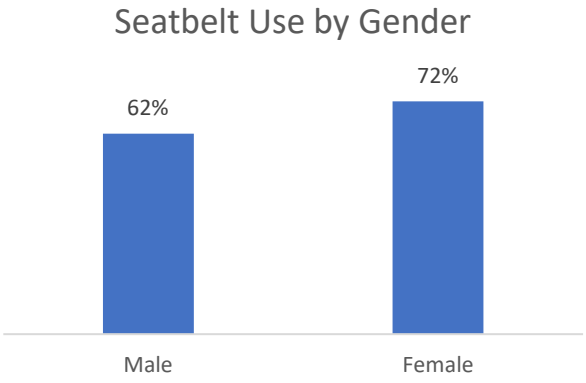
While 67% of occupants involved in fatal crashes (fatalities and survivors) between 2015 and 2019 who were required to wear seatbelts were wearing them, that rate varied from

one year to another. The lowest rate occurred in both 2016 and 2019, at 62%, while the highest occurred in 2018, at 71%



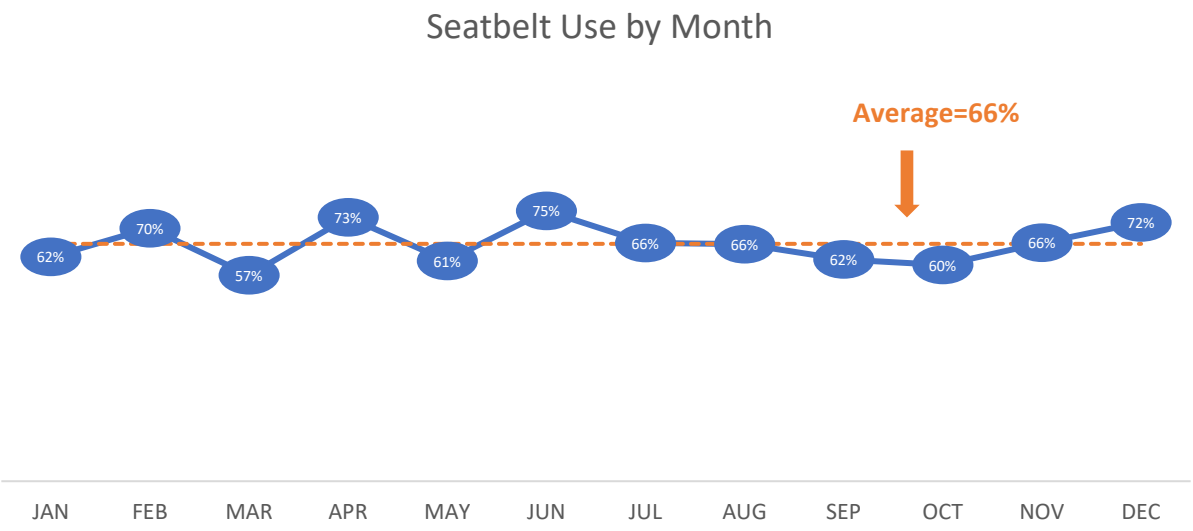
Seatbelt Use and Gender

Seatbelt use rate also varied depending upon occupant gender. Approximately 72% of females involved in fatal crashes were wearing seatbelts compared to 62% of males.



Seatbelt Use by Month

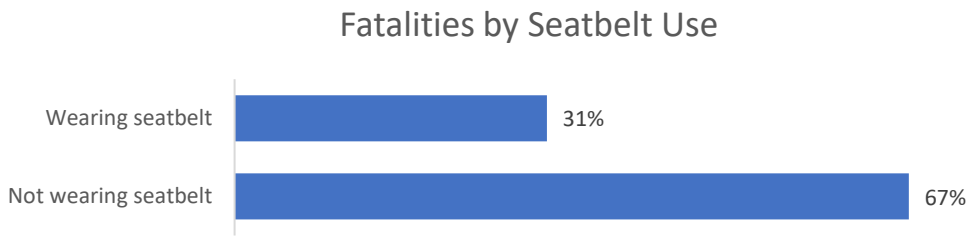
Seatbelt use varied slightly depending on time of year. During the month of June, 75% of occupants involved in fatal crashes were buckled up—the highest rate. Seatbelt use among those involved in fatal crashes was lowest in March, at 57%.



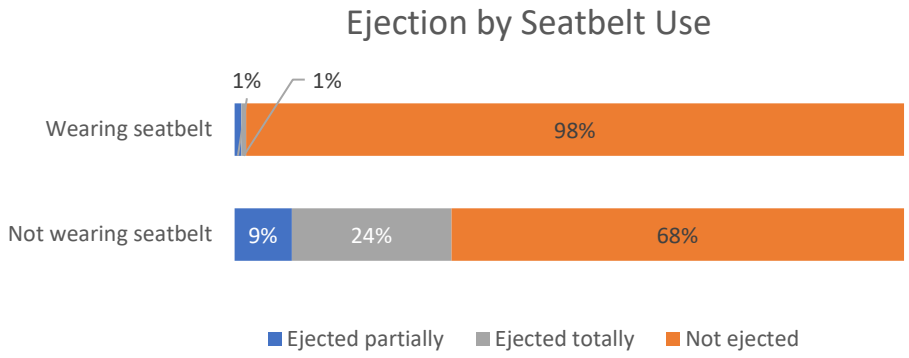
Seatbelt Use and Fatalities

Approximately 43% of all people involved in fatal crashes between 2015 and 2019 who were required to wear seatbelts died, but unbelted occupants died at more than double the

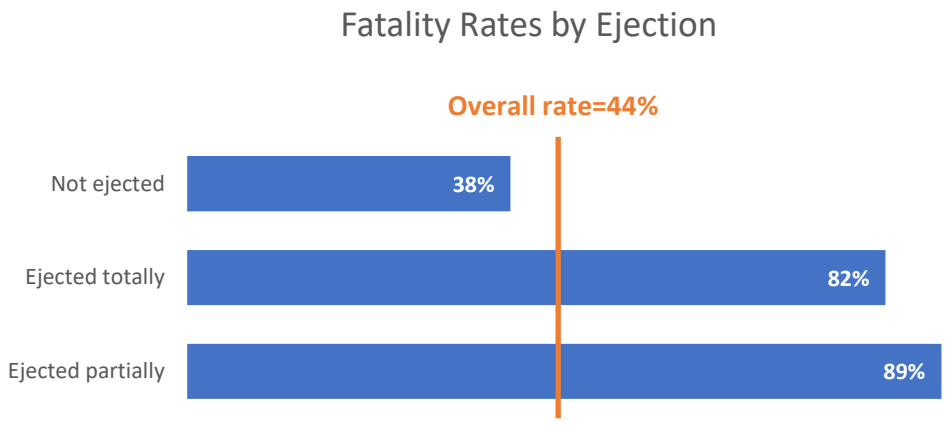
rate (67%) of belted occupants (31%). Seatbelt use may partially determine who does and does not die in a fatal crash.



Seatbelt use saves lives in part by preventing occupants from being ejected during fatal crashes. Approximately 32% of all those who were not belted were partially or fully ejected from their vehicles during fatal crashes, while only 2% of those who were belted were ejected.

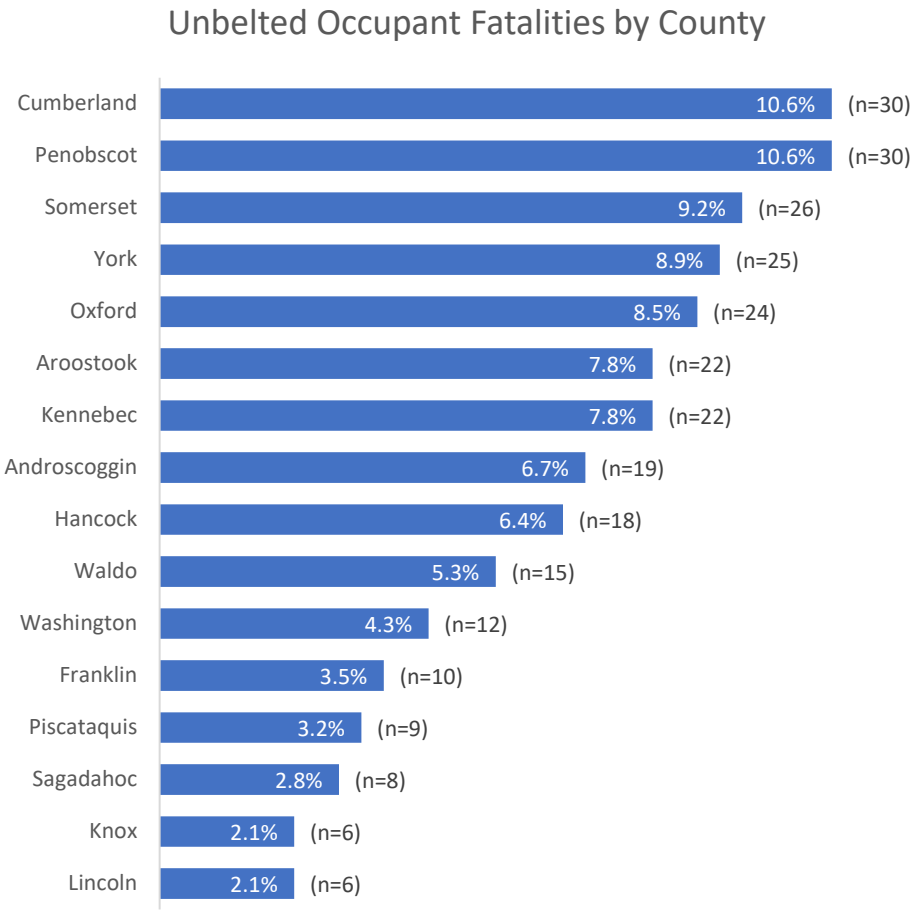


Ejection, in turn, results in a much higher probability of death. While 38% of those who were not ejected nevertheless died, the rates were much higher for those who were partially or totally ejected, at 89% and 82%, respectively.



Unbelted Occupant Fatalities by County

Approximately 10.6% of the 282 unbelted occupant fatalities that occurred between 2015 and 2019 occurred in Cumberland County, with another 10.6% in Penobscot County, and 9.2% in Somerset County.

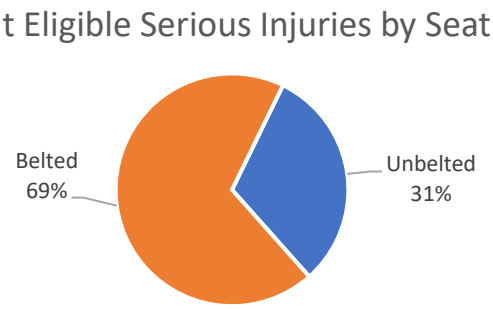


Serious Injury Facts

- Almost a third (31%) of the occupants with serious injuries who were required to be belted were not.
- Eighty-one percent (81%) of those involved in serious injury crashes in 2019 were wearing seatbelts while 19% were not.
- Seventy-eight percent (78%) of males involved in serious injury crashes in 2019 were wearing seatbelts while 85% of females were.

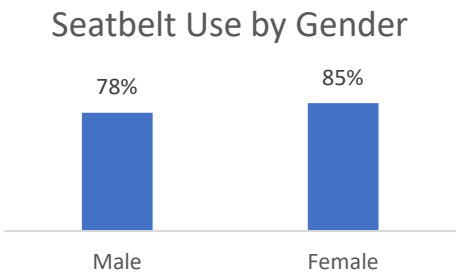
Unbelted Serious Injuries in Perspective

Approximately 31% of all occupants with serious injuries who were required to be belted were not.



Seatbelt Use and Gender

Seatbelt use rate varied depending upon occupant gender. Approximately 78% of males involved in serious injury crashes were wearing seatbelts compared to 85% of females.

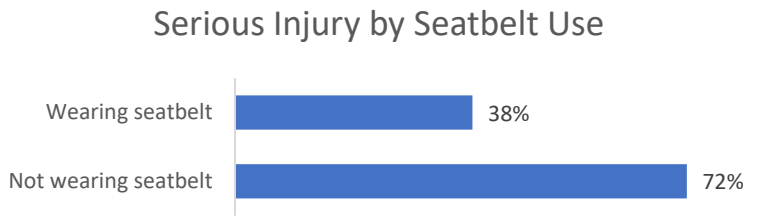


Seatbelt Use and Young Occupants

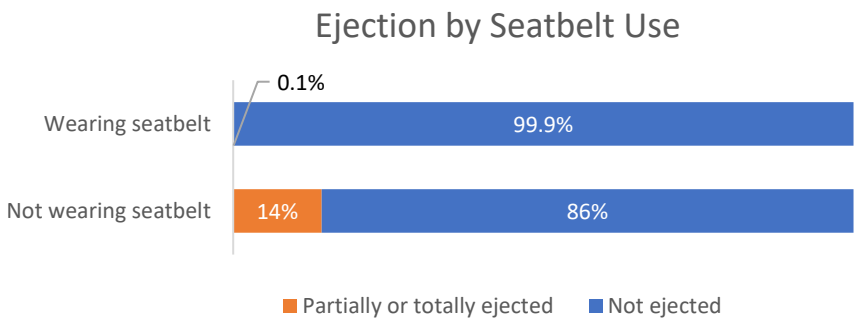
There was no difference between the overall rates of seatbelt use for young people (20 years of age and younger) and the rest of the driving population.

