2018 MAINE HIGHWAY SAFETY PLAN

Maine Department of Public Safety
Bureau of Highway Safety
164 Statehouse Station
Augusta, ME 04330

Paul R. LePage – Governor
John E. Morris – Commissioner
Lauren V. Stewart - Director

Table of Contents

Dear Highway Safety Partners:

The Maine Bureau of Highway Safety and our partners are committed to providing the safest transportation system possible. Identifying traffic safety solutions that ensure we are *Driving Toward Zero Death*s, Maine's ultimate goal, is the foundation upon which this Highway Safety Plan (HSP) is built.

Safety partners at every level are part of the process – law enforcement officers and officials, educators, engineers, emergency services providers, insurance carriers, advocates, public health officials, and individual citizens – all play a critical role in preventing motor vehicle crashes and the resulting deaths and injuries. Over the years, Maine has made significant progress in driving down the numbers of annual motor vehicle fatalities, but much work must still be done to keep the numbers on a steady decline. Highway safety professionals have developed and implemented education and enforcement programs and initiatives coupled with infrastructure improvements to reduce the number and severity of vehicle crashes.

Maine's Strategic Highway Safety Plan (SHSP) was last officially updated in 2014, although data through "report cards" have been updated in both 2015 and 2016. The SHSP identifies 18 focus areas with accompanying strategies to address the State's most critical traffic safety problems. This updated strategic plan is complementary to the annual HSP. To achieve our ultimate goal of zero fatalities, the Bureau of Highway Safety leverages all available data to make the best highway safety investment decisions.

Here is how we reach our goals:

- Data-Driven Decisions: This means carefully analyzing crash data, fatality data, citation data, population and other pertinent information, including best practices from other states. The result is efficient, sound and priority-based use of available resources.

- Partnerships: We rely on our network of highway safety partners to implement programs and promote safety messages. Without their commitment and involvement, Maine's safety program would not be successful.

- Culture Change: We promote the concept that it is irresponsible and unacceptable for any roadway user to engage in risky behavior and that any death is one too many.

- Evaluation: We evaluate the impact of all highway safety programs to ensure that they are having the intended impact and the best use of resources.

Loss of life on Maine's roads is completely preventable. This is why the staff of the Maine Bureau of Highway Safety strives each day to cultivate new and existing partnerships to help eliminate traffic fatalities. Everyone has a role and our most important highway safety partners are Maine's citizens. Each person, whether traveling by motor vehicle, bicycle or foot, can help by making a daily commitment to not drive distracted, impaired or aggressively and to buckle up every trip. Making this daily commitment and sharing the message of highway safety with family, friends and colleagues will go far in helping Maine achieve the goal of zero fatalities on all roadways.

Lauren V. Stewart
Director – Maine BHS

About the Highway Safety Office

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

Under the authority and approval of Governor Paul R. LePage and Governor's Highway Safety Representative John E. Morris, Commissioner of the Department of Public Safety, the Maine Bureau of Highway Safety (MeBHS) is pleased to produce this Highway Safety Plan (HSP) to apply for federal highway safety funds for Federal Fiscal Year (FFY) 2018. The goal of the Highway Safety Program is to eliminate death, injury and economic losses resulting from traffic crashes on all of Maine's roadways by developing and implementing data-driven highway safety programs designed to address driver behavior. Funding is provided at the state and local community level to address Maine's highway safety needs.

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

- Managing Maine's Implied Consent Program under Name 29A subchapter 4 §2521- 2528. This is a statewide program that tests drivers suspected of being impaired by alcohol or other drugs. Maine's Implied Consent and Operating under the Influence (OUI) laws mandate that all drivers arrested for suspected OUI must take a breath test. Refusal or failure to do so results in even longer mandatory license suspension periods. The Maine Supreme Judicial Court has ruled that the State law mandating the testing of all individuals involved in fatal crashes is both constitutional and enforceable.

- Developing and administering the Maine Driving Dynamics Driver Improvement Program under Name 23 §4208. This is a five-hour course that results in the reduction of points on a participant's driving record. Approximately 5,000 people attend the course annually.

- Administration of the Federal Fatal Analysis Reporting System (FARS) through a cooperative agreement with NHTSA. This system records Maine fatal crash data for input into a larger national record-keeping system. FARS data are analyzed by the MeBHS, the Maine State Police (MSP), and others to identify enforcement priorities and establish schedules.

State Funding Process Disclaimer:

MeBHS projects are funded using Highway Safety Grant Funds dispersed to the State by the National Highway Traffic Safety Administration (NHTSA). These funds are awarded based on the type of project MeBHS is funding. For example, if MeBHS is providing a grant to a law enforcement agency for impaired driving enforcement, that project would be funded using federal impaired driving/ alcohol funds. Seat belt enforcement would be funded using federal occupant protection grant money. This unique subset of ear-marked funds is tracked in the Maine Grants Management Information System (GMIS). GMIS creates funding codes for each of the federal funding categories, which MeBHS uses to create a voucher to request reimbursement from NHTSA. Additionally, sub-grant numbers (or unique project identifiers)

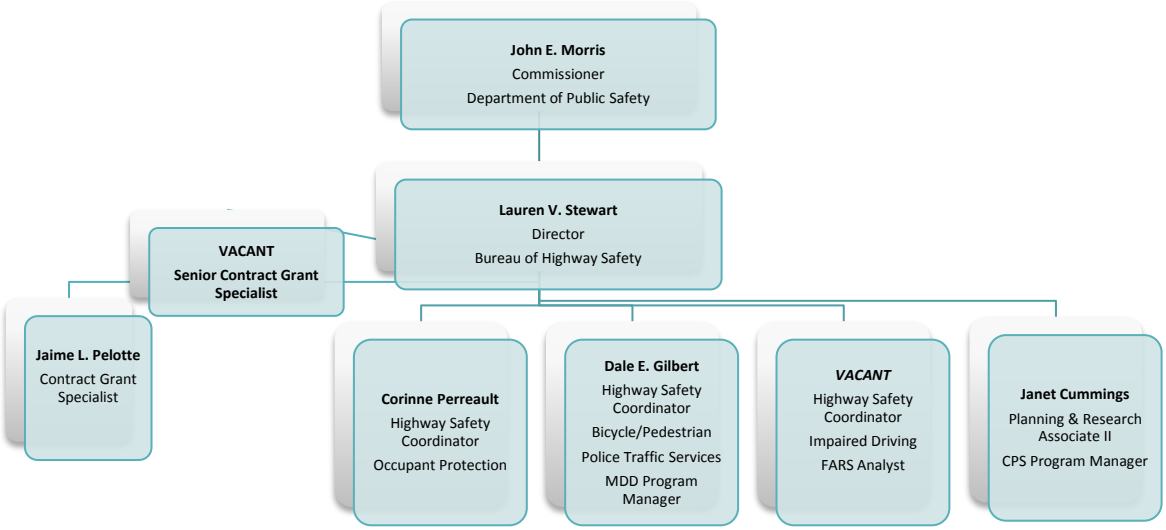
are created at the time of award and contract finalization. The funding codes used in the State GMIS system are listed below:

Maine Grants Management Information System	
Funding Code	Program Sections
2010	2010 Motorcycle Safety (SAFETEA-LU)
2011	2011 - CPS - Child Passenger Safety (SAFETEA-LU)
300	402 Planning and Administration
301	402 Paid Media
304	402 - OP - Occupant Protection
308	402 - AL - Impaired Driving
310	402 - TR - Traffic Records
311	402 - EM - Emergency Medical Services
315	402 - PT - Police Traffic Services
319	402 - CR - Child Restraint
320	402 - SA - Safe Communities
405s	405 - OP - Occupant Protection (SAFETEA-LU)
408s	408 - TR - Traffic Records (SAFETEA-LU)
410s	410 - AL - Impaired Driving (SAFETEA-LU)
405b	405 - Occupant Protection (MAP-21 and FAST Act)
405c	405 - Traffic Records (MAP-21 and FAST Act)
405d	405 - Impaired Driving (MAP-21 and FAST Act)
405e	405 - First Year Texting Ban (MAP-21 and FAST Act)
405f	405 - Motorcycle (MAP-21 and FAST Act)
405g	405 - Graduated Driver License (MAP-21 and FAST Act)

Maine's Highway Safety Planning Timeline

January 2018	•HSP planning and problem identification - FFY 2019 •Release RFPs for future projects
May 2018	•FFY 2019 proposals due and future projects agreed upon
July 2018	•FFY 2019 HSP application (402 & 405) due to NHTSA
August 2018	•Grantees notified of FFY 2019 project acceptance pending federal funding
September 2017	•All FFY 2017 grants finalized
October 2017	•FFY 2018 begins •Begin FFY 2018 projects
November 2017	•FFY 2017 projects are completed
December 2017	•Annual report and fiscal close-out for FFY 2017 projects completed

Organizational Chart



Maine Demographics (used in Problem Identification)

State Abbreviation	ME		Bordering Country	Canada
State Capital	Augusta		Bordering Bodies of Water	Gulf of Maine Atlantic Ocean
Largest City	Portland		Government	16 Counties 22 Cities 435 Towns 33 Plantations 424 Townships 3 Native American Reservations
Name of Residents	Mainers		Population Range	14 or Younger = 17% 15 to 24 = 13% 25 to 64 = 55% 65 and Older = 16%
Area	35,387 square miles		Population	1,328,302 (2013)
Forest	90% of land mass		Population Race	White = 95.3% African American = 1.3% Native American = 0.7% Asian = 1.1% Two or More = 1.5%

Major Industries	Agriculture Ship Building Fishing Footwear Machinery Electronics Tourism		Number of Law Enforcement Agencies	123 Local Agencies 16 Sheriff's Offices 7 Maine State Police Troops
Major Rivers	Androscoggin Kennebec Penobscot St. John		Licensed Drivers (2013)	1,011,385
Major Lakes	Moosehead Richardson		Licensed Motorcyclists (2013)	110,699
Highest Point	Mt. Katahdin 5,268 ft.		Registered Vehicles (2013)	1,562,378
Bordering State	New Hampshire			

Highway Safety Planning Process

Provide a description of the data sources and processes used to identify highway safety problems, describe highway safety performance measures, establish performance targets, and develop and select evidence-based countermeasure strategies and projects to address problems and achieve performance targets (§ 1300.11(a)(1)):

The MeBHS coordinates highway safety programs focused on enforcement, integration of public health strategies, public outreach and education, and promotion of new safety technology through collaboration with safety and private sector organizations and in cooperation with state and local governments. The 2018 HSP is developed through multiple discussions and meetings with interagency groups including Maine DOT; state and local government agencies; law enforcement; planners; engineers; health and social service agencies; the Bureau of Motor Vehicles (BMV), and various task forces, community coalitions and other interested safety partners. MeBHS collaborates with these partners and safety stakeholders to determine the extent of the highway safety problem and where the greatest impact can be made to prevent crashes that results in deaths and injuries. Crash, injury and roadway data from Maine DOT, driver license and registration data from the Bureau of Motor Vehicles, citation data from the Violations Bureau, fatality and enforcement data from the Highway Safety Office, fatality data from FARS, and crash and fatality data from NHTSA are all analyzed by the Bureau of Highway Safety, the MaineDOT and the University of Southern Maine to help us determine problem areas and project selections. NHTSA facilitated program assessments that provide evidence and support for selected projects are also utilized in selection of projects and countermeasures.

Identify the participants in the processes (§ 1300.11(a) (2)):

Maine's HSP is directly aligned with the priorities and strategies found in the State Strategic Highway Safety Plan (SHSP). The Maine SHSP is managed in partnership with the Maine Department of Transportation (Maine DOT) and the SHSP Coordination Committee which meets every four months. The 2014 Maine SHSP is data driven and utilizes the 4 E's of traffic safety – engineering, enforcement, education and emergency services – to address Maine's most significant highway safety challenges. A copy of the Maine SHSP can be found at www.themtsc.org.

HSP and SHSP participants are:

AAA of Northern New England	Alliance Sports Marketing
American Association of Retired People (AARP)	Atlantic Partners – EMS
Department of Health and Human Services – Elder Service	Federal Highway Administration (FHWA)
Federal Motor Carrier Safety Administration (FMCSA)	Ford Driving Skills for Life
Governor's Highway Safety Association (GHSA)	Health Environmental Testing Lab (HETL)
Maine Bicycle Coalition	Maine Bureau of Labor Standard

Maine Bureau of Motor Vehicles (BMV)	Maine CDC Injury and Violence Prevention
Maine Associations of Chiefs of Police (MACP)	Maine Criminal Justice Academy (MCJA)
Maine Department of Education	Maine Department of Public Safety
Maine Department of Transportation (MeDOT)	Maine Driver Education Association
Maine Emergency Medical Services (EMS)	Maine Motor Transport Association
Maine Municipal Association	Maine Principals Association
Maine Secretary of State's Office	Maine Sheriff's Association
Maine State Police	Maine Substance Abuse Mental Health Services
Maine Turnpike Authority	Maine Violations Bureau
Motorcycle Rider Education of Maine, Inc.	National Highway Traffic Administration (NHTSA)
NL Partners Marketing	Safety and Health Council of Northern New England (SHCNNE)
United Bikers of Maine (UBM)	University of Southern Maine

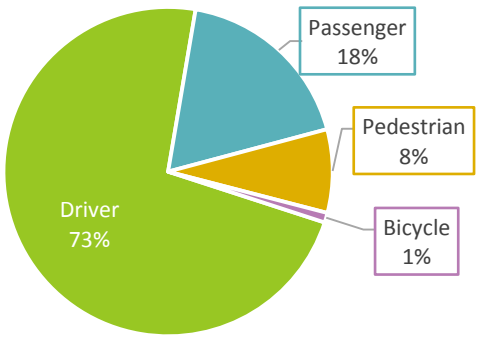
Provide a description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies (§ 1300.11(a)(3)):

Fatalities Analysis

This report summarizes the findings from an analysis of highway fatalities from 2011 to 2015. The dataset used for analysis contained a total of 1490 records, each representing an individual involved in a fatal crash. In total, there were 673 fatal crashes during this 5-year time span and 732 fatalities. On average, there were 146 fatalities per year and ranged from a low of 131 in 2014 to a high of 165 in 2012.

Who Dies?

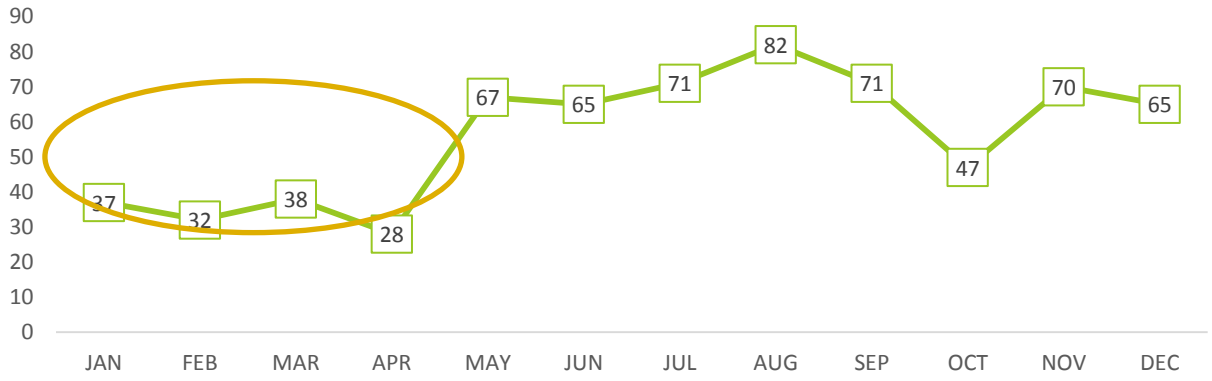
A total of 732 drivers, passengers, bicyclists, and pedestrians lost their lives as a result of highway crashes from 2011 to 2015. The majority of these fatalities (73%) were driver fatalities, 18% were passenger fatalities, 8% were pedestrian fatalities, and the remaining 1% was bicyclist fatalities.



Fatal Crashes by Month

While Maine's roads tend to be their iciest in January and February, these months (along with March and April) had a relatively low number of fatal crashes.

This may reflect a reduction in the number of miles driven during these months and/or increased care taken by drivers when navigating during inclement weather.

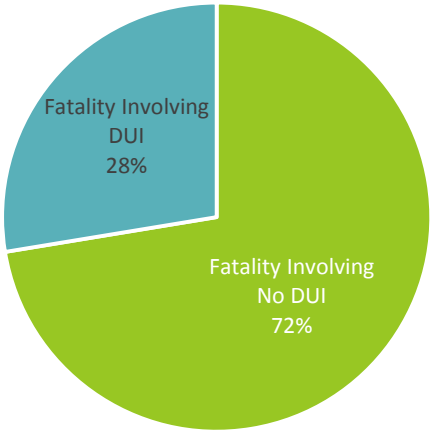


Impaired Driving Facts

- There were 183 DUI-related fatal crashes involving 185 impaired drivers between 2011 and 2015.
- There were 202 DUI-related fatalities during this this period.
- 28% of all fatalities involved an impaired driver.
- 20% of all drivers involved in fatal crashes were impaired.