Seatbelt Use and Serious Injury

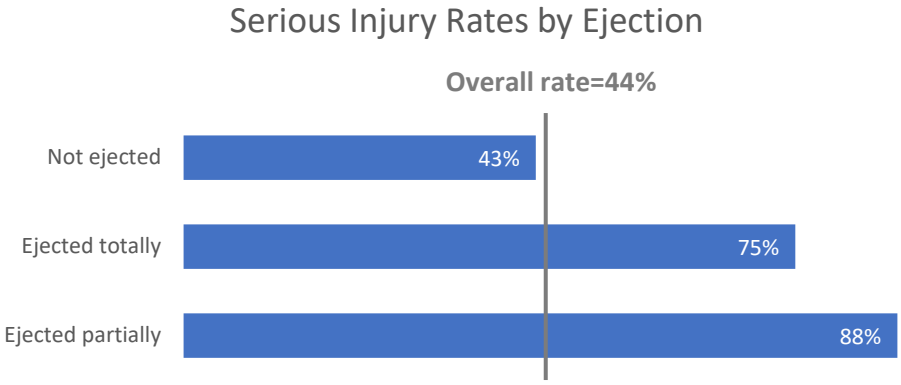
Approximately 44% of all people involved in serious injury crashes in 2019 who were required to wear seatbelts were seriously injured, but unbelted occupants were injured at a significantly higher rate (72%) than belted occupants (38%). Seatbelt use may partially determine who is and is not seriously injured in a serious injury crash.



Seatbelt use protects occupants in part by preventing them from being ejected during crashes. Approximately 14% of all those who were not belted were partially or fully ejected from their vehicles during serious injury crashes, while less than 0.1% of those who were belted were ejected.

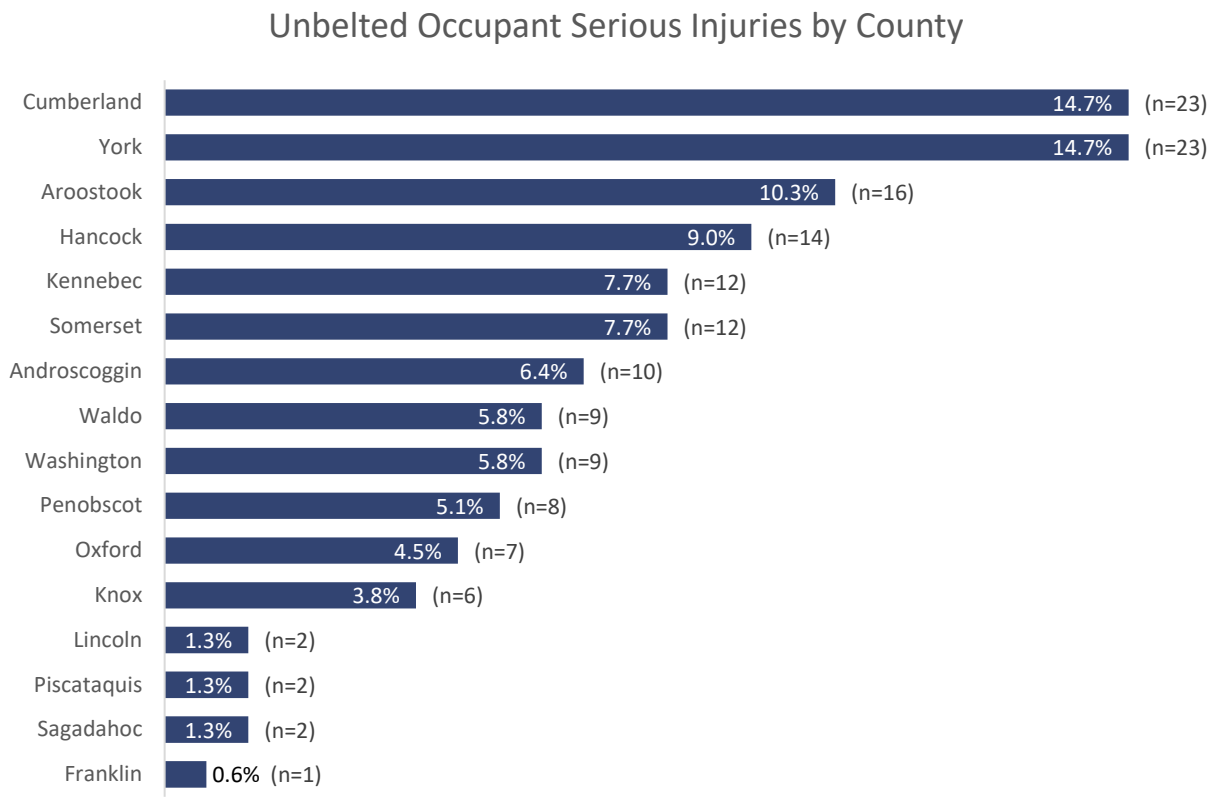


Ejection, in turn, results in a much higher probability of serious injury. While 43% of those who were not ejected nevertheless were seriously injured, the rates were much higher for those who were partially or totally ejected at 88% and 75%, respectively.



Unbelted Occupant Serious Injuries by County

Approximately 14.7% of the 156 unbelted occupant serious injuries in 2019 occurred in Cumberland County, with another 14.7% in York County, and 10.3% in Aroostook County.



Countermeasure Strategy: Occupant Protection Administration

Project Safety Impacts

Occupant Protection program management is necessary for a successful Occupant Protection and Child Passenger Safety Program. Lack of belt use continues to be a major concern on our State's roadways and just about one-half of the deceased in motor vehicle crashes are unbelted.

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

Linkage Between Program Area

Salaries, training, travel, and equipment maintenance costs to administer the Statewide occupant protection and child passenger safety program area.

Rationale for Selection
A statewide occupant protection program is necessary to reduce serious injuries and fatalities resulting from non-belted adults and non-restrained children. We believe that the a well administered child passenger safety and occupant protection program will help us reach our targets in FFY2022 for traffic fatalities, serious injuries, serious injury rate, rural and urban death rates, and unrestrained passenger occupants.

Planned Activity: Occupant Protection Program Management and Operations
Planned Activity Number: OP22-001

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

Intended Subrecipients
MeBHS Administration

Funding Source:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST ACT 402	FAST ACT 402	$200,000.00	$50,000.00	$0.00

Countermeasure Strategy: Communications and Outreach/Strategies for Child Restraint and Booster Seat Use.

Project Safety Impacts:

Child passenger safety is a NHTSA priority program. The Statewide distribution and education about child restraints to income-eligible children is part of the overall occupant protection and child passenger safety program.

Linkage Between Program Area:

From 2015 to 2019, thirteen children aged twelve and under died in crashes in Maine. To reach zero, we distribute child safety seats to income-eligible children together with proper installation instruction for parents and caregivers. We also provide free seat checks and installation education for all children and families in Maine.

Rationale for Selection:

Countermeasures That Work Ninth Edition, 2017.

The misuse of child restrains has been a concern for many years. Programs have been implemented to provide parents and caregivers with hands-on assistance with the installation and proper use of child restraints to combat widespread misuse. Child Passenger Safety (CPS) inspection stations (a/k/a Fitting Stations) are places or events where families and received assistance from certified CPS technicians. We believe the planned projects in this FFY2022 Plan will help us achieve our unrestrained motor vehicle occupant (in all seating positions) target.

Planned Activity: Car Seat Purchase for Income Eligible Children/Inspection Station Technician Support
Planned Activity Number: **CR22-001**

Planned Activity Description
This project supports the purchase and distribution of child safety seats (convertible and/or booster) for Maine income eligible families that are issued through partner CPS distribution sites having at least one certified technician on staff. Every distribution and inspection station are staffed with certified child passenger safety technicians. We expect to distribute more than 900 seats to income eligible children in FFY22 through our current and active distributions sites. Inspection stations and distribution stations are located around the State of Maine and serve 70% of the State. All Maine counties offer car seat inspection services. Underserved communities are the rural towns throughout the State of Maine. Essential services are provided in larger towns/cities where smaller underserved communities seek services. There are 100% of Maine residents that have access to car seat inspection/educational services, consistent services are offered in each county/larger service area across Maine. Minority populations/refugees are served through these service locations/centers and are directed to services upon entry to the State. The MeBHS and our partners plan the below number of inspection events:

Population Served - urban	24
Population Served - rural	34
Population Served- at risk	29

The State's distribution partner sites conduct outreach in their own communities as well. This project will also include some necessary inspection station and technician supplies and educational materials required for distribution if pre-approved by MeBHS. Distribution sites and Inspection Stations can be found on the MeBHS website.

Population – 1,329,328*

Cumberland County	290,944
York County	203,102
Penobscot County	151,748
Kennebec County	121,545
Androscoggin County	107,444
Aroostook County	68,269
Oxford County	57,325
Hancock County	54,541
Somerset County	50,710
Knox County	39,823
Waldo County	39,418
Sagadahoc County	35,277
Lincoln County	34,067
Washington County	31,694
Franklin County	30,019
Piscataquis County	16,887

* United States Census Bureau / American FactFinder. "Annual Estimates of the Resident Population: April 1, 2010 to July 1, 2015". 2015 Population Estimates Program. Web. March 2016. http://factfinder2.census.gov.

Intended Subrecipients

MeBHS with contracted distribution sites with certified technicians

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405b	FAST Act 405b Low (5%)	$40,308.23	$10,077.06	NA
2021	FAST Act 402	FAST Act 402	$100,000.00	$25,000.00	$100,000.00

Planned Activity: CPS Technician and Instructor Training

Planned Activity Number: **OPB22-001**

Planned Activity Description

This project will support the new certification training costs (and possible conference attendance) for Child Passenger Safety technicians and instructors. It will also provide for recertification for those with expired credentials. MeBHS anticipates at least four certification classes and at least one certification renewal class in the federal fiscal year 2022 as well as a one-day training on the digital check form which we hope to begin using in earnest in FFY2022.

Certification courses will be planned to be held in each large region of the State of Maine: Northern Central Maine, Northern Maine (County), Central Maine and Down East, however exact hosting locations and dates for the trainings will be determined in the fall and spring to ensure that we are meeting the needs of potential trainees (as received by requests) and that we are ensured full class registrations.

Additionally, MeBHS will host a one-day CEU training for technicians and instructors at a centrally located venue (TBD) in the late Fall of 20201 or Spring of 2022. We expect attendance of up to 100. Costs will include speaker fees, venue rental, food, and other allowable costs as determined. The classes scheduled for Fall 2020 and Spring 2021 were interrupted by the COVID-19 pandemic.

Intended Subrecipients

MEBHS

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405b	FAST Act 405b Low	$170,686.18	$42,671.55	NA

Countermeasure Strategy: Seat Belt Law Enforcement/Short-Term High-Visibility Seat Belt Law Enforcement/Integrated Nighttime Seat Belt Enforcement/Sustained Enforcement

Project Safety Impacts

The most effective strategy for achieving and maintaining restraint use at acceptable levels is well publicized high visibility enforcement of strong occupant restraint use laws. The effectiveness of high visibility enforcement has been documented repeatedly in the United States and abroad. The strategy's three components – laws, enforcement, and publicity – cannot be separated: effectiveness decreases if any one of the components is weak or missing. This countermeasure is chosen by Maine in order to increase our observed seat belt usage rate to a high-rate for eligibility purposes and to save more lives. Maine has a primary belt law effective since April 2008. Regardless, approximately 50% of traffic fatalities are unrestrained. Sustained enforcement beyond the National Campaign will help us achieve this.

Linkage Between Program Area

Both high-visibility and sustained enforcement are proven countermeasures to increase seat belt usage rates, when combined with paid and earned media and other communication and outreach programs.

Rationale for Selection

Maine is a low-belt use rate State with an observed rate of 88.5%. (2019 rate). An observational survey was not conduced in FFY2020 due to the pandemic. The FFY2021 survey was conducted as planned in FFY2021 and those results will be shared when available. To achieve 90%, a robust plan for both high-visibility and sustained enforcement is necessary. CTW, Ninth, 2017.

Planned Activity: Maine State Police TOPAZ
Planned Activity Number: OPB22-002

Planned Activity Description
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 (day and night) at which unbelted driving tends to occur. The MSP TOPAZ team will work the specific days, times and zones and will focus on those drivers least likely to voluntarily buckle up.

Intended Subrecipients
Maine State Police

Funding Source:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405b	FAST Act 405b Low	$150,000.00	$37,500.00	NA

Planned Activity: HVE Occupant Protection (CIOT-BUNE)
Planned Activity Number: **OPB22-000 (various)**

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

Intended Subrecipients
Approximately 50 Law Enforcement Agencies, based on data analysis, are planned for participation in the national mobilization FFY2022.

Funding Source:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405b	FAST Act 405b Low	$500,000.00	$125,000.00	NA

Countermeasure Strategy: Occupant Protection: Seat Belt Surveys

Project Safety Impacts:
Understanding what a statewide seat belt usage rate is, allows a state to understand its occupant protection problem and aids in deploying resources and education to lower belt use counties and toward identified demographics.

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

Rationale for Selection
Observational seat belt usage surveys are a requirement by NHTSA for continued grant eligibility.

Planned Activity: Annual Observational Seat Belt Use Survey
Planned Activity Number: OPB22-003

Planned Activity Description
This project funds the contract for the MeBHS annual observational and attitudinal surveys. These surveys are usually conducted following the May/June *Click It or Ticket* enforcement campaign. For FFY2022, this project will also include the additional activities and costs associated with the requirement for seat belt observation site reselection.

Intended Subrecipients
MeBHS with contracted vendor University of Southern Maine

Funding Sources:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405b	FAST Act 405b Low	$164,368.69	$41,092.17	NA

Communications and Outreach/Strategies for Low-Belt-Use Groups and Other Strategies: School Programs

Project Safety Impacts: A robust communications and outreach program together with traffic enforcement is essential to teaching the public about the benefits of traffic safety, including voluntary belt usage.

Linkage Between Program Area

Traffic Safety Education is a vital component of an Occupant Protection Program. These educators allow us to communicate directly with the public, and especially with those least likely to voluntarily use their seat belts (males). In addition to school programs, the educators conduct safety trainings at universities, sports venues, race tracks, fairs, construction businesses and other places where they can make an impact. The Highway Safety Office staff do not have the capacity to conduct these events.

Rationale for Selection

CTW, Ninth Edition, 2017. It is expected that the projects planned and selected will impact our ability to meet FFY2022 targets including unrestrained motor vehicle occupants, distracted drivers, and drivers age 20 and younger involved in fatal crashes.

Planned Activity: Traffic Safety Education
Planned Activity Number: **OP22-002**

Planned Activity Description

This project funds the activities of two statewide traffic safety educators. The traffic safety education includes: NETS activities, Convincer and Rollover Simulator demonstrations for occupant protection, distracted and impaired driving simulations, and the use of highway safety displays at schools, colleges, health fairs, community centers, businesses, and other locations where the focus demographic can be found. The seat belt education component of this program reaches approximately 4,000 citizens each year and provides education to grades K-12, private businesses and State agencies. Funds for in-State and out-of-state travel to various other state and national conferences (KIM/GHSA) and trainings are also included in the project. This project also funds transportation by way of one BAA approved leased vehicle suitable for transporting trailers, rollover, convincer, and large simulators. The vehicle is used only for the Traffic Safety Education Program. The NETS component of this program works with businesses and industry safety leaders Statewide. This Traffic Safety Education Program has been proven to be the most effective tool for outreach and communication to school-aged children, young drivers, parents, and the employer workforce.

Intended Subrecipients

Atlantic Partners EMS

Funding Sources:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402	FAST Act 402	$200,000.00	$50,000.00	$200,000.00

Program Area: **Older Drivers**

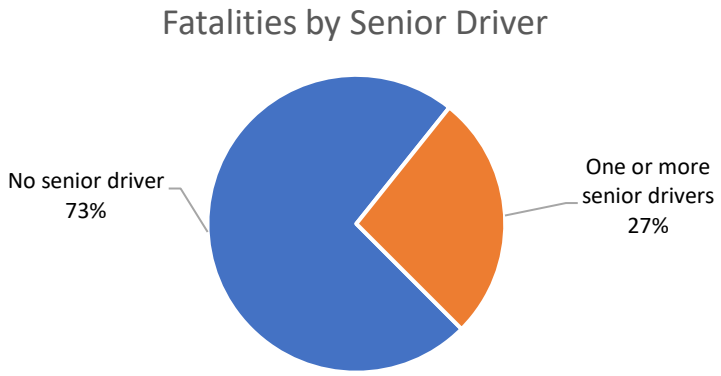
Description of Highway Safety Problems

Fatality Facts

- Senior drivers were involved in 190 of the 727 fatal crashes (26%) that occurred between 2015 and 2019.
- Of the 782 fatalities that occurred, 209 (27%) involved a senior driver.

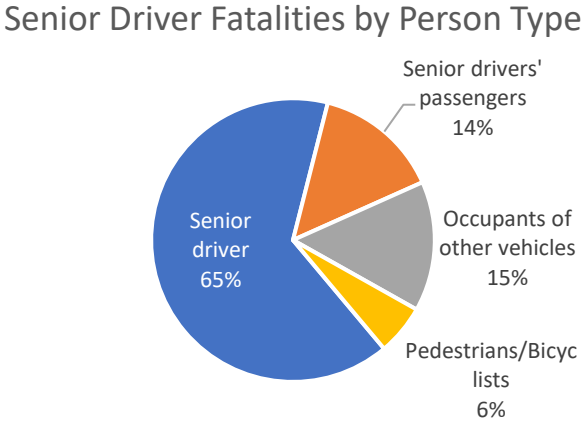
Senior Driver Fatalities in Perspective

A total of 209 fatalities were associated with senior drivers (ages 65 and older) between 2015 and 2019. These fatalities accounted for 27% 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 14% of fatalities were the senior drivers' passengers. This suggests that 79% of the risk associated with senior drivers is borne by senior drivers and their passengers. An additional 21% of fatalities were occupants of other vehicles, bicyclists, and pedestrians.



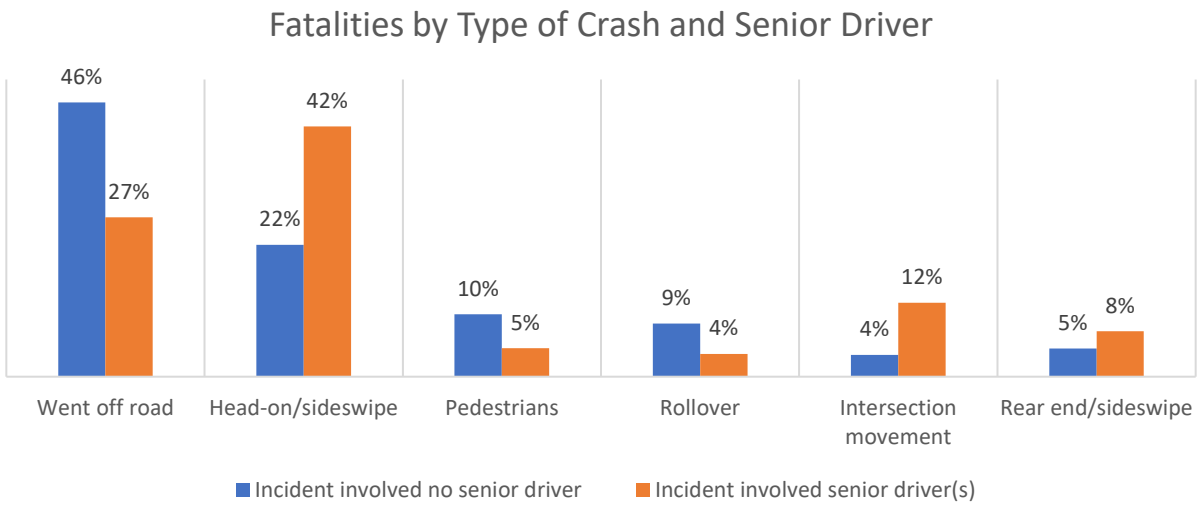
Type of Crash

The majority (97%) of **all** fatalities between 2015 and 2019 were related to one of the following crash types:

- Went off road (41%)
- Head-on/sideswipe (27%)
- Pedestrians (9%)
- Rollover (8%)
- Intersection movement (6%)
- Rear-end/sideswipe (6%)

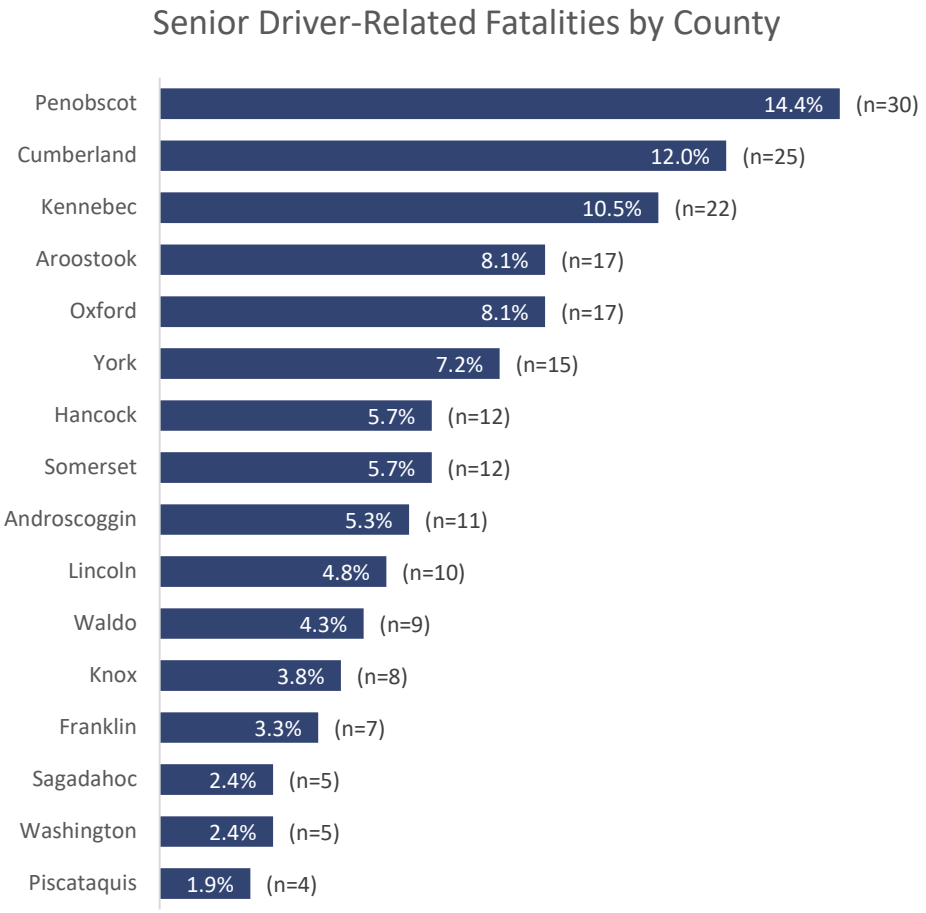
While these six categories were likewise the top six categories for fatalities involving a senior driver, there were nevertheless differences between senior drivers and the remainder of the driving population in the distribution among these categories. *Went off the road* accounted for the plurality of fatalities involving no senior driver; approximately 46% of fatalities from incidents involving no senior driver fell into this category. *Head-on/sideswipe* crashes accounted for an additional 22% 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 27% 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 12% of incidents involving senior drivers were *intersection movement* crashes, while only 4% of incidents involving no senior drivers fell into this category.



Senior Driver-Related Fatalities by County

Approximately 14.4% of the 209 senior-driver related fatalities that occurred between 2015 and 2019 occurred in Penobscot County, followed by 12.0% in Cumberland County, and 10.5% in Kennebec County.

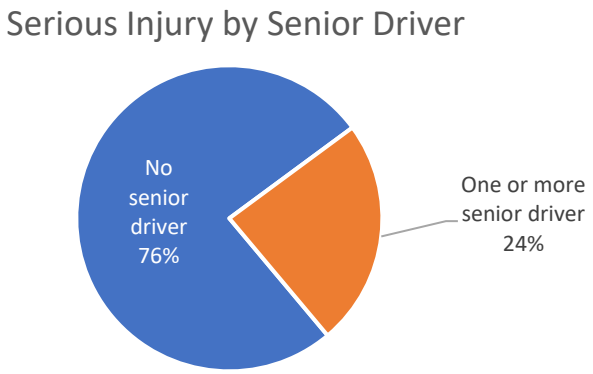


Serious Injury Facts

- Senior drivers were involved in 150 of the 625 crashes (24%) that resulted in serious injury in 2018.
- Of the 711 serious injuries that occurred, 175 (25%) involved a senior driver.

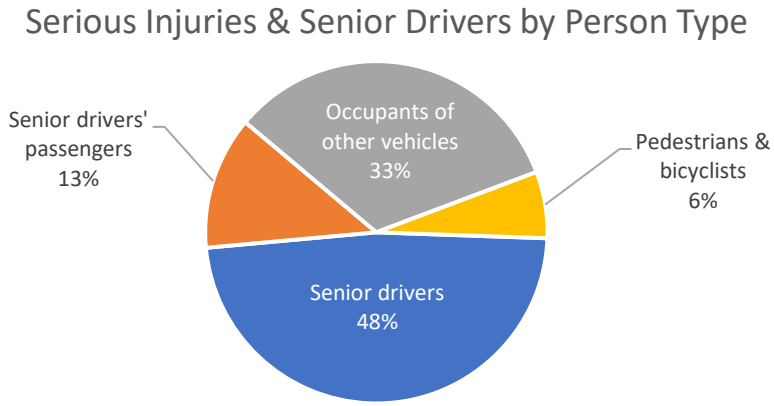
Serious Injury to Senior Drivers in Perspective

A total of 175 serious injuries were associated with senior drivers (ages 65 and older) in 2019. These injuries accounted for 24% of all serious injuries.



Who Is Seriously Injured?

Many of the serious injuries associated with senior drivers, 48%, were sustained by the senior driver. An additional 13% of injuries were sustained by the senior drivers' passengers. This suggests that 61% of the risk associated with senior drivers is borne by senior drivers and their passengers. An additional 39% of serious injuries were sustained by occupants of other vehicles, bicyclists, and pedestrians.