Impaired Driving Fatalities in Perspective

Approximately 28% of all fatalities involved an impaired driver.

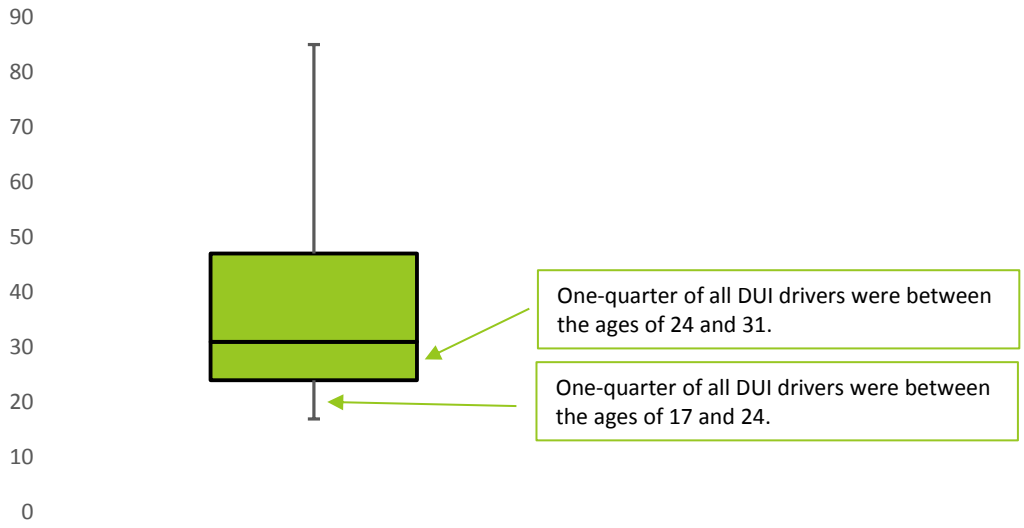


Impaired Driving and Gender

While 20% 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 (23%) compared to female drivers (9%).

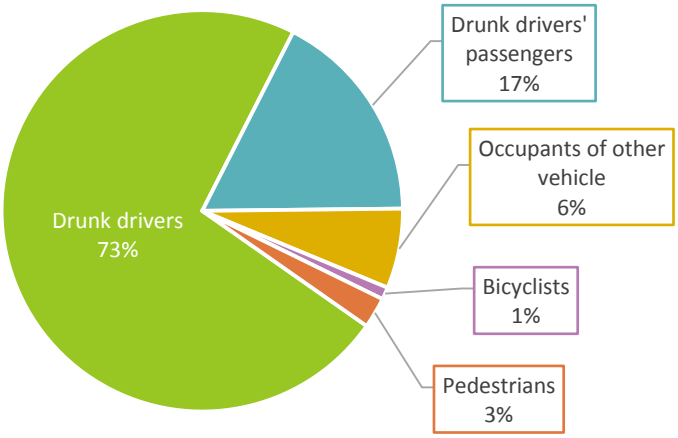
Impaired Driving and Age

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



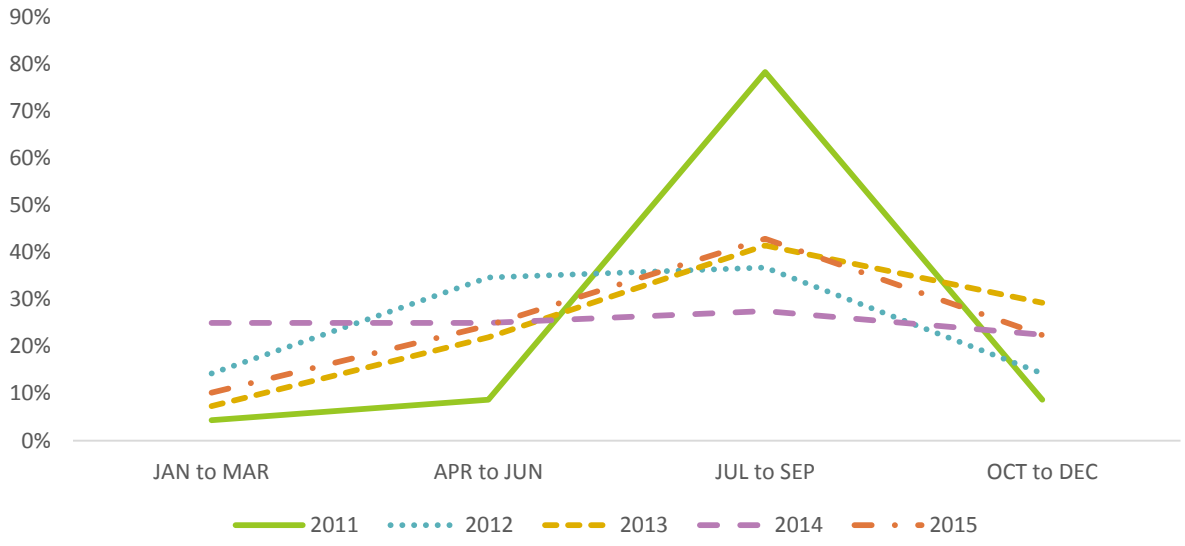
Who Dies?

Crashes involving impaired driving resulted in 202 fatalities between 2011 and 2015. The majority of these fatalities (73%) involved the loss of life for the impaired driver. An additional 17% of fatalities involved the impaired drivers' passengers. This suggests that 90% of the risk associated with impaired driving is borne by impaired drivers and their passengers. An additional 10% of fatalities involved occupants of other vehicles, pedestrians, and bicyclists.



DUI Fatalities by Quarter

On average, there were 40 DUI-related fatalities per year between 2011 and 2015, and these fatalities were more likely to occur between July and September. The following chart shows the distribution of each year's DUI-related fatalities. Overall, 42% of all years' DUI-related incidents occurred between July and September. This proportion varied considerably by year, however; in 2011 78% of fatalities occurred between July and September, and in 2014 28% did. Despite the variation, the July to September time segment contained a higher proportion of fatalities than any of the remaining three quarters for **all** the years between 2011 and 2015.



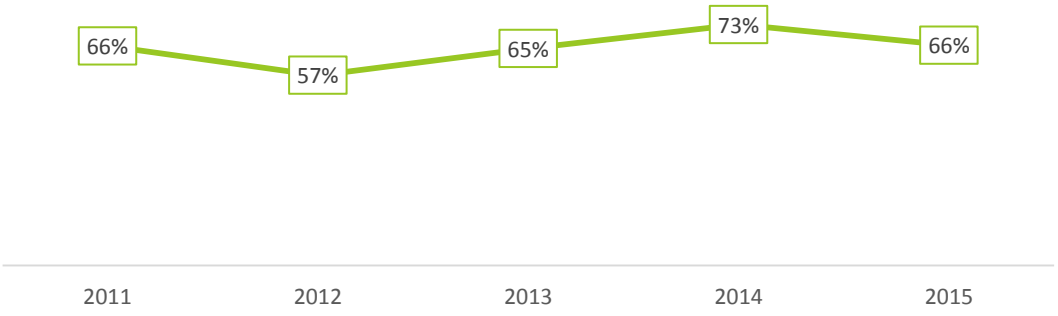
Occupant Protection

Facts

- 65% of those involved in fatal crashes between 2011 and 2015 that were required to wear seatbelts were wearing them while 35% were not.
- The proportion of occupants involved in fatal crashes who were wearing seatbelts varied between a low of 57% in 2012 and a high of 73% in 2014.
- 60% of males involved in fatal crashes between 2011 and 2015 were wearing seatbelts while 74% of females were.

Seatbelt Use Over Time

While 65% of the occupants involved in fatal crashes between 2011 and 2015 who were required to wear seatbelts were wearing them, that rate varied from one year to another. The lowest rate occurred in 2012, at 57%, while the highest rate occurred in 2014, at 73%.

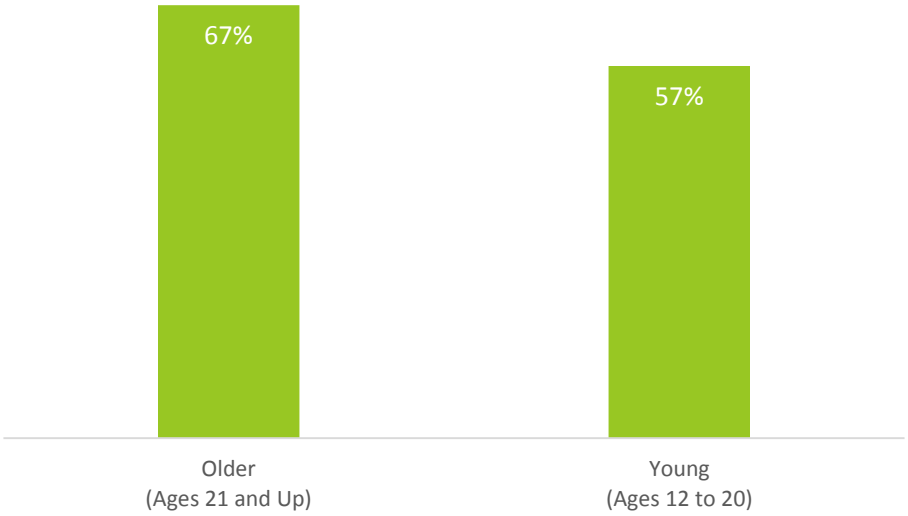


Seatbelt Use and Gender

Seatbelt use rate also varied depending upon occupant gender. Approximately 74% of females involved in fatal crashes were wearing seatbelts compared to 60% of males.

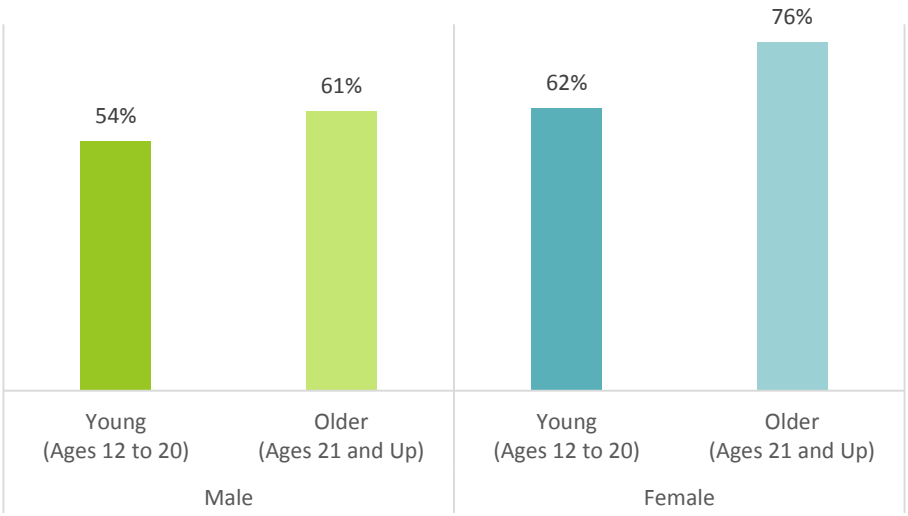
Seatbelt Use and Young Occupants

There was likewise a difference in seatbelt use between young vehicle occupants (those 12 to 20 years of age) and their older counterparts. Approximately 67% of older occupants involved in fatal crashes were wearing seatbelts compared to 57% of younger occupants.

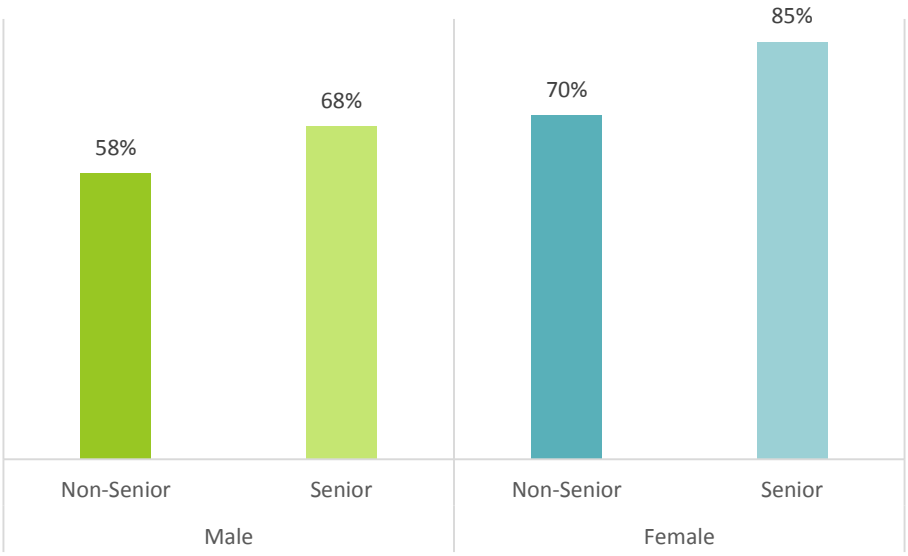


Seatbelt Use by Gender and Age

When seatbelt use is analyzed in terms of both gender and age, results show that young males were the least likely to buckle up. Approximately 54% of young males involved in fatal crashes were wearing seatbelts, followed by older males and young females, at 61% and 62%, respectively. Older females were the most likely to buckle up, at 76%.

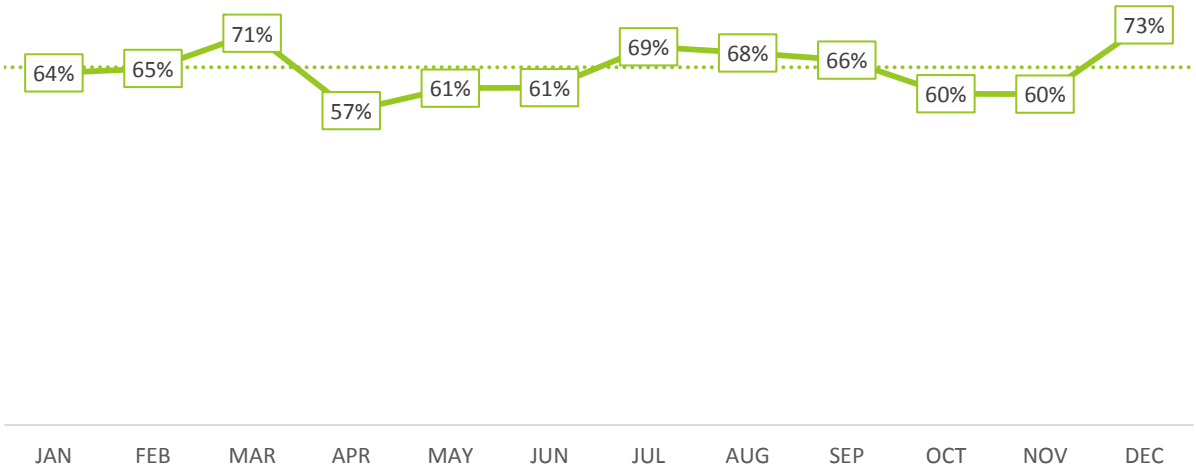


While the gender difference might be expected to disappear when occupants reach senior age (ages 65 and older), it does not. Approximately 68% of senior males involved in fatal crashes were buckled up compared to 85% of senior females.



Seatbelt Use by Month

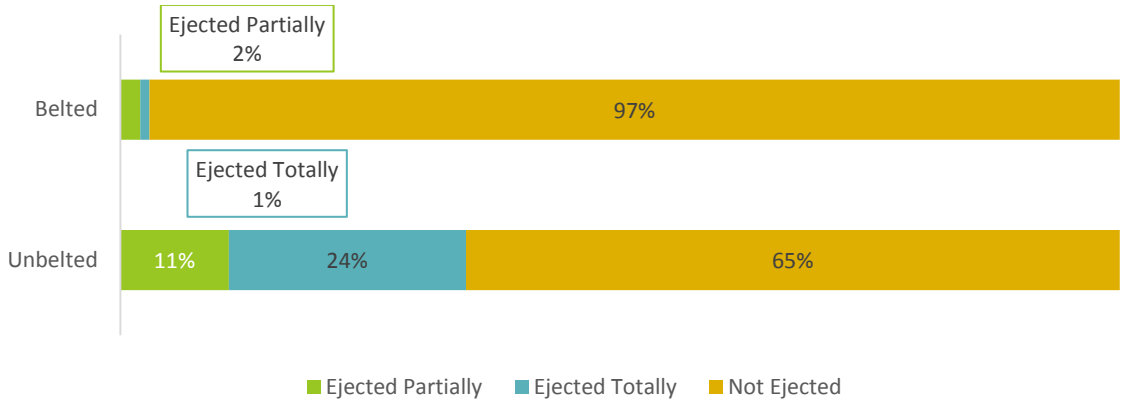
Seatbelt use varied slightly depending on time of year. A higher proportion of people involved in fatal crashes were wearing seatbelts during crashes that occurred during March and December. During the month of March, 71% of occupants involved in fatal crashes were buckled up, and during December, 73% were.



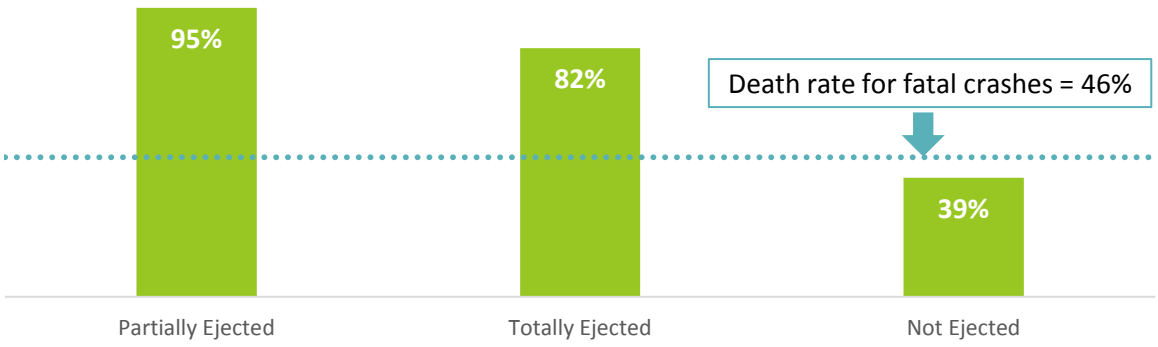
Seatbelt Usage and Fatalities

Approximately 46% of all people involved in fatal crashes between 2011 and 2015 who were required to wear seatbelts died, but unbelted occupants died at more than double the rate (69%) of belted occupants (33%). 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 35% of all those who were not belted were partially or fully ejected from their vehicles during fatal crashes, while only 3% of those who were belted were ejected.



Ejection, in turn, results in a much higher probability of death. While 39% of those who were not ejected nevertheless died, the rates were much higher for those who were totally or partially ejected. Those rates were 82% and 95%, respectively.



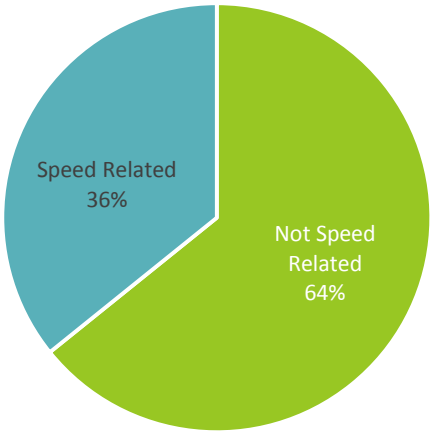
Speeding

Facts

- There were 236 speed-related fatal crashes between 2011 and 2015 involving 301 drivers, 176 passengers, and 2 pedestrians.
- There were 262 speed-related fatalities between 2011 and 2015.
- 36% of all highway fatalities were speed related.

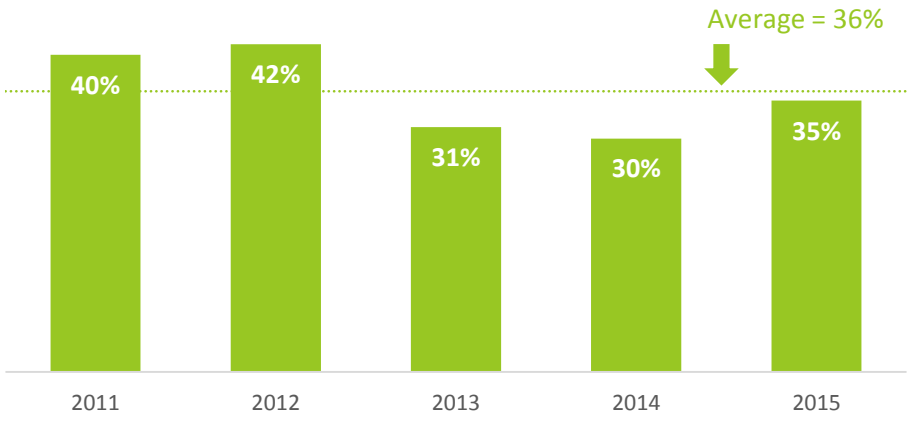
Speeding Fatalities in perspective

Between 2011 and 2015 there were 262 fatalities related to speeding. This was approximately 36% of all highway fatalities.



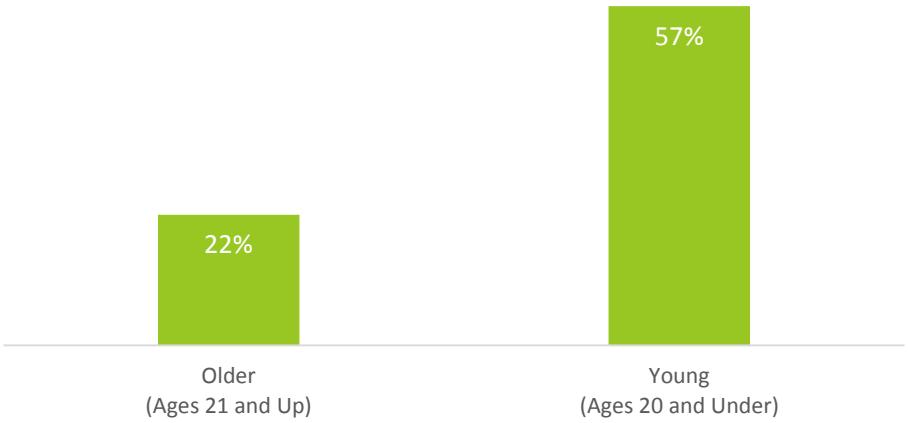
Speeding Fatality Trend

The proportion of fatalities associated with speeding has fluctuated slightly over the years, from a high of 42% in 2012 to a low of 30% in 2014.



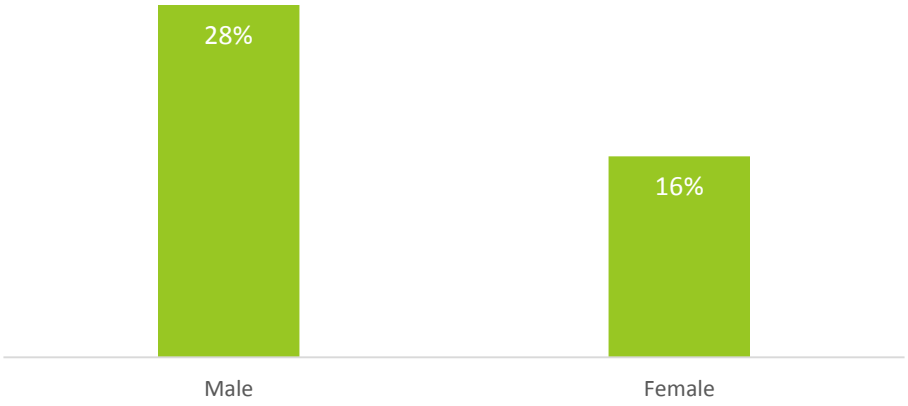
Speeding and Age

While 25% of all drivers involved in fatal crashes were speeding, a much higher proportion of young drivers (ages 16 to 20) involved in fatal crashes were speeding (57%) compared to older drivers (22%).



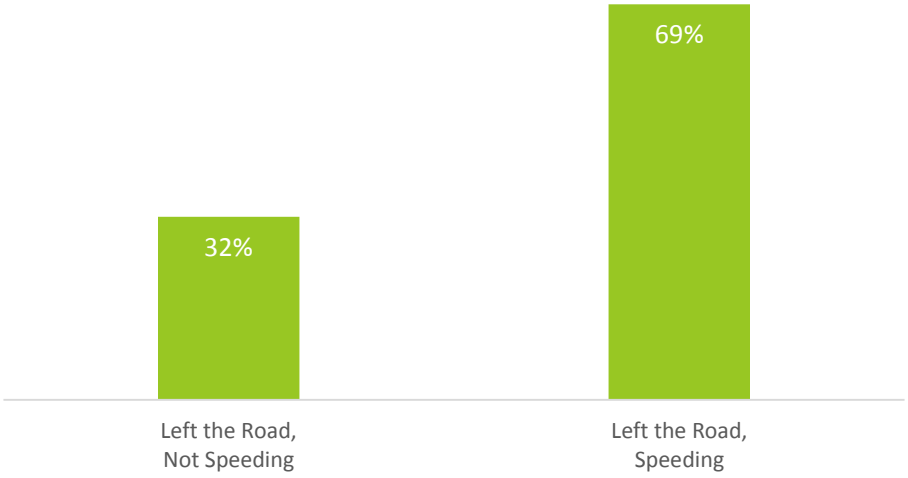
Speeding and Gender

A much higher proportion of male drivers involved in fatal crashes were speeding (28%) compared to female drivers (16%).



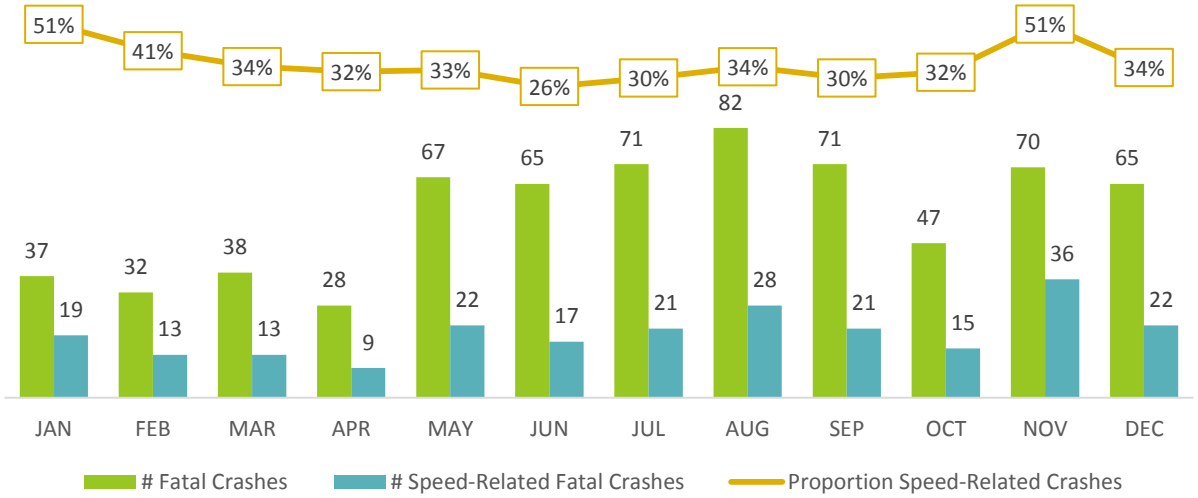
Speeding Fatalities and Type of Crash

Approximately 69% of speeding fatalities involved the vehicle leaving the road, while approximately 32% of non-speed-related fatalities involved leaving the road. 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. Overall, 53% of all vehicle occupants involved in fatal crashes did survive the crash, but when an occupant's vehicle left the road, only 28% survived.



Speeding by Month

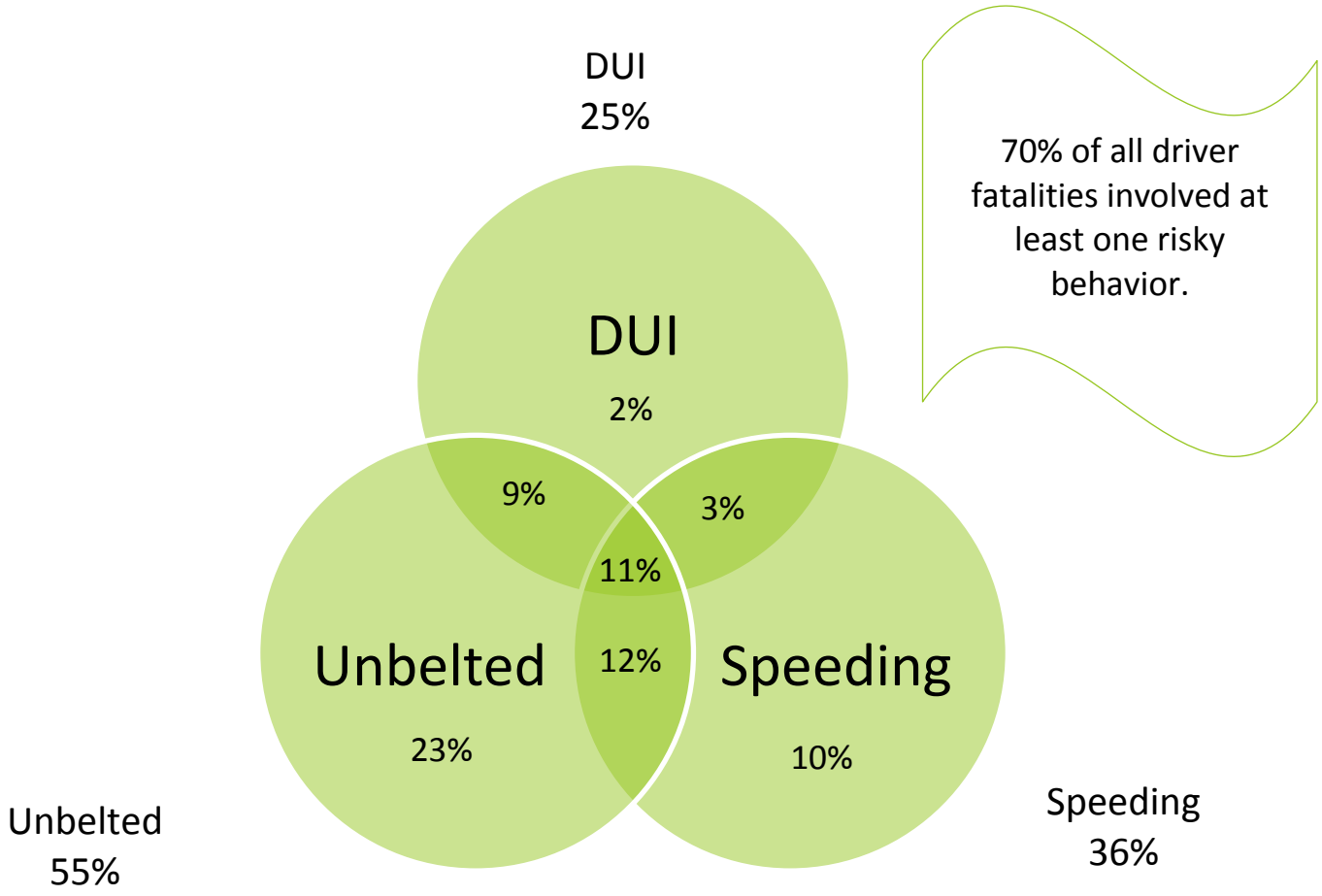
Overall, 35% of fatal crashes were speed related, but this proportion varied depending on month. Rates ranged from a low of 26% in June to a high of 51% in January and November.



Co-Occurring Behaviors

While driving under the influence, speeding, and the 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.)

- 2% of drivers were "only" under the influence
- 23% of drivers were "only" unbelted
- 10% of drivers were "only speeding
- 9% of drivers were under the influence and unbelted
- 3% of drivers were under the influence and speeding
- 12% of drivers were unbelted and speeding
- 11% of drivers were under the influence, unbelted, and speeding
- 70% of drivers were engaged in at least one of these risky behaviors



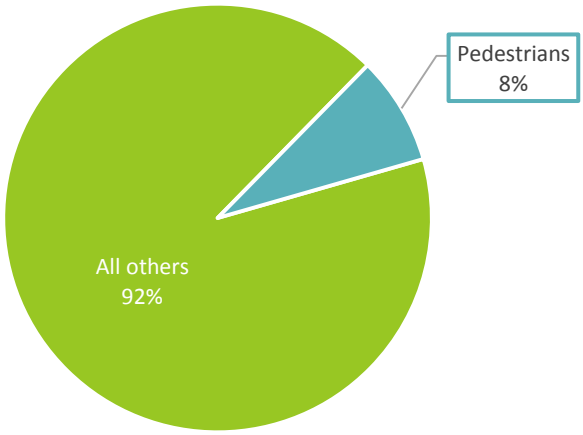
Pedestrians

Facts

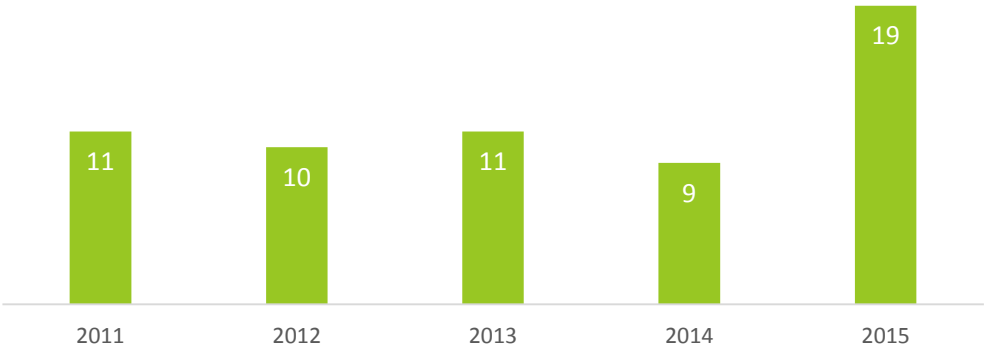
- There were 60 fatal pedestrian crashes between 2011 and 2015, resulting in 60 pedestrian deaths.
- 23% of the pedestrians who died in crashes were under the influence.
- While the average number of pedestrian fatalities from 2011 to 2014 was 10.25, the number for 2015 was 19—a statistically significant increase.