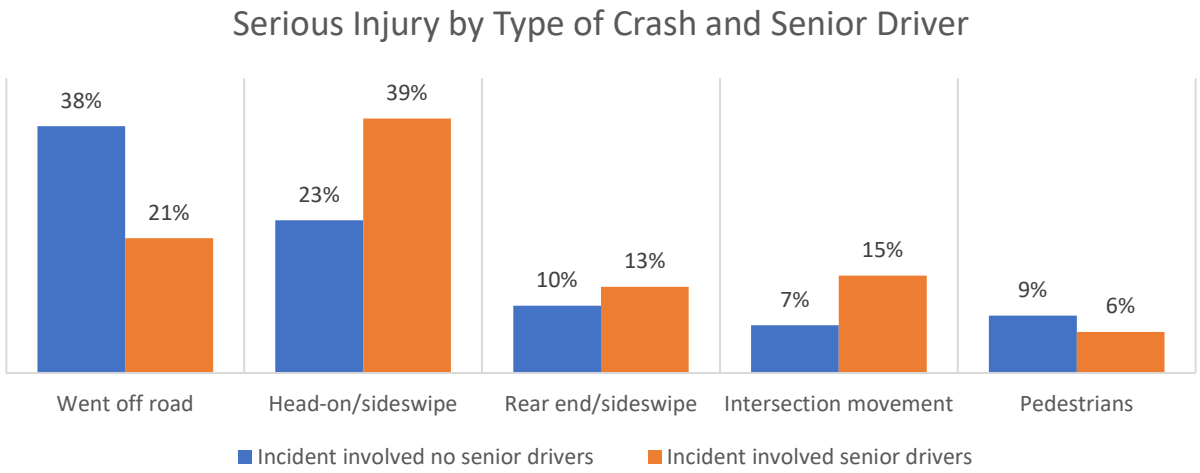
Type of Crash

The majority (87%) of **all** serious injuries in 2019 were related to one of the following crash types:

- Went off road (33%)
- Head-on/sideswipe (27%)
- Rear-end/sideswipe (11%)
- Intersection movement (9%)
- Pedestrians (8%)

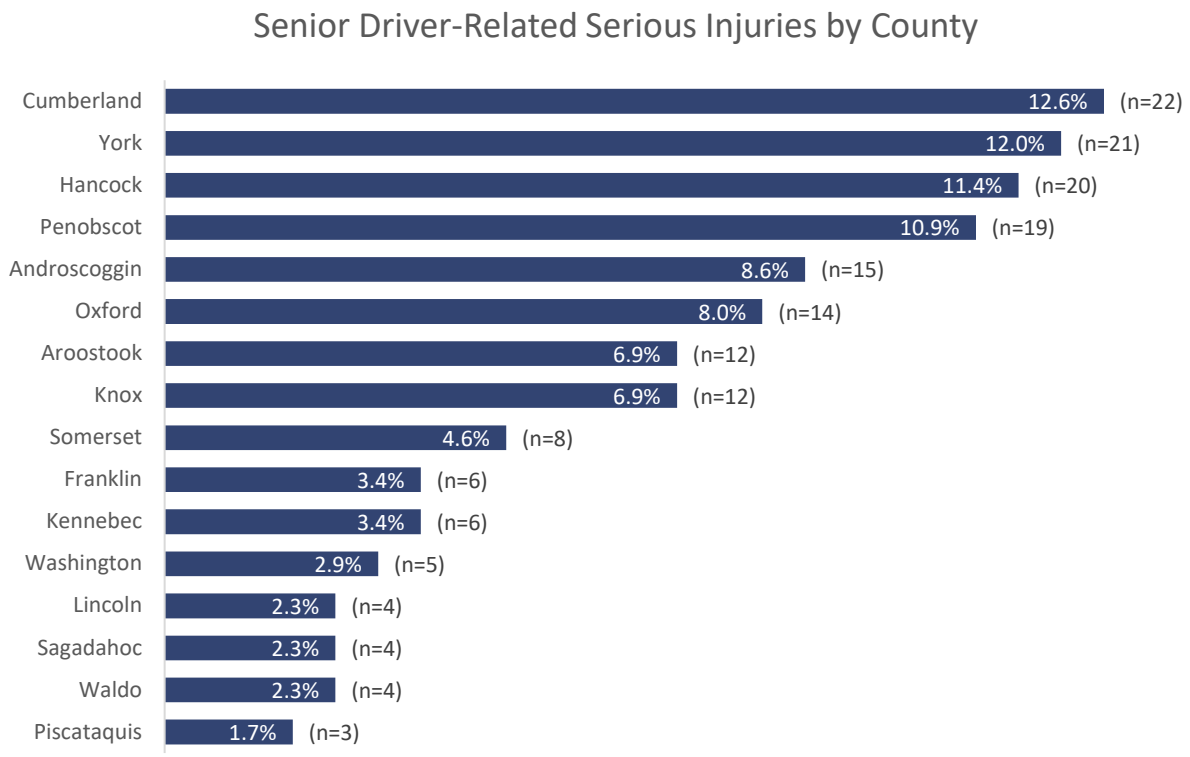
While these five categories were likewise the top five categories for serious injuries involving a senior driver, there were nevertheless differences between crashes involving

senior drivers and crashes involving no senior drivers in the distribution among these categories. Crashes involving no senior drivers were more likely to be *went off road* crashes. While 38% of crashes involving no senior driver fell into this category, only 21% of crashes involving senior drivers did. The remaining types of crashes (*head-on/sideswipe, rear end/sideswipe, intersection movement,* and *pedestrians*) occurred at a greater frequency in crashes involving a senior driver.



Senior Driver-Related Serious Injuries by County

Approximately 12.6% of the 175 senior-driver related serious injuries in 2019 occurred in Cumberland County, followed by 12.0% in York County, and 11.4% in Hancock County.



Countermeasure Strategy: General Communications and Education

Project Safety Impacts
Maine has the highest rate of older drivers in the nation and due to the rural nature of the State, public transportation is limited and nonexistent in many rural areas of the State. Activities designed to provide media and education to older drivers and their families will aid in our efforts to decrease older driver crashes and fatalities.

Linkage Between Program Area
Senior drivers die at a relatively high proportion compared to other ages drivers. Outreach via media and print materials is our best tool for communicating the importance of safe driving.

Rationale for Selection
CTW Ninth Edition, 2017. We expect that a focused educational campaign for senior drivers, and increased training for law enforcement on older driver challenges, will help us reach our FFY2022 target for senior driver fatalities.

Planned Activity: Older Driver Education

Planned Activity Number: **PM22-001**

Planned Activity Description

The MeBHS media vendor will work with us to develop driver safety educational materials for Physicians, nurses, care takers and others for distribution. The educational materials will completement the older driver paid, earned and digital media campaign. The focus of the materials will be the effects of prescription, the natural decline of driving time which may lead to perception deception, the effects of various medications on driving, and will include resources for where people can turn to if they feel themselves or a loved one driving abilities are starting to decline. This project wasn't completed as planned in FFY2021 as the focus went to creating a new Older Driver PSA, that fits more in line with our new direction for our PSA's. This project will be completed in 2022. Additionally, following NHTSA Guideline #13, we will create a program to train law enforcement officers on what to look for in older drivers, reference materials, and information on how to refer them for driver review.

Intended Subrecipients

Media Buy Vendor (NL Partners and RFP selected creative vendor)

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402	FAST Act 402	$100,000.00 See PM22-001	$25,000.00	$100,000.00

Program Area: **Planning & Administration**

Description of Highway Safety Problems
The MEBHS mission is to reduce and eliminate motor vehicle crashes resulting in death and serious injury. The annual Highway Safety Plan and Annual Report for each federal fiscal year outline the status of the State's motor vehicle crash, fatality, injury and property damage problems and our intended efforts to administer projects that will positively impact the stated problems.

Countermeasure strategies: Administration

Project Safety Impacts

Management and Administration for the State's Highway Safety Office is necessary for a successful Highway Safety Program.

Linkage Between Program Area

Administration of the State Highway Safety Office is allowed at 15% of total Section 402 expenditures.

Rationale for Selection

Planning and Administration is an allowable cost and necessary for the administration of the State Highway Safety Office and its programs. It is expected that administration of the Highway Safety Plan will help us achieve all of the targets set in the FFY2022 Plan.

Planned Activity: Planning & Administration
Planned Activity Number: PA22-001

Planned Activity Description
The Planning & Administration (P&A) program area and its associated projects outline the activities and 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
- Preparing for Management Reviews
- Collaboration with many traffic safety partners

Costs under this program area will include: salaries for program manager activities, travel (e.g., TSI training courses, in-State travel to monitor sub-grantees, meetings) and operating costs (e.g., printing, supplies, State indirect rate, postage and grant-related supplies) that are directly related to the development, coordination, monitoring, evaluation, public education, monitoring, marketing, and training required to administer the State Highway Safety Office and Program. Costs in P&A have decreased in recent years due to a P&A salary being directed at the Fatality Analysis Reporting System (FARS). When FARS activities decrease for that salaried position, P&A costs will increase. Additionally, the Bureau is continuing to test a grants module of the State of Maine's official Accounting System. If this module fits the needs of the Bureau, we will be moving to an electronic grants system in FFY2022. This new module ties directly with the State's accounting system which will streamline invoice services. Although the exact cost is unknown at this time, there will likely be one-time and ongoing P&A expenses related to use of the module including contracted vendor time to prepare the module specifically for the Bureau. Finally, the Bureau will investigate the possibility of hiring a consultant to complete the required Annual Report in FFY2022 and the Highway Safety Plan in FFY2023.

Intended Subrecipients
MEBHS Administration

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402	FAST Act 402 (15%)	$720,486.86	$720,486.86	NA

Program Area: **Police Traffic Services/Speeding**

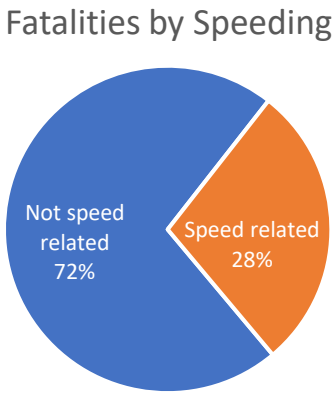
Description of Highway Safety Problem:

Fatality Facts

- There were 196 speed-related fatal crashes between 2015 and 2019.
- There were 220 speed-related fatalities between 2015 and 2019, including 162 driver fatalities, 54 passenger fatalities, and 4 pedestrian fatalities.
- Twenty-eight percent (28%) of all highway fatalities were speed related.

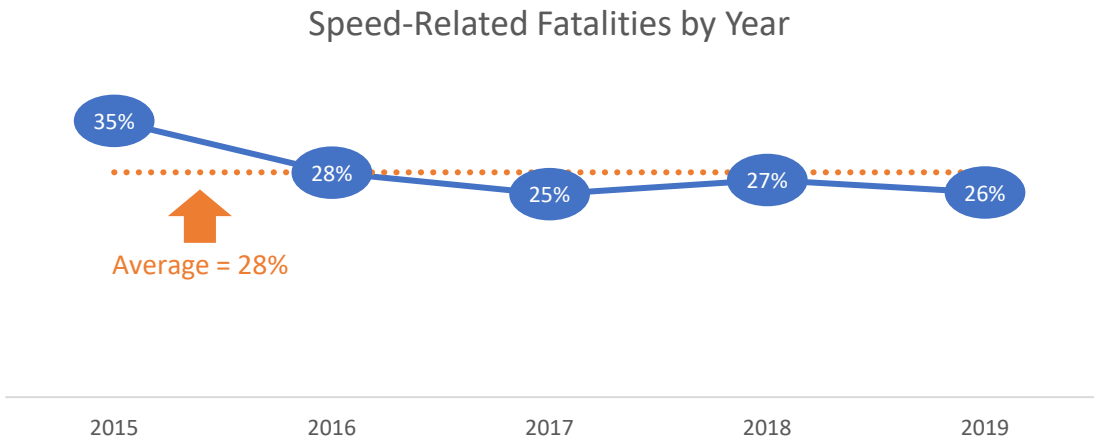
Speeding Fatalities in Perspective

Between 2015 and 2019 there were 220 fatalities related to speeding. These speed-related fatalities made up approximately 28% of all highway fatalities.



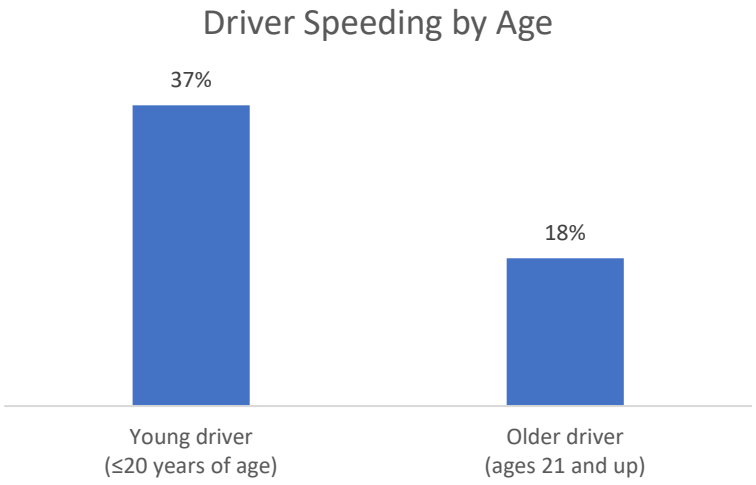
Speeding Fatality Trend

The proportion of fatalities associated with speeding fluctuated slightly over the years, from a high of 35% in 2015 to a low of 25% in 2017.



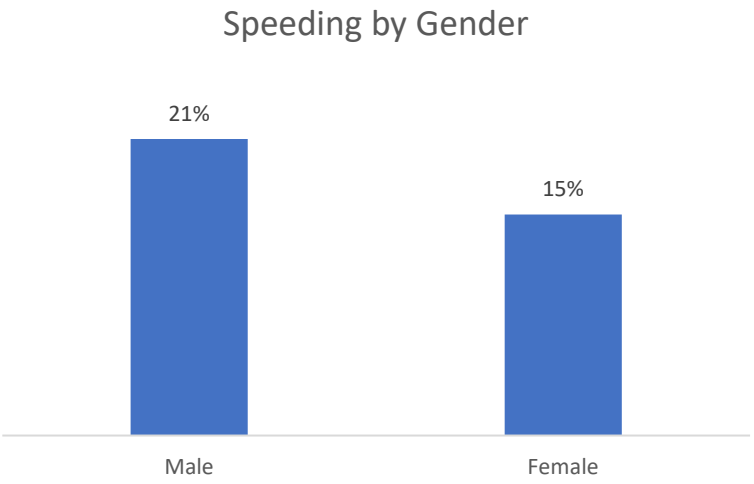
Speeding and Age

While 19% of all drivers involved in fatal crashes were speeding, the rate differed by driver age. At 37%, young drivers (those 20 years of age and younger) were much more likely to have been speeding than older drivers, 18% of whom were speeding.