Pedestrian Fatalities in Perspective

Approximately 8% of fatalities were pedestrian fatalities.

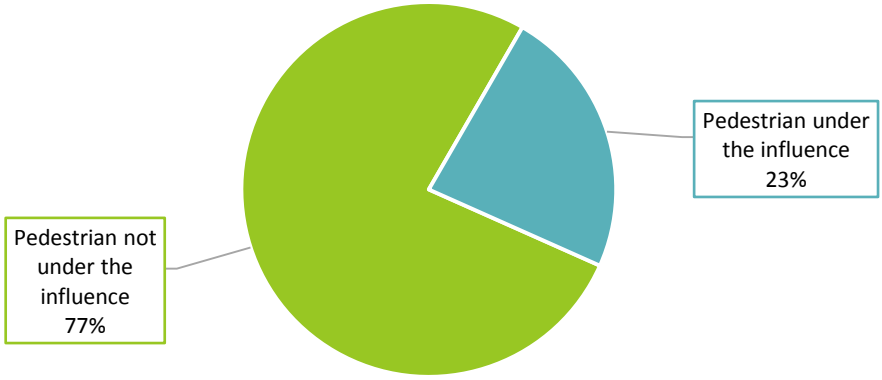


The number and proportion of pedestrian fatalities fluctuated over the years of analysis, from a low of 9 in 2014 to a high of 19 in 2015. The difference between 2015 and the previous years (average = 10.25) is statistically significant.



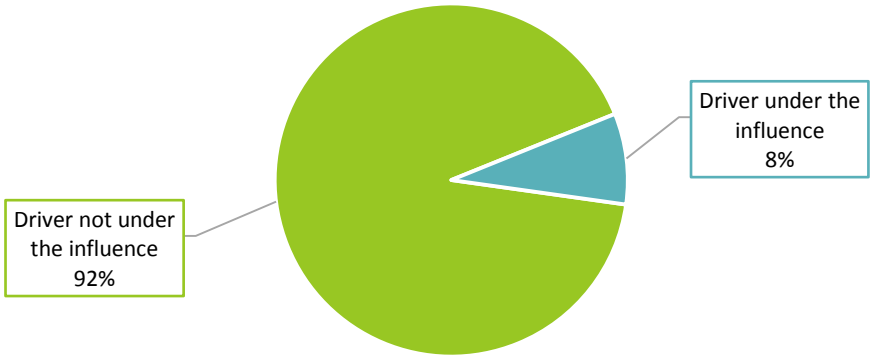
Pedestrians Under the Influence

A sizeable proportion (23%) of the pedestrians who died as a result of highway crashes was 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*, *inclement weather*, and *pedestrian under the influence*, at 60%, 30%, and 23%, respectively.

After Dark	Inclement Weather	Pedestrian Under the Influence	Senior Driver	Driver Under the Influence	Young Driver	Speeding	License Under Suspension
60%	30%	23%	13%	8%	7%	3%	3%

NOTE: 22% of pedestrian fatalities were not linked to any of the factors listed above.

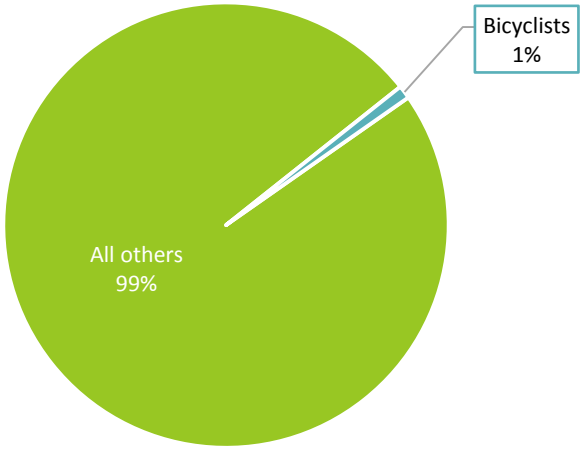
Bicyclist

Facts

- There were 7 fatal bicycle crashes between 2011 and 2014.
- 7 bicyclists died in these crashes.

Bicyclist Fatalities in Perspective

Bicyclists make up a very small proportion, 1%, of all highway fatalities. An average, there were 1.4 bicyclist fatalities per year.



Bicyclist Fatalities and Other Factors

A number of factors contribute to bicyclist fatalities:

- 1 fatality involved an impaired bicyclist
- 2 fatalities involved driver DUI
- 2 fatalities involved young (< age 16) bicyclists
- 3 fatalities occurred after sunset

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

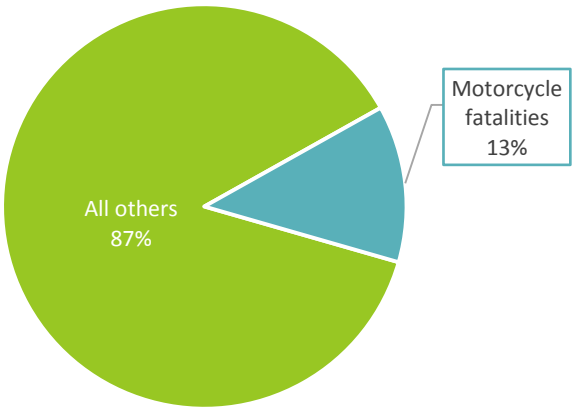
Motorcyclist

Facts

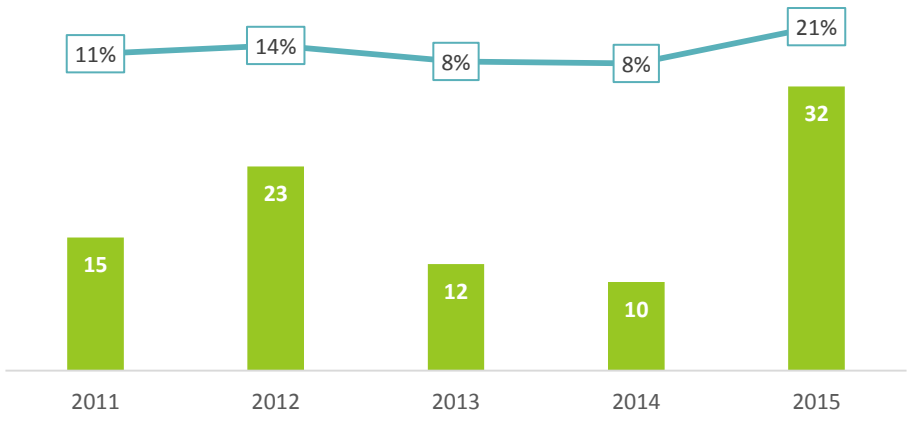
- There were 89 fatal motorcycle-related crashes between 2011 and 2015, involving 106 motorcyclists (94 drivers and 12 passengers).
- 92 motorcyclists died in these crashes (86 drivers and 6 passengers).
- There were 112,169 licensed motorcycle drivers in 2015.

Motorcycle Fatalities in Perspective

Motorcycle fatalities made up 13% of all the fatalities between 2011 and 2015.

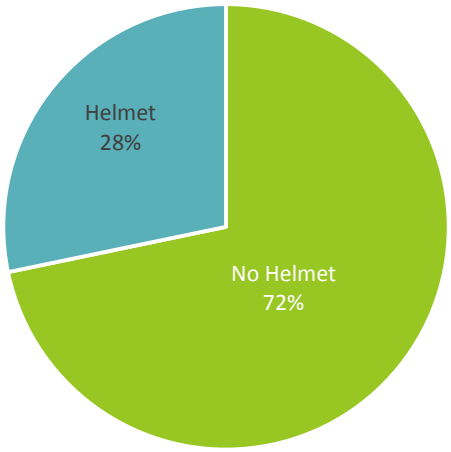


The number and proportion of motorcycle fatalities fluctuated over the years of analysis, from a low of 10 in 2014, when motorcycle fatalities made up 8% of all fatalities, to a high of 32 in 2015, when motorcycle fatalities made up 21% of all fatalities. The proportion of fatalities that were motorcycle fatalities was statistically significantly higher in 2015 compared to 2011 to 2014.



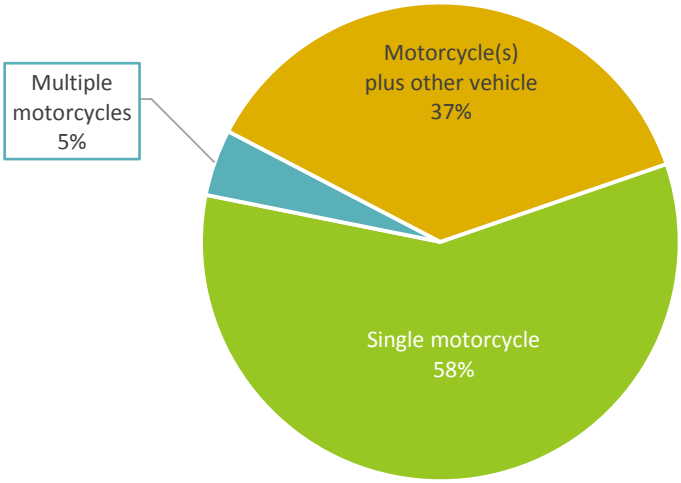
Helmet Use

Approximately 72% of motorcycle fatalities involved the failure to use a helmet. This proportion fluctuated over the years, ranging from a low of 40% in 2014 to a high of 75% in 2015.



Other Vehicle Involvement

In approximately 58% of all fatal motorcycle incidents, no other vehicles were involved. In an additional 5% of all fatal motorcycle incidents, another motorcycle was involved. Thus, almost two-thirds (63%) of all fatal motorcycle crashes involved only one or two motorcycles but no other type of vehicle.

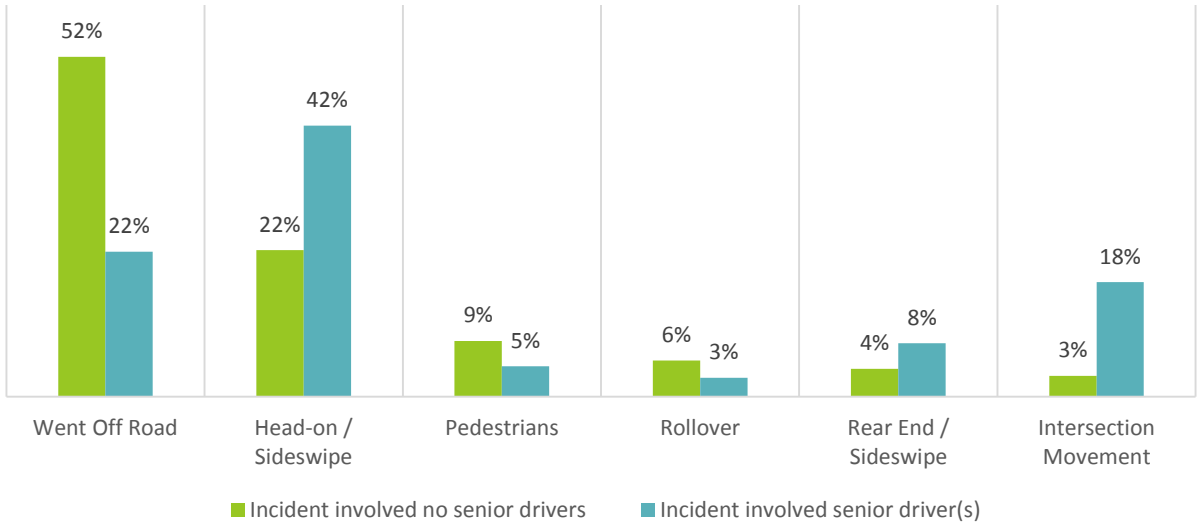


Motorcycle Fatalities and Other Factors

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*, *motorcycle speed*, and *motorcyclist DUI*. These factors were associated with 72%, 38%, and 35% of all motorcycle fatalities, respectively.

No helmet	Motorcycle Speed	Motorcyclist DUI	Other Vehicle Senior Driver	Motorcyclist Senior Driver	Motorcyclist Lic. Suspended	Other Driver DUI	Rain, Snow, Etc.	Motorcyclist Young Driver	Other Vehicle Youth Driver	Other Vehicle Lic. Susp.	Other Vehicle Speed
72%	38%	35%	9%	8%	8%	4%	4%	2%	2%	1%	--

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



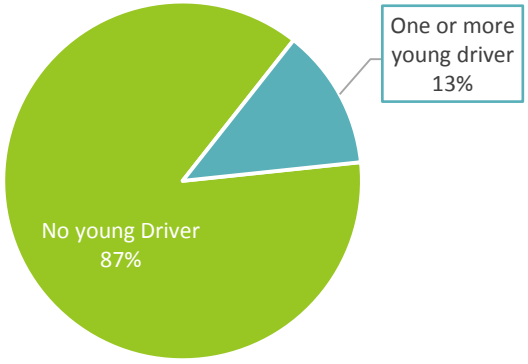
Young Drivers

Facts

- Young drivers were involved in 82 of the 673 fatal crashes (12%).
- 93 of the 732 fatalities involved a young driver (13%).
- 9% of drivers involved in fatal crashes between 2011 and 2015 were young drivers.
- Young drivers held 5% of the non-commercial Class C driver's licenses in 2015.

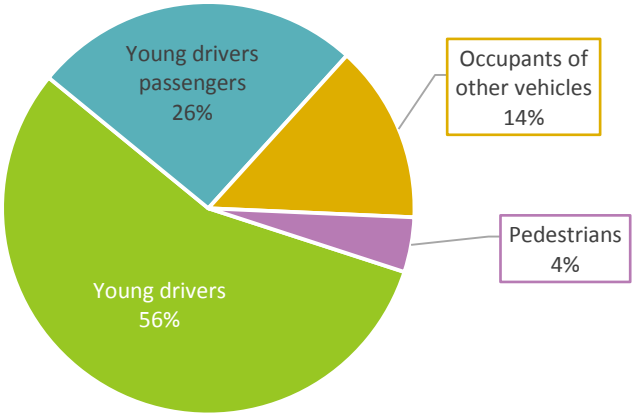
Young Driver Fatalities in Perspective

A total of 93 fatalities were associated with young driver (between 16 and 20 years of age) between 2011 and 2015. These fatalities accounted for 13% of all highway fatalities.



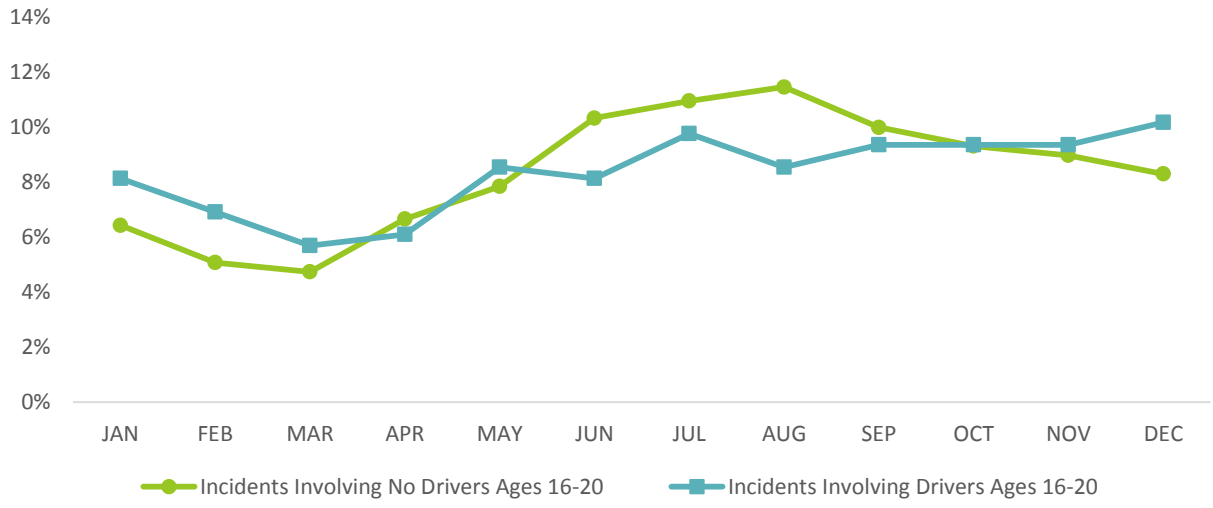
Who Dies?

Many of the fatalities associated with young drivers (56%) involved loss of life for the young driver. An additional 26% of fatalities were the young drivers' passengers. This suggests that 82% of the risk associated with young drivers is borne by young drivers and their passengers. An additional 18% of fatalities were occupants of other vehicles and pedestrians.



Young Driver Incidents and Month

Fatal crashes involving no young drivers are more likely to occur in the summer months (June through August), but this does not hold true for incidents involving young drivers. Crashes involving young drivers are more likely to occur during the months that follow—September through December.



NOTE: This analysis utilizes a rolling average in order to "smooth" the data; each data point is an average of three months, labeled with the midpoint.

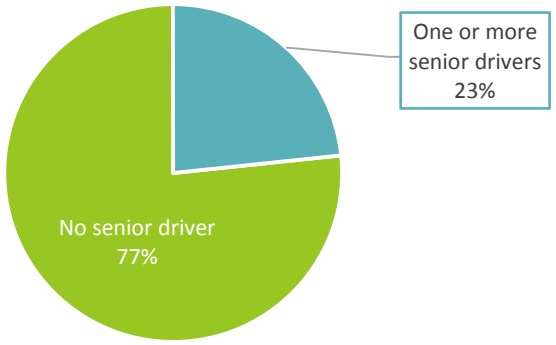
Senior Drivers

Facts

- Senior drivers were involved in 153 of the 673 fatal crashes (23%).
- 171 of the 732 fatalities involved a senior driver (23%).
- 18% of drivers involved in fatal crashes between 2011 and 2015 were senior drivers.
- Senior drivers held 21% of the non-commercial Class C driver's licenses in 2015.

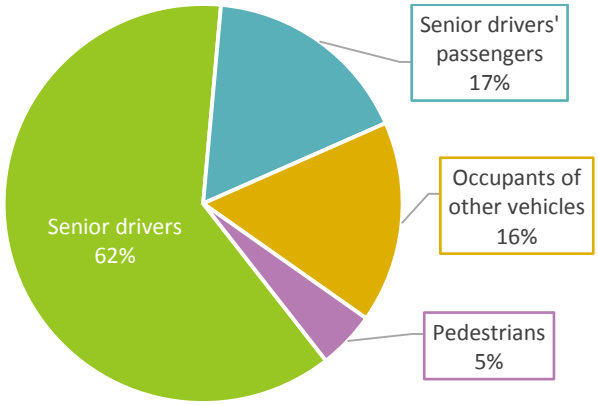
Senior Driver Fatalities in Perspective

A total of 171 fatalities were associated with senior driver (ages 65 and older) between 2011 and 2015. These fatalities accounted for 23% of all highway fatalities.



Who Dies?

Many of the fatalities associated with senior drivers, 62%, involved loss of life for the senior driver. An additional 17% 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.



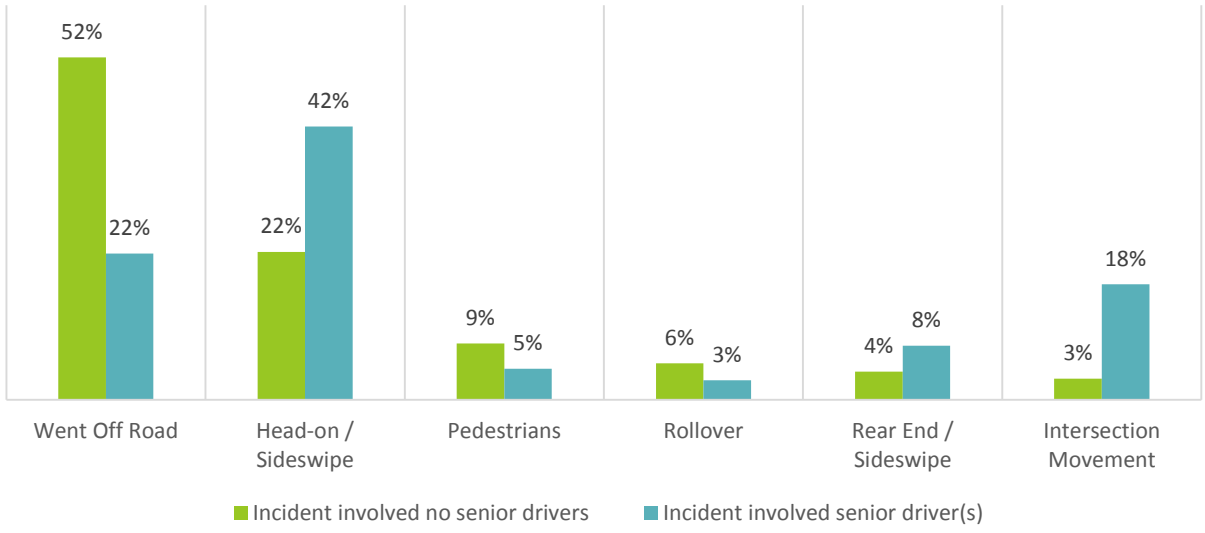
Type of Crash

The majority (96%) of all fatalities between 2011 and 2015 were related to one of the following crash types:

- Went off road (45%)
- Head-on/sideswipe (27%)
- Pedestrians (8%)
- Intersection movement (7%)
- Rear-end/sideswipe (5%)
- Rollover (5%)

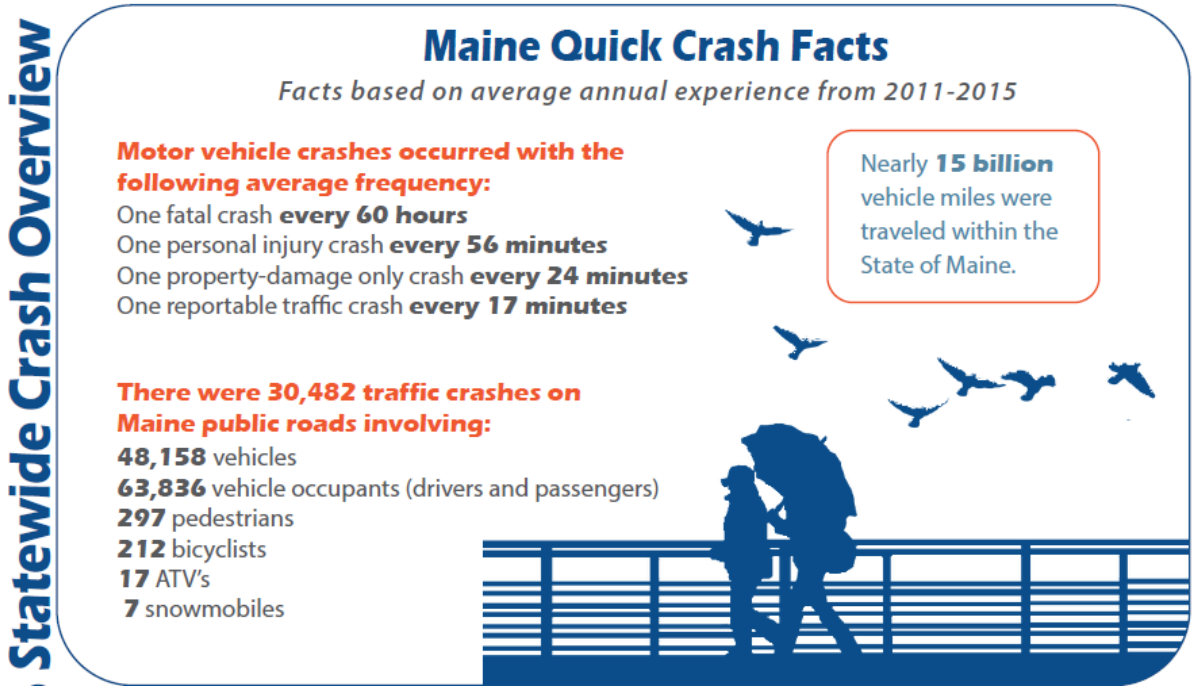
While these six categories were likewise the top six categories for fatalities involving a senior driver, there were nevertheless differences between senior drivers and the remainder of the driving population in the distribution among these categories. *Went off road* accounted for the majority of fatalities involving no senior driver; approximately 52% 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 22% were associated with *went off road*.

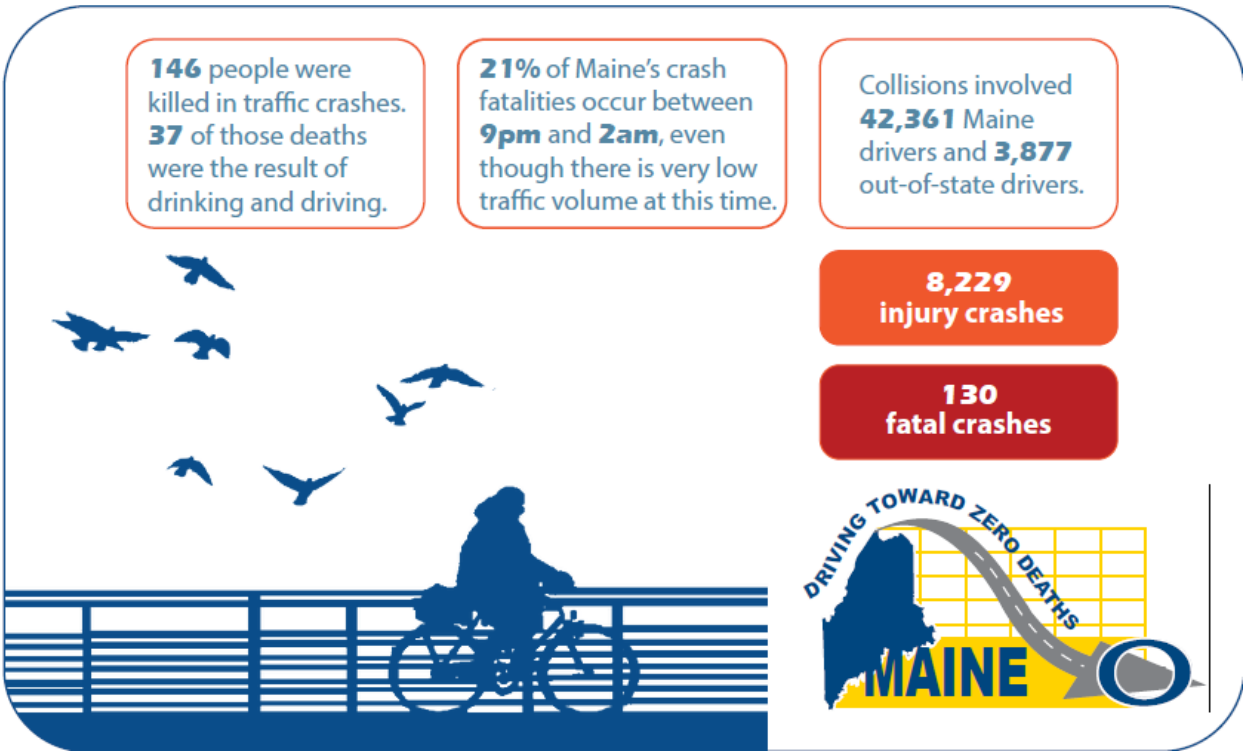
In addition to this difference, incidents involving senior drivers were more likely to be associated with *intersection movement* crashes. Approximately 18% of incidents involving senior drivers were *intersection movement* crashes, while only 3% of incidents involving no senior drivers fell into this category.

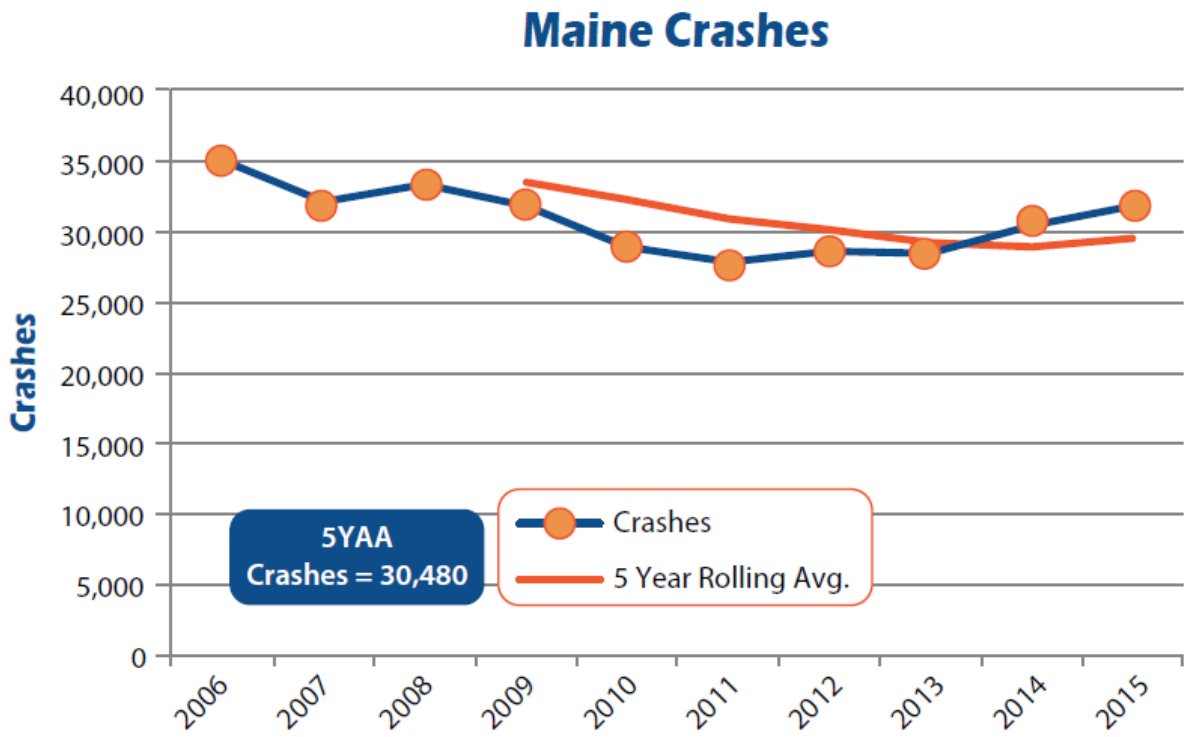


Crash Analysis

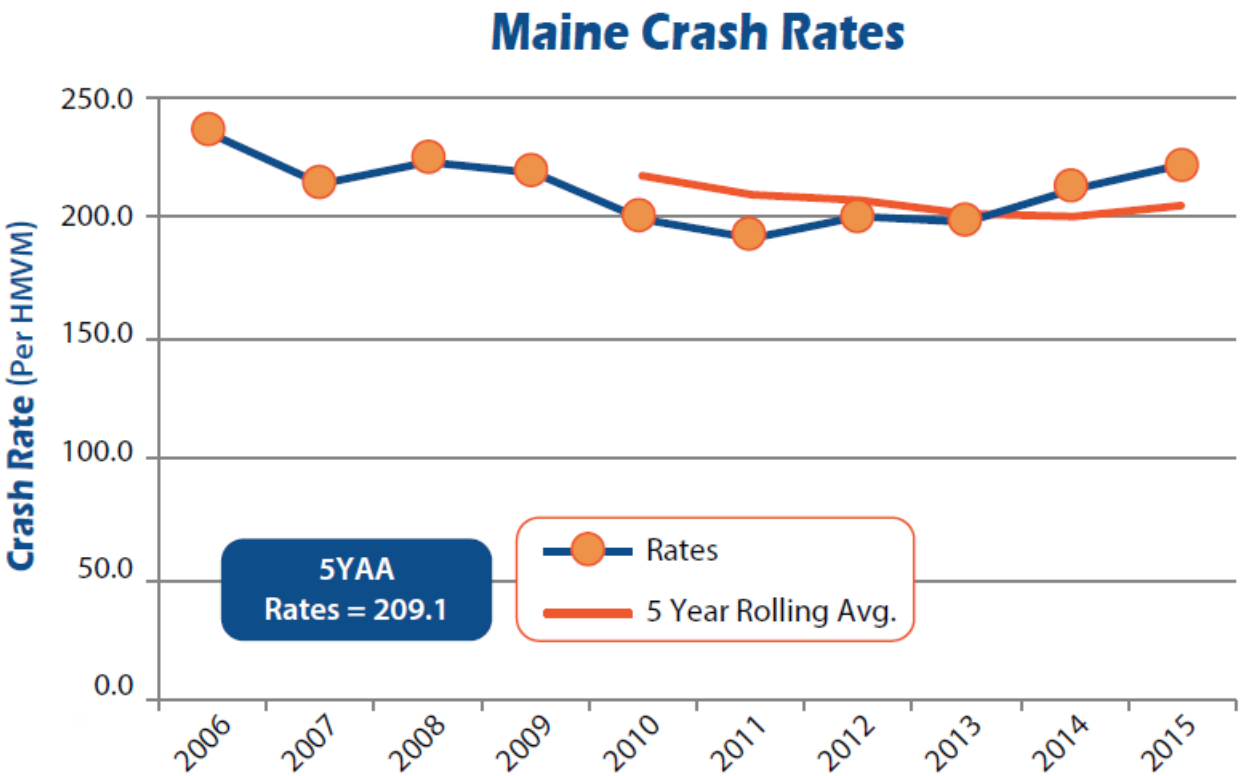
2016 Maine Crash Facts, MDOT Crash:





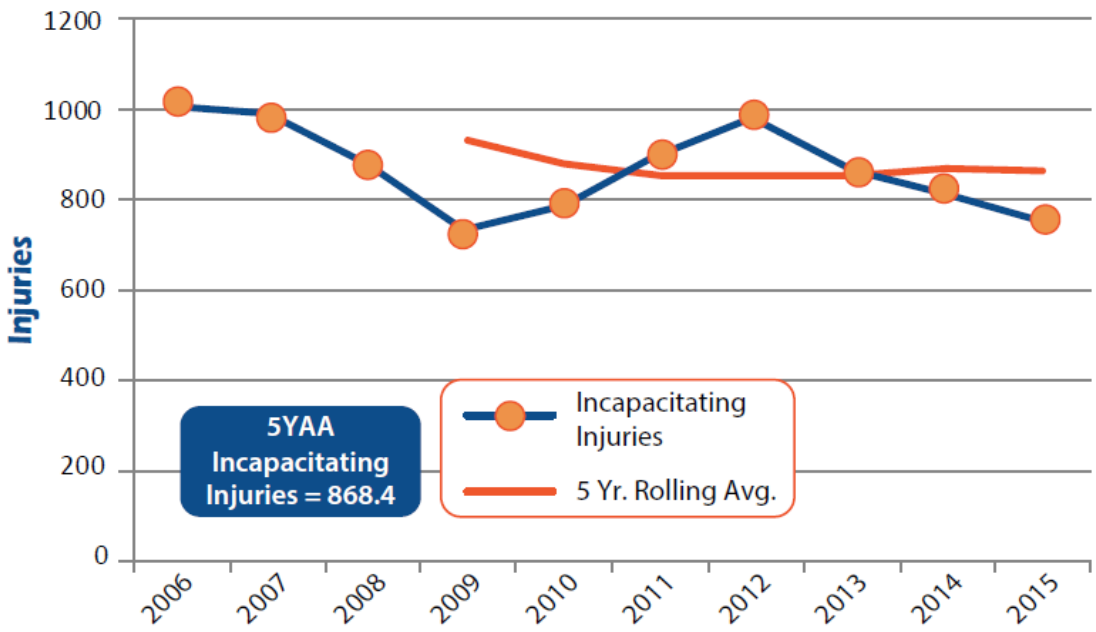


Total reportable crashes on Maine's public roads.