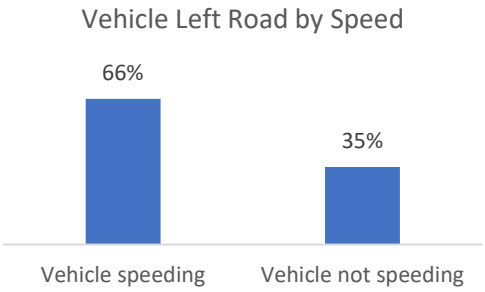
Speeding and Gender

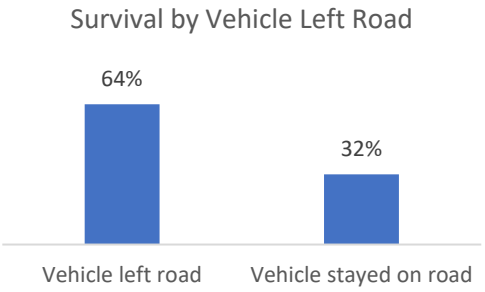
At 21%, a higher proportion of male drivers involved in fatal crashes were speeding compared to female drivers, at 15%.



Speeding Fatalities and Leaving the Road

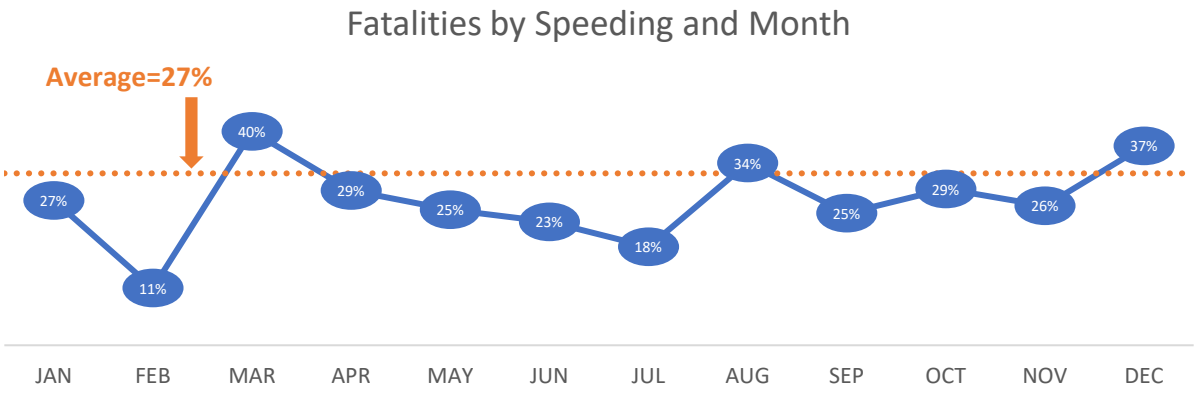
Approximately 66% of speeding vehicles left the road, while approximately 35% of non-speeding vehicles did so. This is an important distinction because a smaller proportion of people involved in fatal crashes in which the vehicle leaves the road survive the crash. Almost two-thirds (64%) of occupants involved in fatal crashes in which the vehicle remained on the road survived the crash, but when the vehicle left the road only about half that rate (32%) survived.





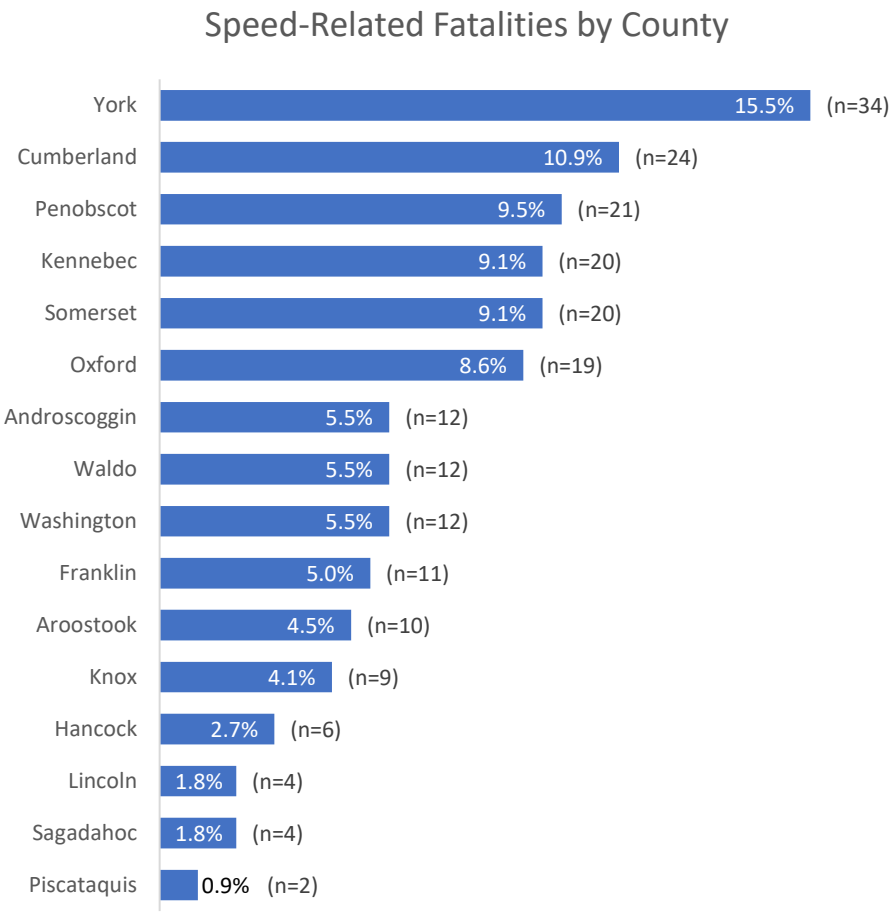
Speeding by Month

Overall, 27% of fatal crashes were speed related, but this proportion varied depending on month. Rates ranged from a low of 11% in February to a high of 40% in March.



Speed-Related Fatalities by County

Approximately 15.5% of the 220 speed-related fatalities that occurred between 2015 and 2019 occurred in York County, followed by 10.9% in Cumberland County, and 9.5% in Penobscot County.

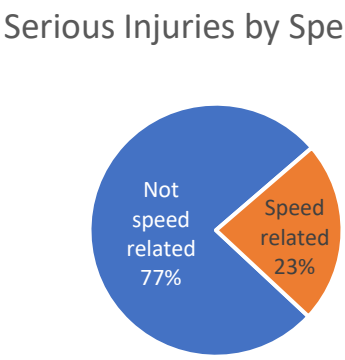


Serious Injury Facts

- There were 131 speed-related serious injury crashes in 2019.
- There were 163 speed-related serious injuries in 2019, including 109 driver injuries, 53 passenger injuries, and 1 pedestrian injury.
- Twenty-three percent (23%) of all serious injuries were speed related.

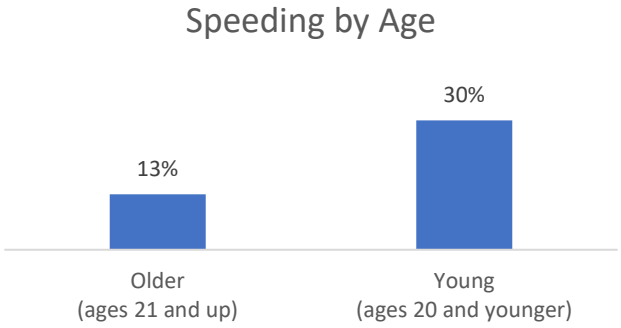
Speed-Related Serious Injuries in Perspective

In 2019, there were 163 serious injuries related to speeding. This was approximately 23% of all serious injuries.



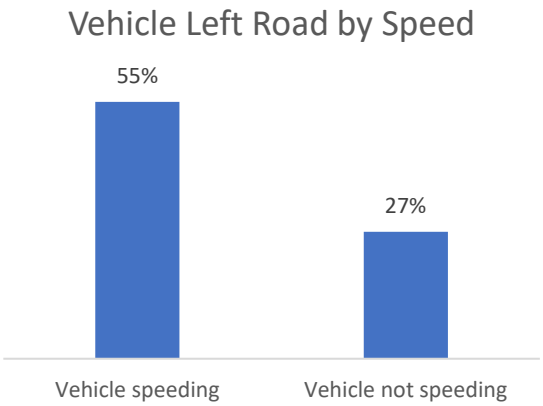
Speeding by Age and Gender

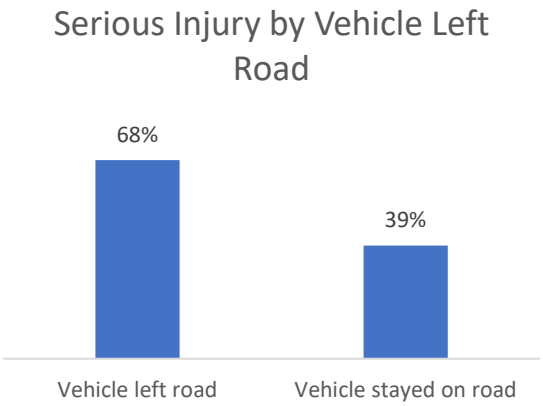
While 14% of all drivers involved in serious injury crashes were speeding, young drivers (under age 21) were more likely to be speeding than other drivers. Thirty percent (30%) of young drivers were speeding, compared to 13% of older drivers.



Speed-Related Serious Injuries and Leaving the Road

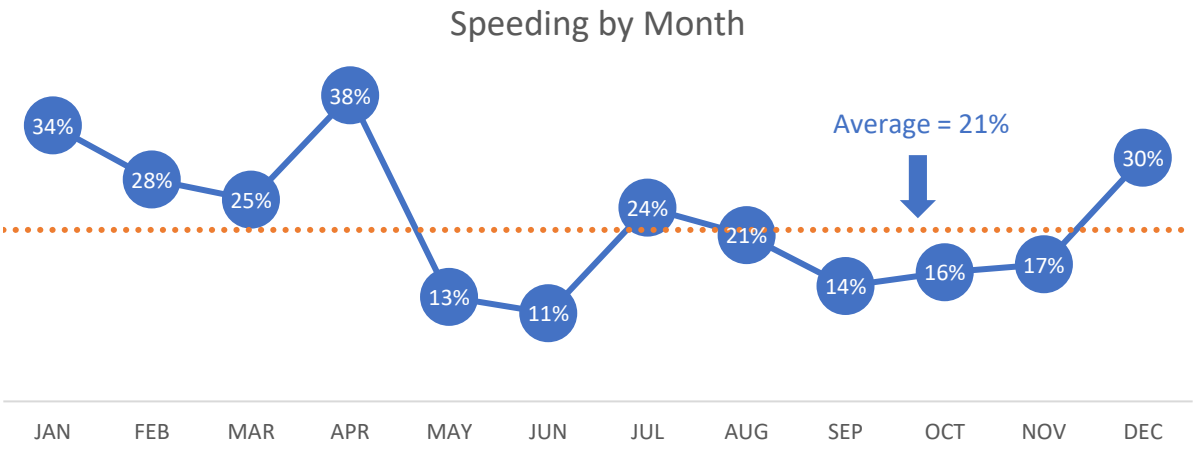
Approximately 55% of speeding vehicles left the road, while 27% of non-speeding vehicles did so. This is an important distinction because a larger proportion of people involved in serious injury crashes in which the vehicle leaves the road are seriously injured. Approximately 39% of occupants involved in crashes in which the vehicle remains on the road are seriously injured, but when the vehicle leaves the road, the proportion rises to 68%.





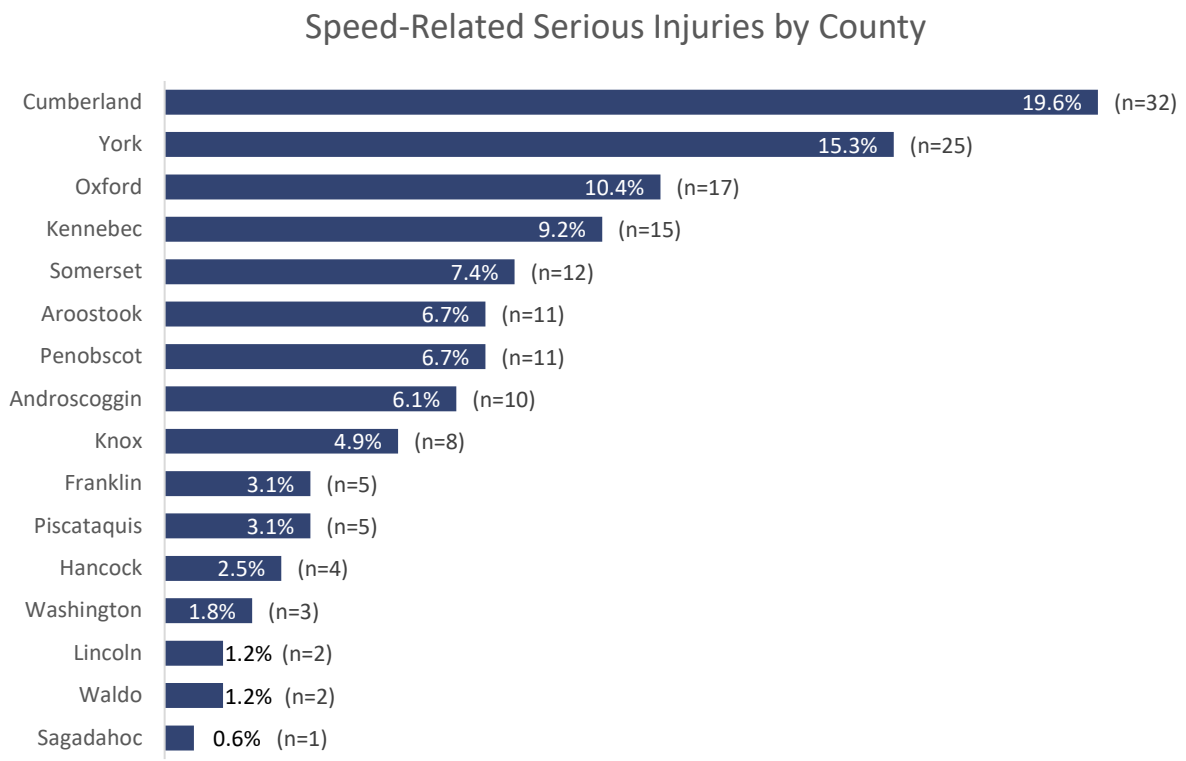
Speeding by Month

Overall, 21% of serious injury crashes were speed related, but this proportion varied depending on month. Rates ranged from a low of 11% in June to a high of 38% in April.