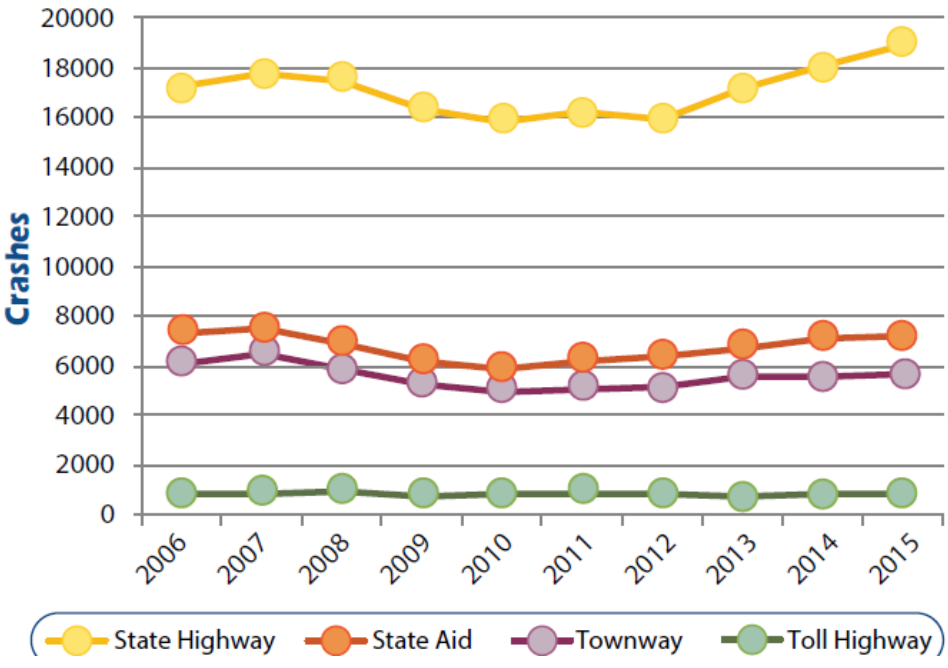
Crashes per estimated hundred million vehicle miles traveled.

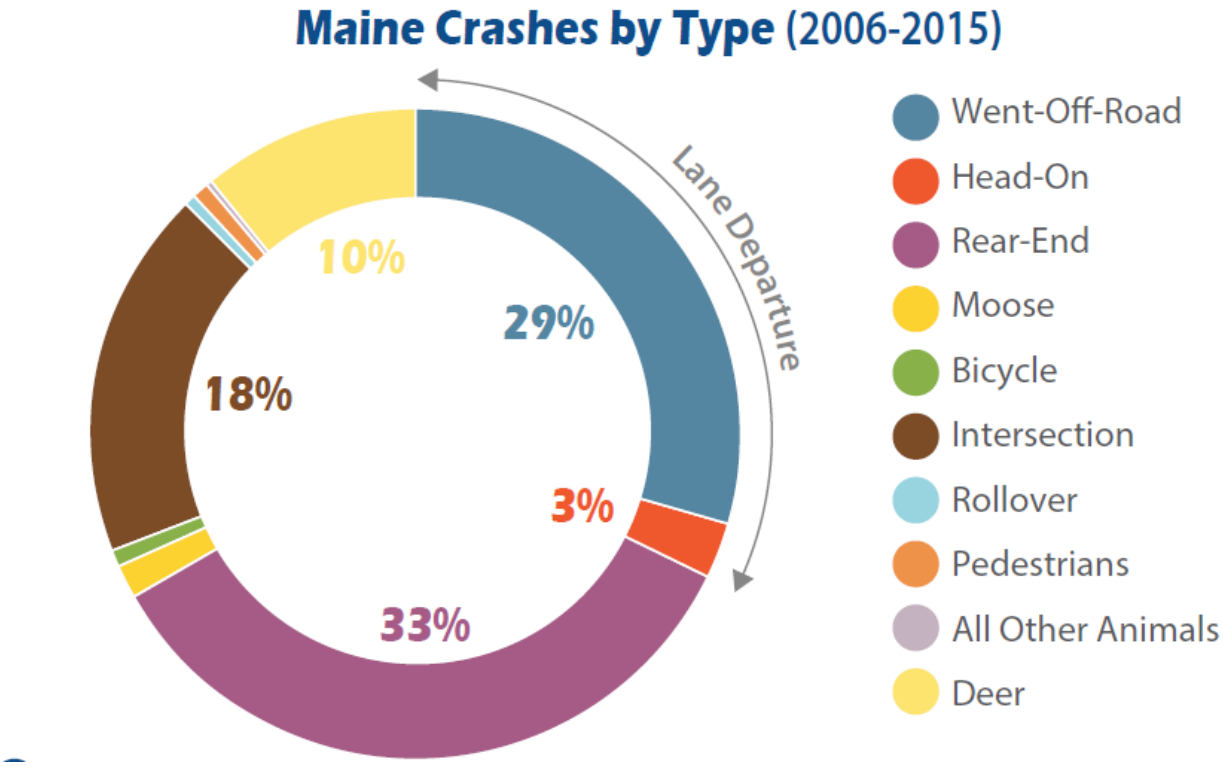
Maine Incapacitating Injury Outcomes

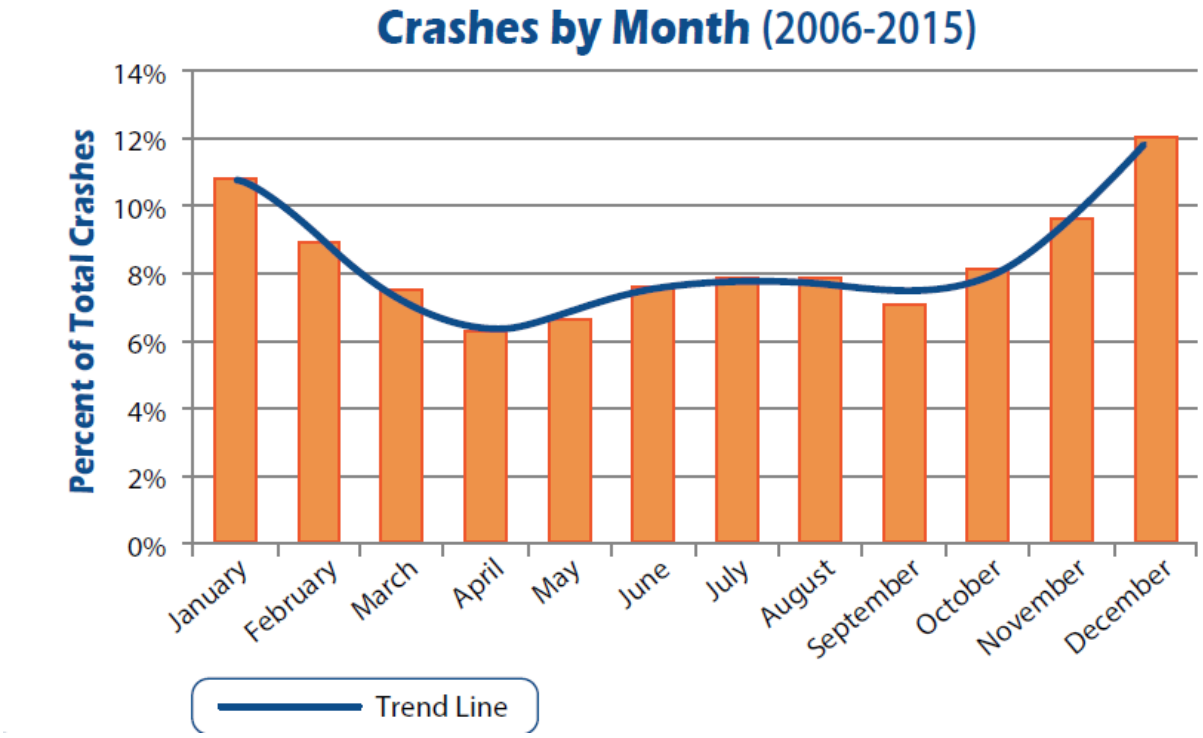


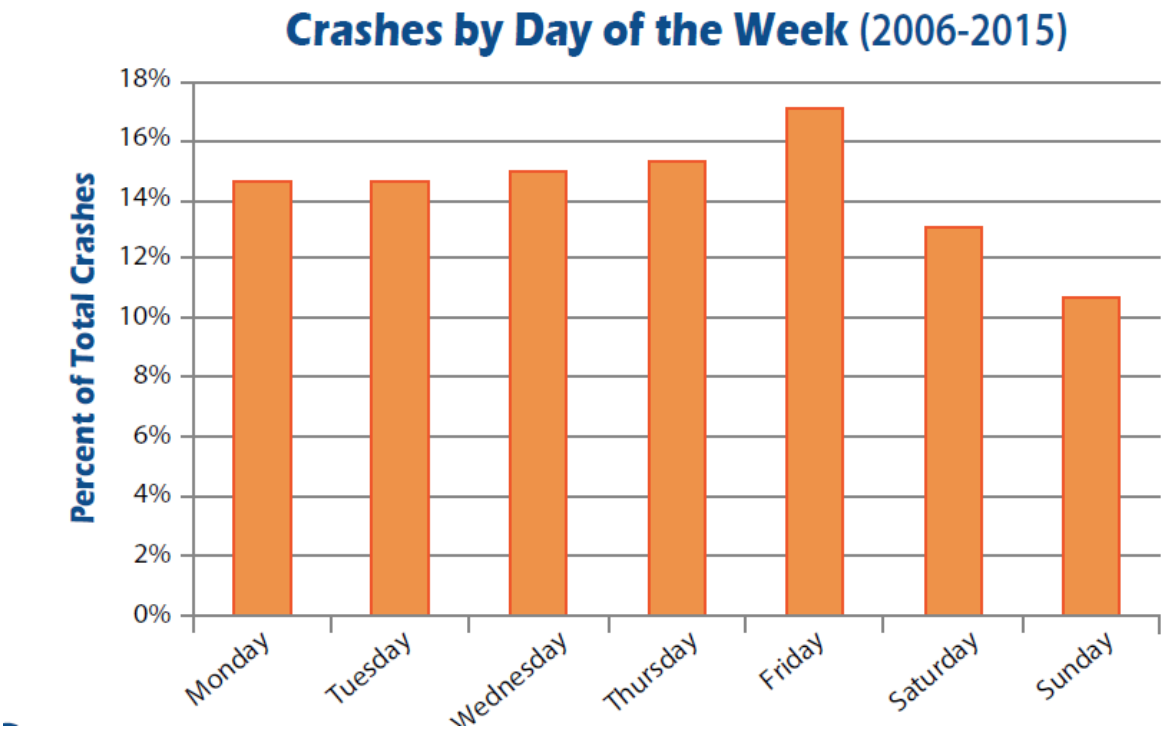
Miles of Road 2015	
State Highway	4,083
State Aid	4,267
Townway	13,457
Toll Highway	112
(not including seasonal)	
100 Million Vehicle Miles Traveled 2015	
State Highway	86.0
State Aid	28.6
Townway	18.5
Toll Highway	14.5

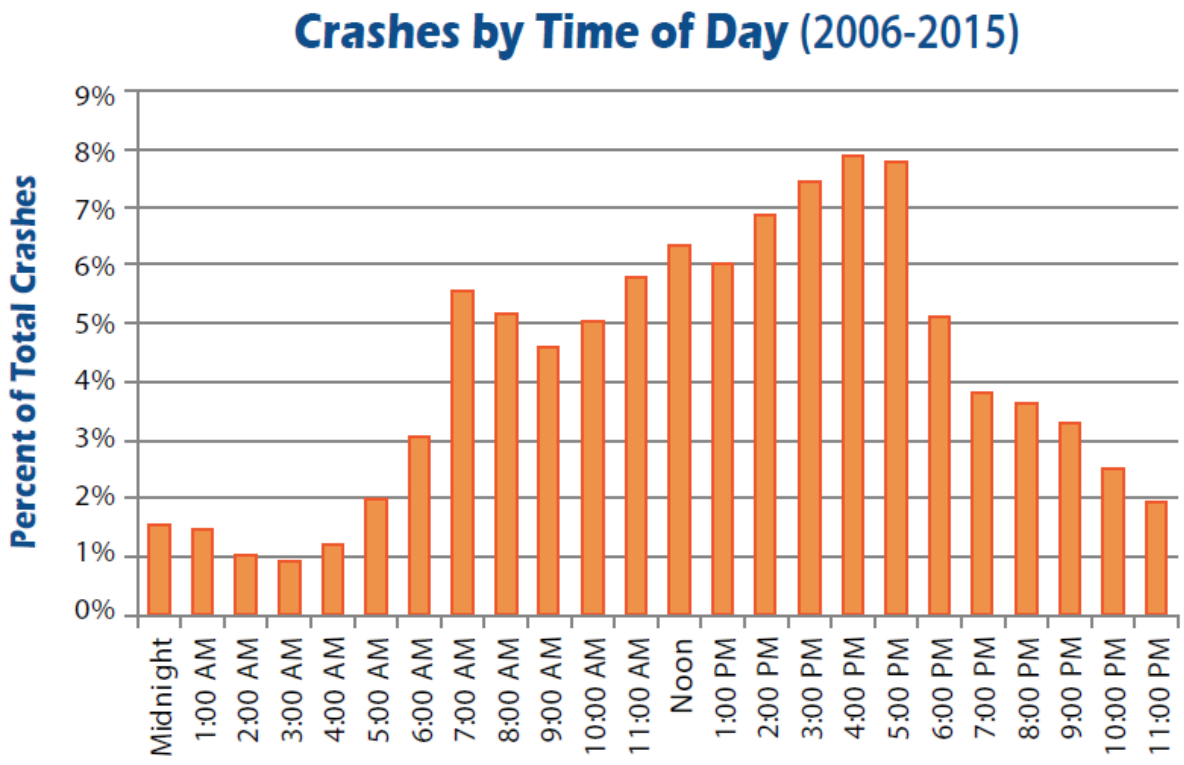
Crashes by Road Jurisdiction

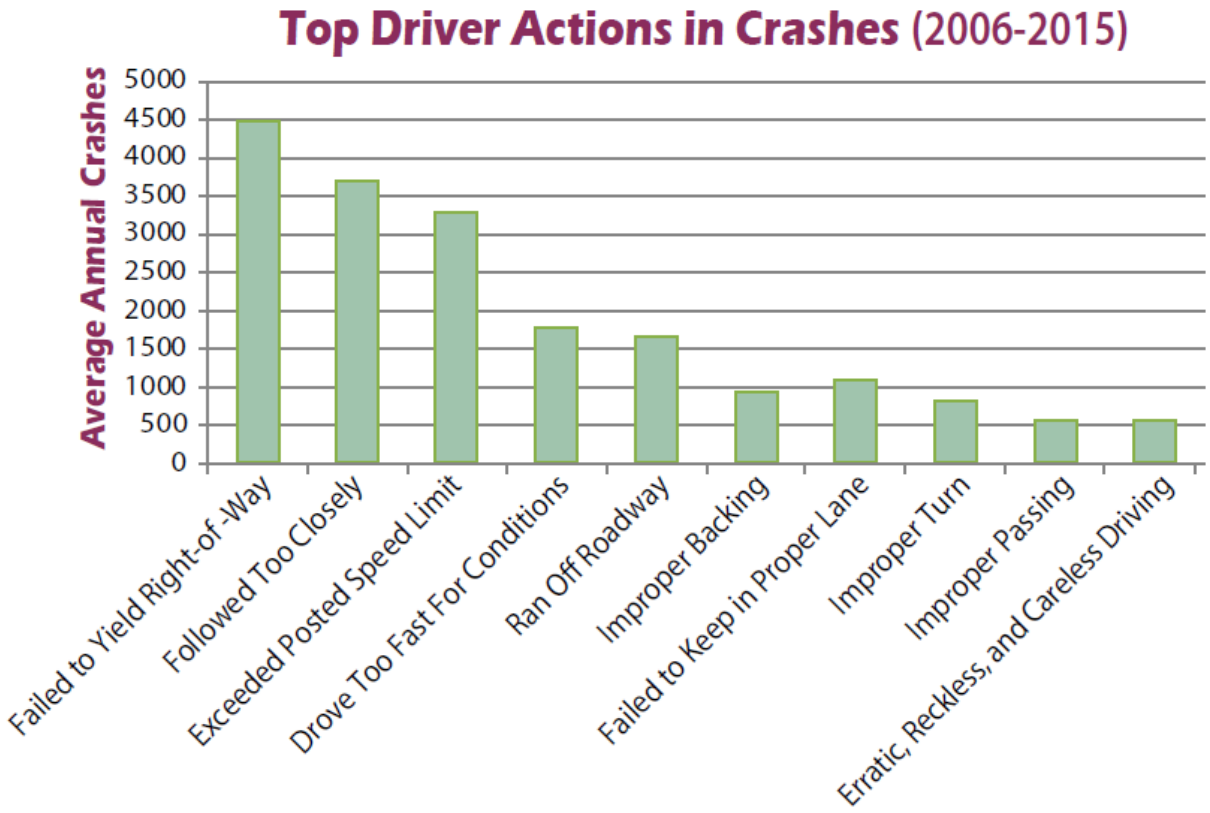


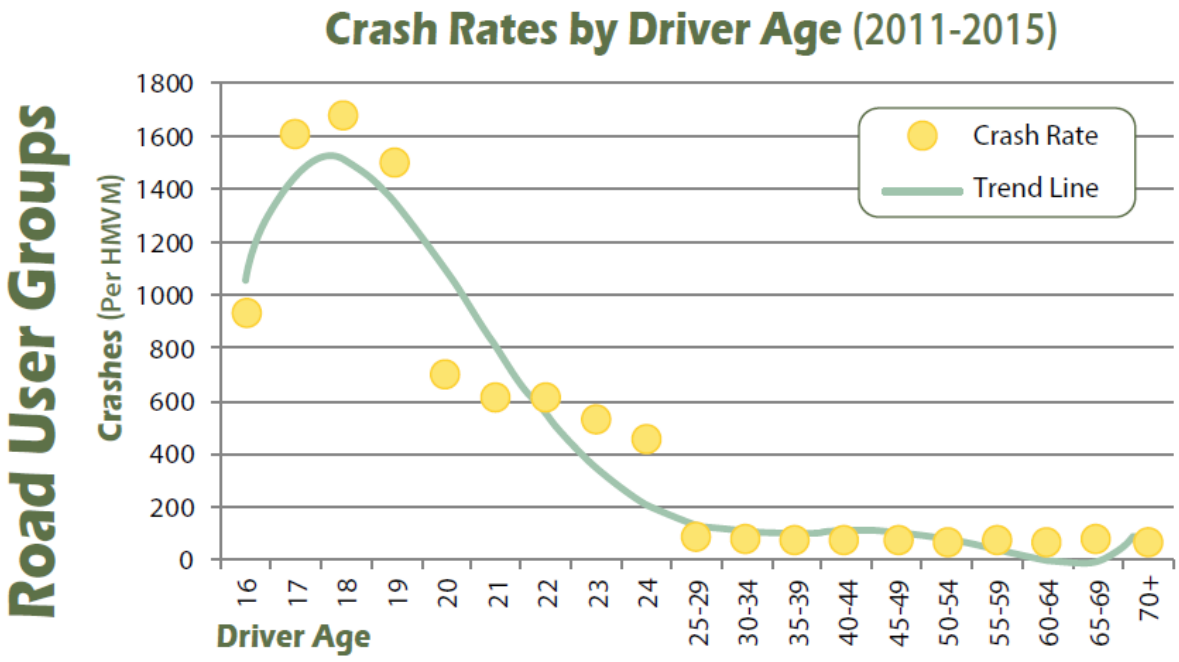

Maine Crashes by Type (2006-2015)
Lane Departure
10%
29%
18%
3%
33%
Went-Off-Road
Head-On
Rear-End
Moose
Bicycle
Intersection
Rollover
Pedestrians
All Other Animals
Deer


Crashes by Month (2006-2015)
Percent of Total Crashes
14%
12%
10%
8%
6%
4%
2%
0%
January
February
March
April
May
June
July
August
September
October
November
December
Trend Line


Crashes by Day of the Week (2006-2015)
Percent of Total Crashes
18%
16%
14%
12%
10%
8%
6%
4%
2%
0%
Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
Sunday


Crashes by Time of Day (2006-2015)
Percent of Total Crashes
9%
8%
7%
6%
5%
4%
3%
2%
1%
0%
Midnight
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
Noon
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM


Top Driver Actions in Crashes (2006-2015)
Average Annual Crashes
5000
4500
4000
3500
3000
2500
2000
1500
1000
500
0
Failed to Yield Right-of -Way
Followed Too Closely
Exceeded Posted Speed Limit
Drove Too Fast For Conditions
Ran Off Roadway
Improper Backing
Failed to Keep in Proper Lane
Improper Turn
Improper Passing
Erratic, Reckless, and Careless Driving



Crashes Involving Drivers with Suspended Licenses						
Year	All Crashes	Suspended Crashes	% of Suspended Crashes	All Fatalities	Suspended Fatalities	% of Suspended Fatalities
2003	35,208	795	2.26%	207	9	4.35%
2004	35,014	854	2.44%	194	20	10.31%
2005	35,047	707	2.02%	169	17	10.06%
2006	32,067	679	2.12%	188	18	9.57%
2007	33,386	789	2.36%	183	16	8.74%
2008	31,779	584	1.84%	155	4	2.58%
2009	28,980	613	2.12%	159	14	8.81%
2010	27,893	581	2.08%	161	8	4.97%
2011	28,654	577	2.01%	136	11	8.09%
2012	28,522	661	2.32%	164	16	9.76%
2013	30,510	630	2.06%	145	19	13.10%
2014	31,880	667	2.09%	131	14	10.69%
2015	32,845	677	2.06%	156	15	9.62%
5 Year Annual Average		**642.4**	**2.11%**		**15**	**9.91%**

Countermeasure and Strategy Selection Process

Describe the methods for project selection (§ 1300.11(a) (4)):

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

Requests for evidence-based HSP projects are accepted from all eligible state, public and private agencies and announced during meetings of the Maine Transportation Safety Coalition, Maine Chiefs of Police, and district Chiefs of Police. Additionally, the MeBHS staff distributes an electronic survey to potential partners to determine the greatest traffic safety needs. MeBHS is required to announce the opportunity to participate in its grant funded programs through a competitive Request for Proposal (RFP) process. All grant applications are reviewed by the MeBHS using set criteria and rated for their potential impact in addressing an identified traffic safety problem outlined in the SHSP, this HSP, Traffic Records Strategic Plan, and/or by NHTSA, using proven countermeasures linked to measurable objectives. Consideration is also given to previous performance for applicants seeking additional funding for a project initiated in the previous grant year. The Maine HSP countermeasure projects are consistent with projects listed in the SHSP and the latest version of the NHTSA publication *Countermeasures That Work, 8th Edition, 2015*.

Sub grantees are selected for funding based on a competitive grant application process that is data-driven and evidence-based. The traffic safety enforcement grants are awarded based on problem identification. Starting in FFY 2014, only municipalities with an above average crash rate that also met the previous year's grant requirements are eligible to apply for funding. Potential sub grantees describe the traffic safety problem(s) in their application and request funding for overtime details to be used during the grant period. To ensure federal highway safety funds are expended properly, sub grantees must submit enforcement activity reports to MeBHS that include information about traffic stops, arrests, citations, and verbal and written warnings.

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

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

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

List information and data sources consulted (§ 1300.11(a) (5)):

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

Data Type	Data Set	Source/Owner	Year(s) Examined
Fatality and Injury	FARS, Maine Crash Reporting System (MCRS)	NHTSA, State Traffic Safety Information (STSI), MeBHS, Me DOT, Maine State Police	2011 to 2015
Violation	Maine Citation Data	Maine Violations Bureau	2011 to 2015
Seat Belt Use	Maine Seat Belt Use Observation Data, MCRS	MeBHS, Me DOT	2011 to 2015
Licensed Drivers, Registrations and Vehicle Miles Traveled (VMT)	Highway Statistics	FHWA, U.S. Census Bureau, Maine BMV	2011 to 2015
Operating Under the Influence	MCRS, FARS	NHTSA, Me DOT, Maine State Police	2011 to 2015

Provide the descriptions of the outcomes from the coordination of the HSP, data collection, and information systems with the State Strategic Highway Safety Plan (§ 1300.11(a) (6)):

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

Prior Year Performance Report

Provide a program- area-level report on the State's progress towards meeting State performance targets from the previous fiscal year HSP, and a description of how the State will adjust its upcoming HSP to better meet performance targets if a State has not met its performance targets (§ 1300.11(b):

All performance targets are updated with the most current data available.

Enter a performance report for the Total Fatalities, Serious Injuries and Fatality Rate performance measures area:

C-1) Traffic Fatalities
***Performance Target*:** To decrease traffic fatalities by 10.5% from the 2009-2013 five-year average of 153 to 136.94 by December 31, 2016. This target is identical to the 2014 SHSP as required. Maine set a 2017 target of 137.

Performance Review: As of June 2017, the number of traffic fatalities was 64.

C-2a) Serious Traffic Injuries
***Performance Target*:** To decrease serious injuries by 10.5% from the 2009-2013 five-year average of 850.80 to 761.47 by December 31, 2016. This target is identical to the 2014 SHSP as required. Maine set a 2017 target of 761.

Performance Review: The number of serious injuries as of June 2017 is 318.

C-2b) Serious Traffic Injury Rate (State Crash Data Files)
***Performance Target**:* To decrease serious injuries by 10.5% from the 2009-2013 five-year average of 5.90 to 5.28 by December 31, 2016. This target is consistent with Maine's HSIP and 2014 SHSP as required. Maine set a 2017 target of 5.28.

Performance Review: The five-year average for 2012-2016 was 5.71.

C-3a) Mileage Death Rate
Performance Target To decrease the mileage death rate by 8.6% from the 2013 baseline average of 1.03 to 0.94 by December 31, 2016. This target is identical to the 2014 SHSP as required. Maine set a 2017 target of 1.12 for rural and .10 for urban.

Performance Review: The three-year average for 2014 to 2016 was 1.01. While Maine reduced its mileage death rate from the baseline average, it did not meet its goal of 0.94 for this target area.

Enter a performance report for the Occupant Protection performance measures area:

C-4) Unrestrained Passenger Vehicle Occupant Fatalities
To maintain or decrease unrestrained passenger vehicle occupant fatalities at the 2014 number of 41 through December 31, 2017.

Performance Review: *Through June 2017, the number of known unrestrained passenger vehicle occupant fatalities is 22.*

Enter a performance report for the Impaired Driving performance measure(s) area:

C-5) Alcohol Impaired Driving Fatalities
To decrease alcohol impaired driving fatalities by 5.9% from the 2014 baseline average of 40 to 37 by December 31, 2017.

Performance Review: As of June 2017, the known impaired driving fatality number is 18.

Enter a performance report for the Speeding-Related performance measure(s) area:

C-6) Speeding Related Fatalities
Performance Target: To maintain or decrease speeding related fatalities at the 2014 number of 39 through December 31, 2017.

Performance Review: As of June 2017, the known number of speeding related fatalities is 10.

Enter a performance report for the Motorcyclist performance measures area:

C-7) Motorcyclist Fatalities
Performance Target: To maintain or decrease motorcycle fatalities at the 2014 number of 11 through December 31, 2017.

Performance Review: As of June 2017, the number of motorcycle fatalities is 7.

C-8) Unhelmeted Motorcyclist Fatalities
Performance Target: To maintain or decrease unhelmeted motorcycle fatalities at the 2014 number of four through December 31, 2017.

Performance Review: Through June 2017, the number of known un-helmeted motorcyclist fatalities is 1.

Enter a performance report for the Young Driver performance measure(s) area:

C-9) Drivers Age 20 or Younger Involved in Fatal Crashes
Performance Target: To decrease the number of drivers age 20 or younger involved in fatal crashes by 27.4% from the 2014 baseline average of 21 to 15 by December 31, 2017.

Performance Review: As of June 2017, the number of young drivers aged 20 and young involved in fatal crashes is 3.

Enter a performance report for the Non-Motorized (Pedestrian & Bicyclist) performance measure(s) area:

C-10) Pedestrian Fatalities
Performance Target: To decrease the number of pedestrian fatalities by 10.5% from the baseline average of ten to nine by December 31, 2017.

Performance Review: As of June 2017, the number of pedestrian fatalities is 6.

C-11) Bicyclist Fatalities
Performance Target: To decrease bicyclist fatalities by 50% from the 2014 baseline number of two to one by December 31, 2017.

Performance Review: As of June 2017, the number of bicyclist fatalities is 2.

Additional performance report:

Enter performance measure area name: Seat Belt Usage Rate

Enter a performance report:

B-1) Seat Belt Usage Rate
Performance Target: To increase observed seatbelt use by 4.1% from the 2014 baseline average of 83% to 87% by December 31, 2017.

Performance Review: A usage rate for 2017 has not yet been determined.

Distracted Driving Performance Target: To reduce distracted driving related fatalities by 10% from the 5 year average of 15.8 (2010-2014) to 14.2 by December 31, 2017.

Performance Review: As of June 2017, the number of known distracted driving related fatalities is 3.

Mature Drivers Performance Target: To decrease the number of senior driver fatalities by 10% from the 5 year average of 21.6 (2010-2014) to 19.5 by December 31, 2017.

Performance Review: As of June 2017, the preliminary senior driver fatality number is 15.

Paid Advertising Performance Target: To increase the resident recall percentage of our safety messaging and media from 42% in the spring of 2016 to 47% in the spring of 2017.

Performance Review: The resident recall result for Spring of 2017 was 40. We will increase this by increasing our messaging and buys for 2018.

Traffic Records Performance Reports will be found in Appendix C – Traffic Records Strategic Plan.

Adjustments will be made to the 2018 Plan:

Our original analysis showed that there would likely be an increase in many of the core performance measures because the 2015 year was an excellent (low) year for highway safety and because our state numbers are relatively small. Since we were unwilling to set goals that called for an increase, we set a number of optimistic, but somewhat unrealistic, maintenance-reduction goals that we *knew* the goals were not likely to be met. Even so, we don't stop trying to meet a reduction goal in any of the categories. This document is very much a Plan and by definition, is a detailed proposal for doing or achieving our stated outcomes. We continue to meet periodically throughout the year, with our partners, to review our current performance; to discuss potential areas to increase activities; and to make project, funding, enforcement and educational adjustments as practicable in an attempt to keep on track for meeting stated performance goals. If Plan amendments need to be done, written requests are submitted to NHTSA for consideration.

Highway Safety Performance Plan

Performance Plan (§ 1300.11(c)):

The MeBHS and our partners set reasonable and attainable performance measures and targets. MeBHS works closely with the SHSP Coordinating Committee and the Maine Department of Transportation to ensure that three NHTSA core performance measures (fatalities, fatality rate, and serious injuries) are identical in both the HSP and the HSIP. This step requires knowledge of the State's demographics, laws, policies, and partnering opportunities and limitations. Selected programs and projects are explicitly related to the accomplishment of performance targets. In most categories, performance targets are based on five-year average trends. Maine uses the KABCO scale in order to determine injury level associated with crashes. Maine's highway safety problems are identified by analyzing available data including traffic crashes and citations, Operating Under the Influence (OUI) arrests, Fatality Analysis Reporting System (FARS), Crash Outcome Data Evaluation System (CODES), Emergency Medical Services, and an annual public opinion survey. Input is also gathered from state, county and local agencies interested in highway safety issues. This analysis helps identify when, where, and why motor vehicle crashes are occurring as well as who is involved. Isolating and identifying contributing factors is critical for the planning and selection of countermeasures. Problem identification and solution development are ongoing throughout the year.

During the development of the 2018 HSP, the MeBHS partnered with the University Of Southern Maine Muskie School Of Public Service to leverage their expertise in data analysis and project forecasting to develop data-driven, realistic performance goals.

The MeBHS recognizes that achievement of performance targets is a collaborative and ongoing effort that involves a multitude of government and private sector entities including those listed previously in this report.