Speed-Related Serious Injuries by County

Approximately 19.6% of the 163 speed-related serious injuries in 2019 occurred in Cumberland County, followed by 15.3% in York County, and 10.4% in Oxford County.



Countermeasure Strategy: Speeding and Speed Management/Police Traffic Services Administration

Project Safety Impacts

Police Traffic Services Program Management is necessary for administering a program designed to primarily reduce speeding and speed-related crashes and fatalities. Speeding and aggressive driving continues to be a major concern on our State's roadways and a factor in approximately 33% of motor vehicle crashes.

Linkage Between Program Area

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

Rationale for Selection
Administration of safety programs is necessary to successful implementation and is expected to help us achieve the targets set in the FFY2022 Plan including the target for speeding-related fatalities.

Planned Activity: Police Traffic Services Program Management and Operations
Planned Activity Number: PT22-001

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

Intended Subrecipients
MeBHS

Funding Sources:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402	FAST Act 402	$200,000.00	$50,000.00	$0.00

Countermeasure Strategy: Speeding and Speed Management: Enforcement: High-Visibility Enforcement/Sustained Enforcement/Other Enforcement Methods

Project Safety Impacts
High-Visibility and sustained enforcement are proven countermeasures 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 2022 and beyond.

Linkage Between Program Area
High-visibility and sustained enforcement are proven countermeasures to reduce speeding and aggressive driving.

Rationale for Selection
CTW Ninth Edition, 2017. It is expected that the enforcement projects in this Plan will hel us achieve our FFY2022 target for speeding-related fatalities.

Planned Activity: Municipal and County Speed Enforcement

Planned Activity Number: PT22-000 (various)

Planned Activity Description
High-visibility and sustained enforcement are proven countermeasures to reduce speeding and aggressive driving. Enforcement, together with a robust educational component, is proven to be more effective in changing driver behavior. Speeding continues to be a significant factor in motor vehicle fatal crashes in all categories (younger, older, motorcycle). By choosing this strategy to conduct data-driven sustained speed enforcement in locations of known high-crash will help reduce speeding related crashes in 2022 and beyond. The MeBHS will utilized a tiered approach to awarding funding (if larger high crash location agencies do not apply, lower crash rate agencies will be offered an opportunity to apply. MeBHS anticipates approximately 25-30 subrecipients for speed enforcement activities. This project will also support reimbursement for speed enforcement equipment if equipment is necessary and required to conduct the additional speed patrols. Agencies with the greatest need will be considered first.

Intended Subrecipients
Various Law Enforcement Agencies

Funding Sources:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402	FAST Act 402	$750,000.00	$187,500.00	$750,000.00

Planned Activity: Maine State Police Strategic Area Focused Enforcement (SAFE) Program
Planned Activity Number: PT22-003

Planned Activity Description
This project will support dedicated over-time speed enforcement activities by the Maine State Police troopers, including the MSP Air Wing Unit. Activities will be conducted in high-speed and high crash locations identified through citation and crash data. Strategic Area Focused Enforcement (SAFE) locations are determined using the most recent and available citation, crash, and injury and fatality data. Approximately 1,200 to 1,500 hours of enforcement will be conducted by Troopers in these identified locations statewide.

Intended Subrecipients
Maine State Police

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402	FAST Act 402	$150,000.00	$37,500.00	$0.00

Countermeasure Strategy: Speeding and Speed Management: Communications and Outreach Supporting Enforcement

Project Safety Impacts

The Law Enforcement Liaison serves the highway safety office and the law enforcement community and key partners by encouraging increased participation by law enforcement in HVE campaigns; encouraging the use of DDACTS and other proven countermeasure and evaluation measures; promoting specialized training Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE) , Drug Recognition Expert (DRE), and the Law Enforcement Forensic Phlebotomist (FP) 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.

Linkage Between Program Area

Law Enforcement Liaisons are proven effective in administration of highway safety programs and in increasing communications between state highway safety offices and law enforcement partners.

Rationale for Selection

State Highway Safety Offices are encouraged to fund Law Enforcement Liaisons. We believe that the LEL project has a direct impact on our ability to meet FFY2022 targets including those for impaired, speeding, young drivers, pedestrian and bicyclist.

Planned Activity: Law Enforcement Liaison

Planned activity number: PT22-002

Planned Activity Description

The Law Enforcement Liaison serves the highway safety office and the law enforcement community and key partners by encouraging increased participation by law enforcement in HVE campaigns; encouraging the use of DDACTS and other proven countermeasure and evaluation measures; promoting specialized training (SFST, ARIDE, DRE, and the Law Enforcement Blood Tech Program); soliciting input from the MeBHS partners on programs and equipment needed to impact priority program areas. Funding for this project will support contracted Law Enforcement Liaison costs including hourly wage and related travel expenses. State Highway Safety Offices are encouraged to utilize LELs based on proven improvements in services conducted and supported by LEL's in other states.

Intended Subrecipients

MeBHS with Contracted Vendor

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402	FAST Act 402	$200,000.00	$50,000.00	$200,000.00

Program Area: **Traffic Records**

Description of Highway Safety Problems

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

Name / Title	Agency	System Represented
James Glessner *State Court Administrator*	Maine Judicial Branch	Citation
Shenna Bellows *Secretary of State*	Office of the Secretary of State	Driver/Vehicle
Bruce Van Note *Commissioner*	Maine Department of Transportation	Crash/Roadway
Michael J. Sauschuck *Commissioner*	Maine Department of Public Safety	Crash/Citation/ Highway Safety/ Injury Surveillance System
Name / Title	**Agency**	**System Represented**
Charles Szeniawki *Chief*	Maine Chiefs of Police Association	Law Enforcement
J. Sam Hurley *Director*	Department of Public Safety, Maine EMS	Injury Surveillance System
Linda Grant *Senior Section Manager*	Maine Bureau of Motor Vehicles	Driver/Vehicle
Karen Knox *Systems Team Leader*	Maine Office of Information Technology	Information Technology
Robyn Dumont *CODES and Data Analyst*	University of Southern Maine, Muskie School	Highway Safety
David Poulin *Systems Section Manager*	Maine Office of Information Technology	Information Technology
Emile Poulin *Senior Information Systems Support Specialist*	Maine Office of Information Technology	Information Technology

Name / Title	Agency	System Represented
Bruce Scott *Lieutenant, Traffic Safety*	Maine State Police	Crash/Citation TRCC Co-Chair
John Smith *Manager*	Maine Violations Bureau	Citation
Robert Skehan *Director, MDOT Safety Office*	Maine Department of Transportation	Roadway
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

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* (separate attachment).

Maine's TRCC has identified, selected and prioritized projects to resolve the deficiencies identified in the Traffic Records Strategic Plan through 2016 and 2021 Traffic Records Assessments. The TRCC agreed on the prioritization during the May 5, 2021 meeting and voted on funding priority. Maine's TRCC met on November 4, 2020, February 3, 2021, and May 5, 2021. Maine's TRCC prioritized projects based on the ability to: improve data quality in the core traffic records data systems, bring existing efforts currently contracted and 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.

Countermeasure Strategy: Improves Accuracy, Completeness, Integration, Timeliness, Uniformity and Accessibility of a Core Highway Safety Database:

	Performance Area					
Core System	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash	✓	✓	✓	✓	✓	✓

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

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

Rationale for Selection
NHTSA's Traffic Records Program Assessment Advisory discusses the core components and measures of successful Traffic Records Projects. We expect that all of the planned Traffic Records projects selected for FF2022 will help us achieve timeliness, accuracy, accessibility, completeness, uniformity and integration of core data systems.

Planned Activity: Maine Crash Reporting System Upgrades
Planned Activity Number: TRC22-002/ME-P-00006

Planned Activity Description
The Maine Crash Reporting System (MCRS) Upgrade project goals are to: provide necessary updates to the technical foundation of the system; increase MMUCC compliance of the data collected; and incorporate a common data schema for ease of data transfer between the variety of software programs and agencies that use crash data.

The goals of this project are to improve the overall data handling processes, reduce redundancy, reduce data manipulation, minimize human intervention, and improve efficiency throughout the system. This will also create opportunities for increased interoperability with other data systems. Specifically:

MCRS Support and Maintenance: Maintain a complete programming development environment for all system components, including SQL Server database and IIS webservers.

- MCRS Statewide SQL Server Crash Database
- MCRS Import Web Service
- MCRS Export Managers (installed at approx. 100 local law enforcement agencies)
- MCRS Web-based Standard and Ad-Hoc Reports
- MCRS Data Collection Client (approx. 600 mobile and agency installations)
- MCRS BMV Crash Export Service
- MCRS Email Processor
- MCRS SafetyNET Crash Export Utility
- Crash Report PDF Web Service for INFORME
- MCRS to Search.Org Person and Vehicle Search Web Service
- MCRS NHTSA Crash Data Export

Maine State Police and Local Agency Support: Provide toll-free telephone support that will be staffed Monday through Friday, 8:00 AM-5:00 PM EST. This help desk support will be available to local and state law enforcement agencies in support of the Maine Crash Reporting System users. A trained technician will respond, via telephone, to address calls and prioritize based on the importance and criticality of the question asked and/or problem.

Office of Information Technology (OIT) System Support:

Provide telephone support to Maine Office of Information Technology staff by the vendor's project technical/development staff for the MCRS web site, interfaces and database hosted by the State of Maine.

Intended Subrecipients

Lexis-Nexis Contract

Funding Sources:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405C	FAST Act 405C	$180,000.00	$45,000.00	NA

Countermeasure Strategy: Improves Accuracy, completeness, Timeliness, Uniformity and Accessibility of a Core Highway Safety Database:

	Performance Area					
Core System	**Accuracy**	**Completeness**	**Integration**	**Timeliness**	**Uniformity**	**Accessibility**
E-Citation	✓	✓		✓	✓	

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

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

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

Planned Activity: E-Citation

Planned Activity Number: TRC22-002/ME-P-00011

Planned Activity Description
Maintain a complete programming development environment for all system components, including SQL Server database and IIS webservers.

- eCitation Website
- eCitation WebAPI
- eCitation Export (Courts)
- eCitation Client
- eCitation XML Schema (XSD)
- eCitation Violations List XML Schema (XSD)
- eCitation XSL (Business Rules specification)

Provide toll-free telephone support that will be staffed Monday through Friday, 8:00 AM-5:00 PM EST. This help desk support will be available to local and state law enforcement agencies in support of the

Maine eCitation system users. A trained technician will respond, via telephone, to address calls and prioritize based on the importance and criticality of the question asked and/or problem.

Provide telephone support to Maine Office of Information Technology staff by the vendor's project technical/development staff for the eCitation SQL Server database and eCitation web site hosted by the State of Maine.

Add an eCitation Third-Party API to accept eCitation data submissions from third-party law enforcement Records Management Systems (RMS). The eCitation Third-Party API will have the following functionality:

- Allow Third-Party eCitation modules to submit citation data electronically to the Statewide eCitation repository.
- Allow Third-Party eCitation modules to request a list of violation statutes.
- Allow Third-Party eCitation modules to request a block of citation numbers for the Third-Party system to use/assign/distribute to officers.
- Allow Third-Party eCitation modules to request status on transmitted citations.
- Allow Third-Party eCitation modules to request a list of reference data (e.g. agency list, vehicle makes, vehicle body, etc.) to ensure third-party clients use the latest lookup codes.
- Add Third-Party eCitation validation and import logic to the Maine eCitation system.
- Add eCitation portal logging and statistics for third-party eCitation submissions.
- Provide Maine eCitation Third-Party Interface technical support to MaineIT, Third-Party submitters, and submitting law enforcement agencies technical staff.
- Maintain a complete programming development environment for all Maine eCitation Third-Party Interface related IIS web services and related SQL Server database tables.
- Monitoring of interface status and transmission logs.
- Troubleshooting and diagnosis of eCitation submission and synchronization errors.
- Implementing fixes to eCitation submission and synchronization errors.
- Updating Maine eCitation Third-Party Interface to comply with evolving security requirements including .NET Framework updates, security techniques, and authentication-related security updates.
- Updating of Maine eCitation Third-Party Interface functionality to comply with evolving business requirements (i.e. business rule updates, schema updates, updates related to new legislation).

Intended Subrecipient

Lexis-Nexis Contract

Funding Sources:

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

2021	FAST Act 405c	FAST Act 405c	$247,506.82	$61,876.71	NA

Planned Activity: eCitation in-cruiser printer procurement

Planned Activity Number: Various beginning with TRC22-025

Planned Activity Description:

This project increases accessibility to the Traffic Records project for eCitation. This project was started in FFY2021 and will continue as Phase II in FFY2022, to directly support Maine law enforcement agencies accessibility of the Statewide eCitation system by supporting the agency procurement of necessary in-cruiser printers (and required supplies) in a one-time purchase. Currently agencies do not have the means to procure the printers required for using the system and are therefore opting to continue to use paper citations. It is estimated that in FFY2022, up to 1,000 printers at a cost estimated at $600 each could be procured. In addition to increasing accessibility, this project also increases the timeliness and accuracy of citation data by eliminating the mailing of paper citations to the Violations Bureau and replacing it with an immediate electronic upload. This project would use 405e funds flexed to 402.

Intended Subrecipients: various law enforcement agencies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405e (flex)	FAST Act 405e	$800,000.00	$200,000.00	NA

Countermeasure Strategy: Improves Accessibility of a Core Highway Safety Database:

	Performance Area					
Core System	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash						✓

Planned Activity: Public Access Reports (Crash Public Query Tool)
Planned Activity Number: TRC22-002/ME-P-00015

Planned Activity Description:

The public query tool allows user to run many different variations of reports using state crash data. This project will:

Maintain a complete programming development environment for all programs and IIS web server. It will also provide telephone support to Maine Office of Information Technology staff by the vendor's project technical/development staff for the Crash Public Query Tool website hosted by the State of Maine. Update the web portal to reflect Maine Bureau of Highway Safety, MaineDOT, and other stakeholder feedback to address emerging issues and enhancements.

Intended Subrecipients
Lexis-Nexis Contract

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405c	FAST Act 405c	$45,000.00	$11,250.00	NA

Countermeasure Strategy: Improves Accuracy, Completeness, and Integration of a Core Highway Safety Database

	Performance Area					
Core System	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
Crash/EMS	✓	✓	✓			

Planned Activity: EMS Data Quality Analysis
Planned Activity Number: TRC22-003/ME-P-00024

Planned Activity Description:

Maine EMS and MeBHS use data from various traffic records sources, including the EMS Run-Reporting System to verify accuracy and completeness of EMS/NEMSIS data and present findings to the Maine EMS and the TRCC.

Intended Subrecipients

University of Southern Maine

Funding Sources:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405c	FAST Act 405c	$75,000.00	$18,750.00	NA

Countermeasure Strategy: Improves Integration and Accessibility of a Core Highway Safety Database

	Performance Area					
Core System	**Accuracy**	**Completeness**	**Integration**	**Timeliness**	**Uniformity**	**Accessibility**
Data Warehouse			✓			✓

Project Safety Impacts
Integration of various data systems is necessary to achieve the most benefit from traffic records data and systems.

Linkage Between Program Area
Integration of systems is a traffic records core criterion.

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

Planned Activity: Traffic Records Data Warehouse
Planned activity number: TRC22-002/ ME-P-0000

Planned Activity Description

Continue development of a traffic records data warehouse that hosts a central repository of traffic records data that will provide Highway Safety stakeholders advanced analysis capabilities to develop, implement, and monitor highway safety programs and countermeasures. Activities include:

Maintain a complete programming development environment for the database interfaces and Power BI Traffic Records Warehouse environment.

Provide telephone support to Maine Office of Information Technology staff by the vendor's project technical/development staff for the Maine Traffic Records Warehouse Power BI environment.

Implement data flow from the Maine MEFIRS statewide EMS repository into the Traffic Records Data Warehouse so that data is loaded on a periodic basis.

Implement functionality that allows business analysts, data scientists, and decision makers to access the data through business intelligence (BI) tools.

Traffic Records Data Warehouse functionality will allow users to access reports, dashboards, and analytics tools and extract insights from EMS data, monitor business performance, and support highway safety decision making. These reports, dashboards, and analytics tools will be powered by the Traffic Records Data Warehouse. The warehouse

stores data in a way that minimizes I/O and enables quick and easy querying of vast amounts of traffic records data.

Intended Subrecipient:

Lexis-Nexis Contract

Funding Source:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405c	FAST Act 405c	$140,000.00	$35,000.00	NA

Planned Activity: Crash and Citation CPI Message Switch Interface

Planned activity number: TRC22-002/ ME-P-0000

Planned Activity Description

This project involves creating an interface between the MCRS data collection client and the State's CPI message switch. The interface will allow users to perform person and vehicle searches and auto-populate the crash reports with results obtained from the message switch for in-state source data; creating an interface between the eCitation data collection client and the State's CPI message switch. The interface will allow users to perform person and vehicle searches and auto-populate the citation with results obtained from the message switch for in-state source data; and upgrading the CPI message switch interface to perform person and vehicle searches and auto-populate the citation with results obtained from the message switch for out-of-state data. Note that each state returns results in a unique format that must be processed and handled accordingly.

Intended Subrecipient:

Lexis-Nexis Contract

Funding Source:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405c	FAST Act 405c	$55,000.00	$13,700.00	NA

Countermeasure Strategy: Administration of Core Highway Safety Databases

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

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

Rationale for Selection
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.

	Performance Area					
Core System	Accuracy	Completeness	Integration	Timeliness	Uniformity	Accessibility
FARS						✓

Planned Activity: FARS

Planned Activity Number: TRC22-001

Planned Activity Description
Under a cooperative agreement with NHTSA, the FARS analyst and the FARS Supervisor perform fatal crash analysis for Maine and enter specified criteria into the National FARS database. Mandatory travel/trainings are included in this project, as well as the hourly activities of the FARS unit and minimal supplies such as printer ink.

Intended Subrecipients
MEBHS Administration

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402	FAST Act 402	$75,000.00	$18,750.00	NA

Planned Activity: Highway Safety Data Analysis

Planned activity number: **TR22-002**

Planned Activity Description
The Highway Safety Office contracts with the University of Southern Maine for data-analysis from various traffic records data sources to facilitate highway safety reports and analyses. These data are compiled and included in the annual Highway Safety Plan and the Annual Report.

Intended Subrecipients
MeBHS with University of Southern Maine.

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402	FAST Act 402	$200,000.00	$50,000.00	$0.00

Planned Activity: Traffic Records Program Administration
Planned activity number: TR22-001

Planned Activity Description
Costs under this program area include activities of highway safety program coordinators, in-State travel to monitor sub-grantees and contractors, out of state travel for Traffic Records Conference(s) and other 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.

Additionally, this project funds Traffic Records Coordinating Committee Support, as follows:

Traffic Records Consulting Services
The provider shall manage/administer the Section 405c traffic records program in line with the federal guidelines and shall provide the following services to the State:

Support the administration and activities of the Traffic Records Coordinating Committee (TRCC) and its subcommittees. This involves providing expert opinion on traffic records related subjects and ensuring the TRCC activities are focused on the vision and mission to develop, maintain, and track accomplishments related to the State's plan for Traffic Records Improvement.

- Assist the TRCC and sub-grantees in project development and reporting; support the TRCC in development of performance measures and use of standardized

quantitative measurements to establish a baseline or benchmark for proposed projects; compile data and statistics from Section 405 (c) funded projects; coordinate input from involved agencies in order to prepare the Traffic Records grant application. Arrange and provide support/assistance for three (3) TRCC meetings each year; prepare and distribute meeting minutes to TRCC/TREC members; document action plan and distribute; participate in sub-committee meetings providing support/assistance. In FFY2021 the meeting dates were: November 4, 2020, February 3, 2021, and May 5, 2021. The FFY2022 planned meeting dates are: November 3, 2021, February 2, 2022, and May 4, 2022.

- Develop the annual application for each Federal Fiscal Year that will include required information including: a) update to the Traffic Records Highway Safety Plan, and b) the Annual Report to be developed in cooperation with the Bureau of Highway Safety (BHS) and the TRCC. Provide the completed Application (HSP) to the OHS three (3) weeks prior to the July 1 federal submission deadline date.

Intended Subrecipients

MEBHS Administration

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402	FAST Act 402	$200,000.00	$50,000.00	$0.00

Program Area: **Young Drivers**

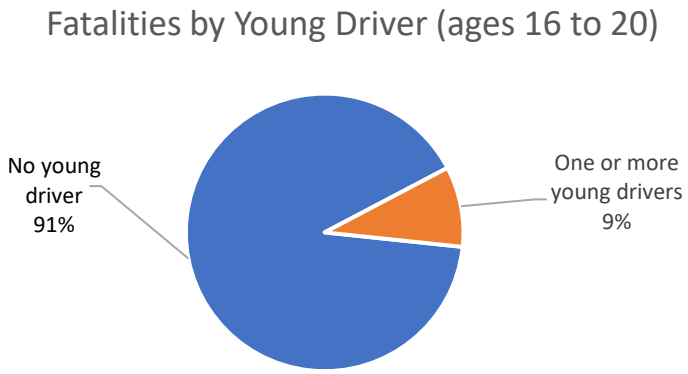
Description of Highway Safety Problem:

Fatality Facts

- Young drivers (ages 16 to 20) were involved in 68 of the 727 fatal crashes (9%).
- Seventy-three (73) of the 782 fatalities involved a young driver (9%).
- Seven percent (7%) of drivers involved in fatal crashes between 2015 and 2019 were young drivers.

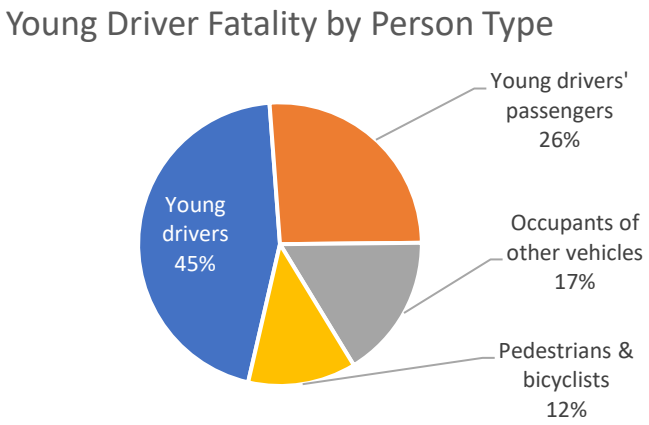
Young Driver Fatalities in Perspective

A total of 73 fatalities were associated with young drivers (ages 16 to 20) between 2015 and 2019. These fatalities accounted for 9% of all highway fatalities.



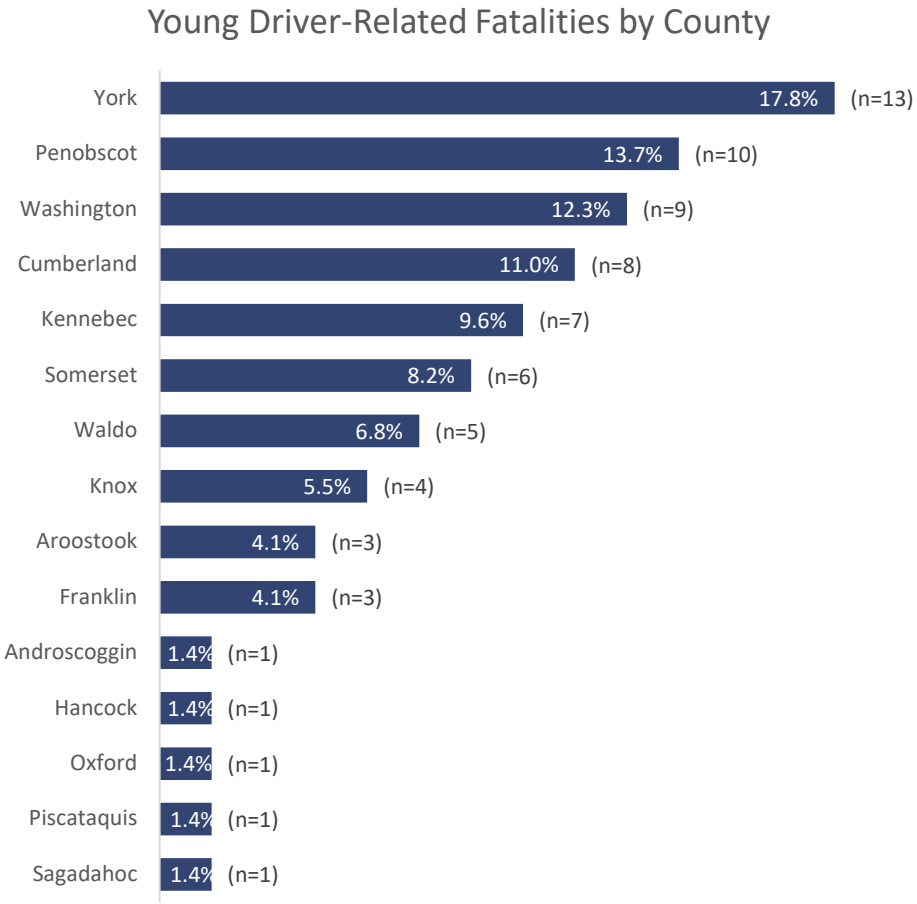
Who Dies?

Many of the fatalities associated with young drivers (45%) involved loss of life for the young driver. An additional 26% of fatalities were the young drivers' passengers. This suggests that 71% of the risk associated with young drivers is borne by young drivers and their passengers. An additional 29% of fatalities were occupants of other vehicles, pedestrians, and bicyclists.



Young Driver-Related Fatalities by County

Approximately 17.8% of the 73 young driver-related fatalities that occurred between 2015 and 2019 occurred in York County, followed by 13.7% in Penobscot County, and 12.3% in Washington County.

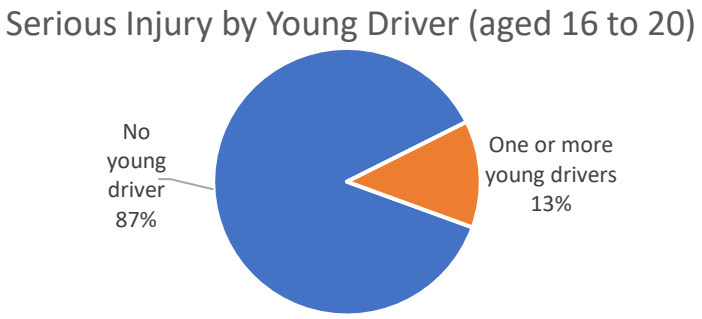


Serious Injury Facts

- Young drivers (ages 16 to 20) were involved in 76 of the 625 crashes (12%) that resulted in serious injury.
- Ninety-two (92) of the 711 serious injuries involved a young driver (13%).
- Eight percent (8%) of drivers involved in crashes resulting in serious injury in 2019 were young drivers.

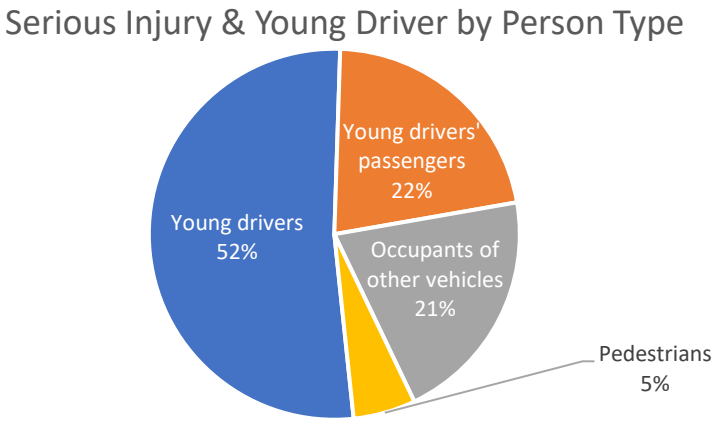
Serious Injury to Young Drivers in Perspective

A total of 92 serious injuries were associated with young drivers (ages 16 to 20) in 2019. These injuries accounted for 13% of all serious injuries.



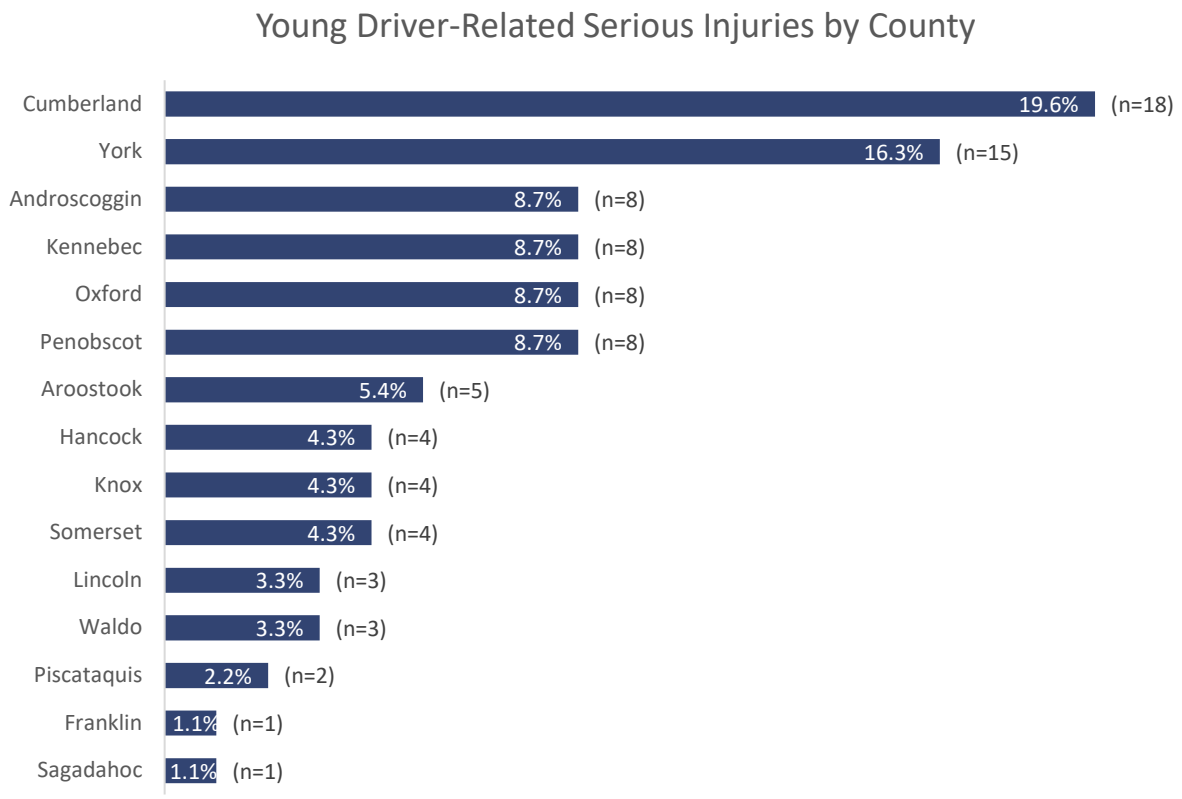
Who Is Seriously Injured?

Many of the serious injuries associated with young drivers (52%) were sustained by a young driver. An additional 22% of serious injuries were sustained by a young drivers' passengers. This suggests that 74% of the risk associated with young drivers is borne by young drivers and their passengers. An additional 26% of serious injuries were sustained by occupants of other vehicles, and pedestrians.



Young Driver-Related Serious Injuries by County

Approximately 19.6% of the 92 young driver-related serious injuries in 2019 occurred in Cumberland County, followed by 16.3% in York County.



Countermeasure Strategy: Young Driver: Pre-Licensure Driver Education/Communication and Community/Coalition Outreach

Project Safety Impacts
Teen and young drivers are involved crashes leading to serious injuries and fatalities more often than more experienced drivers. Education of this age group will help reduce motor vehicle crashes.

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

Rationale for Selection
CTW Ninth Edition 2017. It is expected that the projects selected for this program will directly impact our ability to meet the targets in our FFY2022 Plan including drivers aged 20 and younger involved in fatal crashes.

Planned Activity: SADD State Coordinator

Planned Activity Number: SA22-001

Planned Activity Description:

This project will fund the activities of one SADD, Inc (Students Against Destructive Decisions) peer-to-peer program coordinator to establish 20 chapters of their organization in schools across the State, host 40 traffic safety events, and conduct a law enforcement and community partner-based training. SADD, Inc will select 20 communities to serve as program implementation communities and conduct intensive programing to change driving behavior. SADD, Inc is responsible for creating education messaging that promote safe teen driving across social media, digital, and traditional communications to establishing new chapters and supporting existing chapters. Students are empowered to help identify problems within their school and community and will oversee delivering intervention(s), participating in activities, and running their local SADD chapter. Finally, SADD, Inc will establish and report at least 50 local, state, and national partnerships that advance the strategic interests of the highway safety office and the organization. In addition to the SADD coordinator, funds will be used to produce and procure various educational materials and allowable travel costs.

Intended Subrecipient

SADD Nation, Inc.

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402	FAST Act 402	$150,000.00	$37,500.00	$150,000.00

Planned Activity: AAA NNE Young Driver Education and Expo
Planned Activity Number: SA22-002

Planned Activity Description

This project will fund the annual AAA of Northern New England Young Driver Expo. The Expo was not held in FFY2021 due to the pandemic. The Teen Driver Expo and AAA Dare to Prepare programs provide education for young drivers, pre-drivers and parents. National speakers and presenters are sought to discuss and demonstrate topics that appeal to and influence teens and impress upon them the importance of making good driving choices. Based on past years, it is estimated that 300 teens will attend the expo. AAA has developed an evaluation component to determine the effectiveness of the annual event. The evaluation is used to guide future improvements and adjustments to the event. In addition to the Expo, workshops at established leadership conferences or camps during the summer months educating teen leaders on the importance of traffic safety will be conducted.

Intended Subrecipients

AAA Northern New England

Funding Sources:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 402	FAST Act 402	$50,000.00	$12,500.00	$50,000.00

Evidence-Based Traffic Safety Enforcement Program (TSEP)

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

Unique Identifier	Planned Activity Name
ID22-006	DHHS HETL Lab Chemists
ID2-100+	Drug Recognition Expert (DRE) and Forensic Phlebotomist (FP) Call-Out Assistance
DD22-000+	High-Visibility Enforcement -Distracted Driving
OPB22-000+	High-Visibility Enforcement – Occupant Protection (CIOT/BUNE)
ID22-001	Maine State Police -SPIDRE Team
PT22-003	Maine State Police – SAFE Program
OPB22-002	Maine State Police – TOPAZ
PT22-000+	Municipal and County Speed Enforcement
ID22-000+	High-Visibility Enforcement/Drive Sober, Maine Impaired Driving
PS22-000+	Pedestrian/Motor Vehicle Traffic Enforcement
ID22-002 to ID22-004	RIDE Teams – Impaired Driving

Crash Analysis

A Statewide problem identification process is used in the development of the Highway Safety Plan (HSP). The data analyses are designed to identify the high-risk populations in crashes and who, what, when, where and why crashes are occurring.

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

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

2. The eight geographic regions vary significantly in population density, which in turn affects their respective crash rates. To account for population density in each of these regions, the Maine Bureau of Highway Safety calculates the proportion of vehicle miles travelled in each region as compared to the total vehicle miles traveled in the State of Maine. Each region is then assigned a specific number of grants based upon those percentages and the total number of grants decided upon for each program area in the State. For example, Region 1 (York County) accounted for 15.73% of the total vehicle miles travelled in the entire State of Maine. This allocated six grants to Region 1 out of the 35 high-visibility enforcement grants decided upon for the impaired driving program area.
3. To identify problem areas within each geographic region, the Maine Bureau of Highway Safety utilized different tools to analyze data. Crash data spanning the five-year period from the most recent 5-year period is averaged for each program area. The data includes crashes that resulted in possible injuries, evident injuries, serious injuries, and fatalities.

Geographic Information Systems (GIS) are used to map the top problem areas in the State to further assist in problem identification. This step helps identify the major roads that have high crash rates. Law enforcement agencies located in the problem areas identified for each region are offered grant opportunities as tier 1 agencies. Sheriff's offices and the Maine State Police in the tier 1 areas are also identified to assist with tier 1 problem areas outside of local jurisdictions. Tier 2 problem areas are identified based on their proximity to tier 1 areas using crash data as outlined above. Law enforcement agencies in the tier 2 problem areas are offered grant opportunities if an agency in the tier 1 agency does not apply for a grant. The intent for tier 2 agencies is to have an impact on crash numbers in areas identified as tier 1 due to their proximity and shared roadways.

All enforcement agencies requesting MEBHS grant funding to support additional overtime patrols, must also present a data-driven approach to identifying the traffic safety problems in their jurisdictions. Data documenting the highway safety concern must be included in the funding application submitted to MEBHS, along with proven strategies and countermeasures that will be implemented and evaluated to address the problem.

Deployment of Resources

MeBHS uses a combination of evidence-based countermeasures 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* and other innovative countermeasures. The innovative countermeasures outlined in this plan were a result of various program specific task force recommendations. Maine currently has an impaired driving, speed, young/teen driver and occupant protection task force. The individual task forces are made up of stakeholders from various agencies and organizations responsible for critical components of the highway safety plan. These stakeholders are selected and nominated as subject matter experts in their field. The groups meet on a quarterly basis

and remain in constant communication when issues involving their individual program arise.

In order to ensure the effective and efficient deployment of resources, MeBHS utilizes focused, evidence-based and innovative countermeasures to ensure a comprehensive effort towards Maine's overall safety goal of zero deaths. The following overarching strategies are part of the MeBHS strategy:

1. Collaborate with stakeholders such as the Maine Center for Disease Control, Bureau of Alcoholic Beverages and Lottery Operations, local schools, employers and other community-based coalitions to prevent high-risk driving.
2. Identify high-risk populations and locations through extensive crash data analysis.
3. Reduce impaired driving behavior through focused high-visibility enforcement, effective prosecution, enhanced penalties for subsequent offenses resulting from high-risk driving.
4. Combine high-visibility enforcement with increased public awareness of the dangers, costs, and consequences of high-risk driving with emphasis on high-risk populations and locations.

Effectiveness Monitoring

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

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

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

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

Unique Identifier	Planned Activity Name
DD22-000+	High Visibility Distracted Driving Enforcement
ID22-002-004	Regional Impaired Driving Task Force Teams (RIDE)
ID22-000+	NHTSA HVE and Drive Sober, Maine!
ID22-001	Maine State Police SPIDRE Team
OPB22-002	Maine State Police TOPAZ
PT22-000+	Municipal and County Speed Enforcement
PT22-003	Maine State Police Strategic Area Focused Enforcement (SAFE) Program
OPB22-000+	NHTSA HVE CIOT and Buckle Up. No Excuses!

Certifications, Assurances, and Highway Safety Plan PDFs

Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.

ME_FY22_ CERTIFICATIONS AND ASSURANCES APPENDIX A- Attached

ME_FY22_ CERTIFICATIONS AND ASSURANCES APPENDIX B- Attached

ME_FY22_405c_Traffic Records Strategic Plan- Attached

ME_FY22-405d_Statewide Impaired Driving Strategic Plan- Attached

ME_FY22_405b -Attached

ME_FY22_405c-Attached

ME_FY22_405d – Attached

ME_FY22_405e – Attached

ME_FY22_405f – Attached