NHTSA Core Safety Performance Targets

C-1) Traffic Fatalities

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

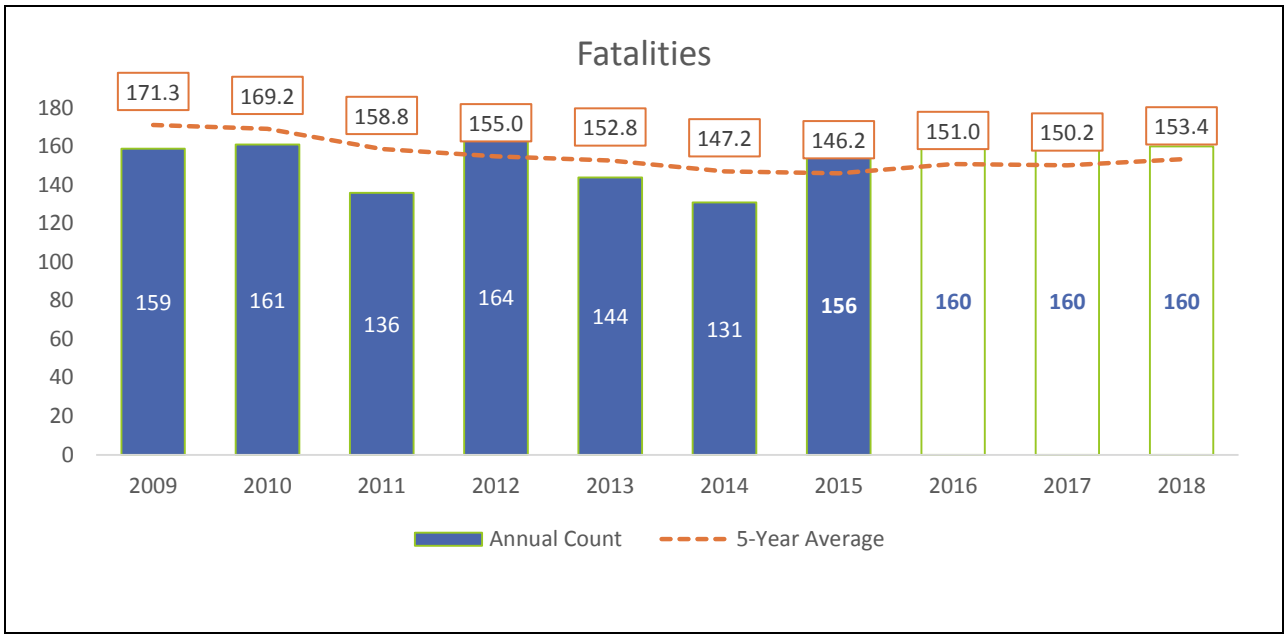
Provide a justification for the above performance target that explains how the target is data-driven, including a description of the factors that influenced the performance target selection:

Like many states, Maine has seen an increase in fatalities in recent years, which makes it difficult to set a target that is both realistic and desirable. While the baseline value for 2011 to 2015 is 146.2, more recent data suggests that maintaining this level in 2018 is unlikely. The year 2016 saw an increase in fatalities (n=160), which brought the 2012 to 2016 average to 151.0, and data for 2017 to date suggest that 2017 will be comparable to 2016.

While Maine would like to decrease these numbers by 2018, the following factors make this challenging:

- The economy and fuel prices are fairly stable, allowing for an increased amount of travel on Maine's highways.
- Law enforcement agencies are facing recruitment difficulties as a result of state and local budgetary restraints, which has created staffing challenges and led to a reduction in law enforcement presence on Maine roads.
- Impaired driving is a growing concern due to the recent legalization of marijuana and a more tolerant view toward illicit drugs.

Maine proposes to hold fatalities steady (despite an expected increase in VMT) at the 2016 value of 160 for both 2017 and 2018. Doing so will result in a five-year target rate of 153.4 for 2014 to 2018.

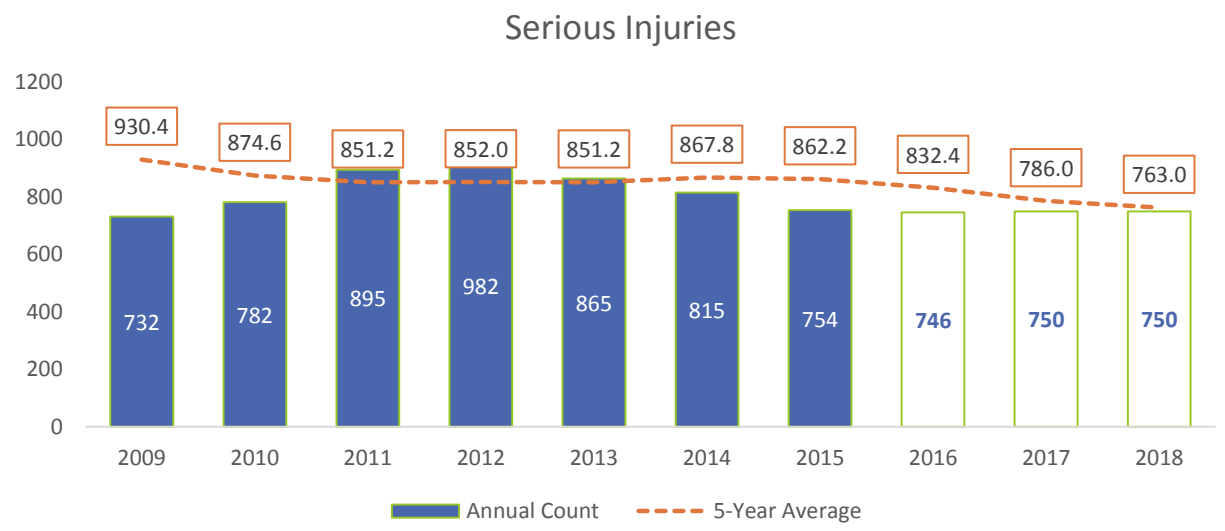

Fatalities
180
160
140
120
100
80
60
40
20
0
171.3
169.2
158.8
155.0
152.8
147.2
146.2
151.0
150.2
153.4
159
161
136
164
144
131
156
160
160
160
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
Annual Count
5-Year Average

C-2a) Serious Traffic Injuries

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

Provide a justification for the above performance target that explains how the target is data-driven, including a description of the factors that influenced the performance target selection:

From 2012 to 2015, the annual count of serious injuries decreased by 23%, resulting in a baseline (2011-2015) value of 862.2. While more recent data (2016 and 2017 to date) have not shown a similar decrease, Maine proposes to hold these values steady in order to reach a target value of 763.0 for the 2014-2018 target years. This target value represents a 12% decrease from the baseline value.

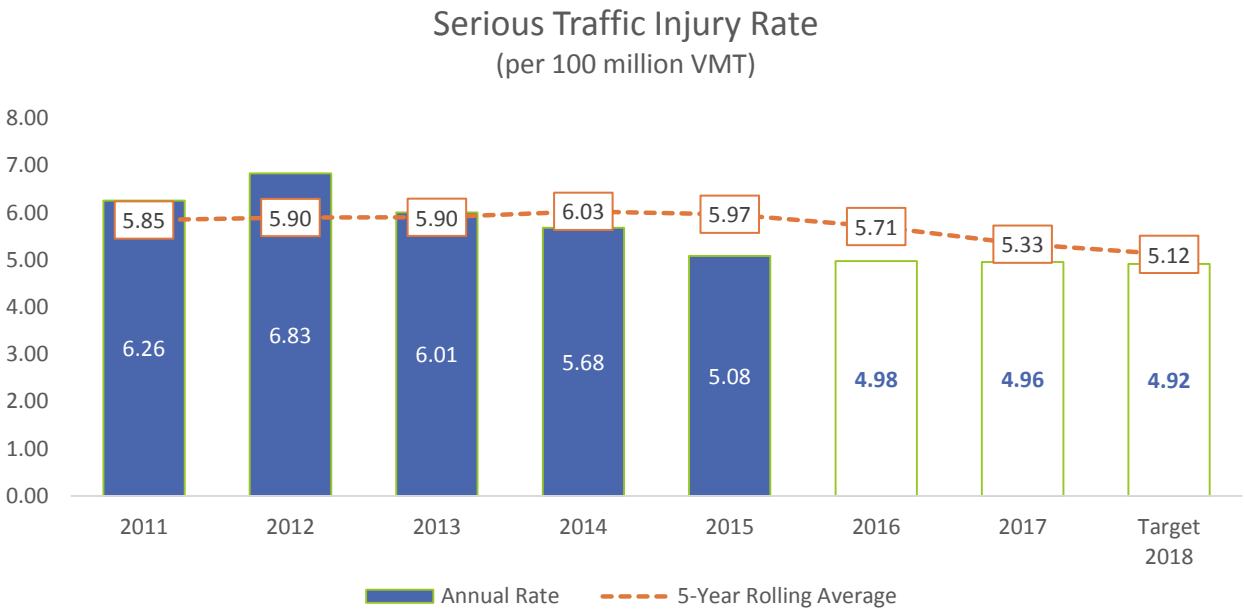


C-2b) Serious Injury Rate

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

Provide a justification for the above performance target that explains how the target is data-driven, including a description of the factors that influenced the performance target selection:

From 2012 to 2015, the annual rate of serious injuries has decreased, resulting in a baseline (2011-2015) value of 5.97. Maine proposes to decrease that baseline further, to a five-year target value of 5.12 for 2014 to 2018.

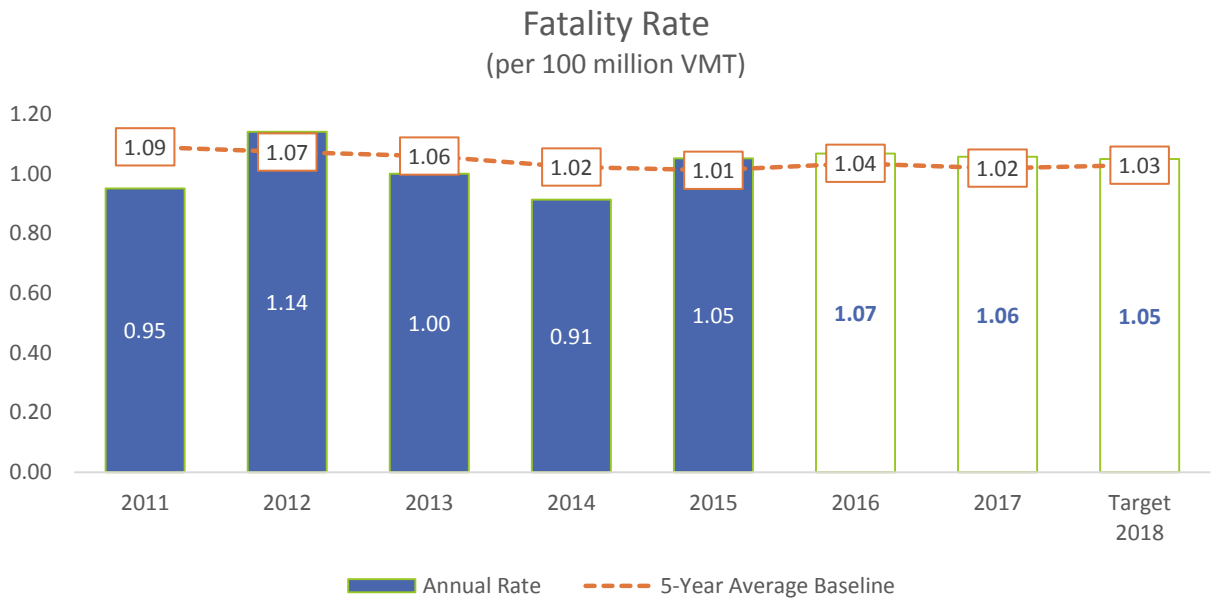


C-3a) Fatalities/VMT

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

Provide a justification for the above performance target that explains how the target is data-driven, including a description of the factors that influenced the performance target selection:

While the baseline value for 2011 to 2015 is 1.01, annual data for 2016 and 2017 to date show an increase over this rate. Maine proposes a 0.01 decrease in annual rate for 2017 and an additional 0.01 decrease in rate for 2018, which will result in a target rate of 1.03 for 2014 to 2018.

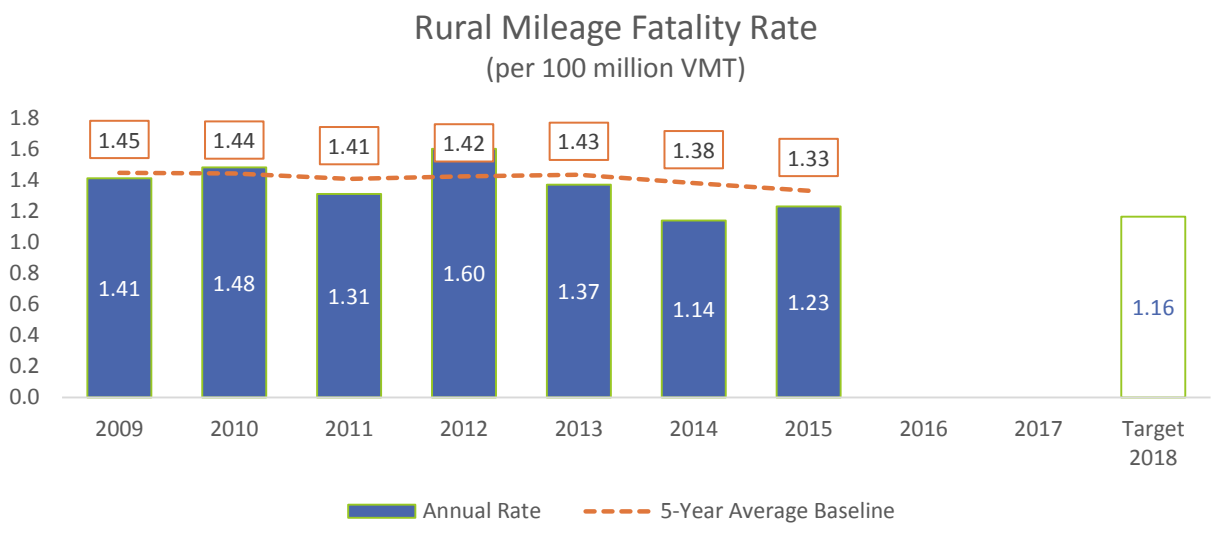


C-3b) Rural Mileage Death Rate

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

Provide a justification for the above performance target that explains how the target is data-driven, including a description of the factors that influenced the performance target selection:

This target was set using the five-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent change from the previous three baseline periods to their corresponding comparison years was a 12.5% decrease. Maine will decrease its rural mileage death rate from a baseline (2011-2015) value of 1.33 to a target value of 1.16 for the year 2018.

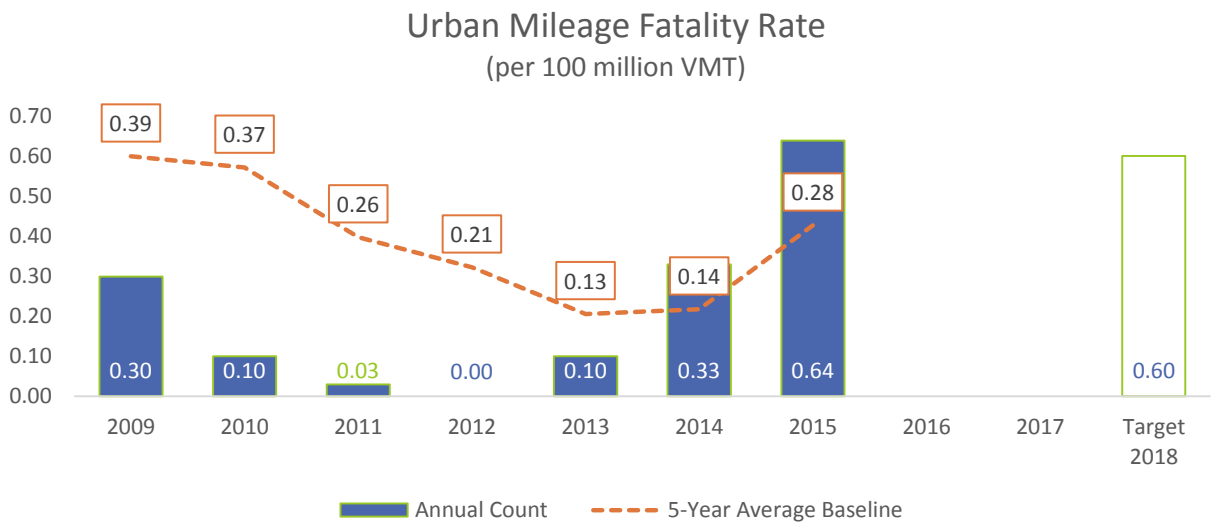


C-3c) Urban Mileage Death Rate

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

Provide a justification for the above performance target that explains how the target is data-driven, including a description of the factors that influenced the performance target selection:

This target was set using the five-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent change from the previous three baseline periods to their corresponding comparison years was a 118.7% increase. This is due to the fluctuation in the number of miles that are considered "urban" from one year to another. While 0.60 is higher than the baseline year rate, it is nevertheless lower than the urban mileage rate for 2015, which was 0.64. Maine will maintain its current (2015) rate of 0.60 for the year 2018, which represents a 118.7% increase over the baseline (2011-2015) value of 0.28.

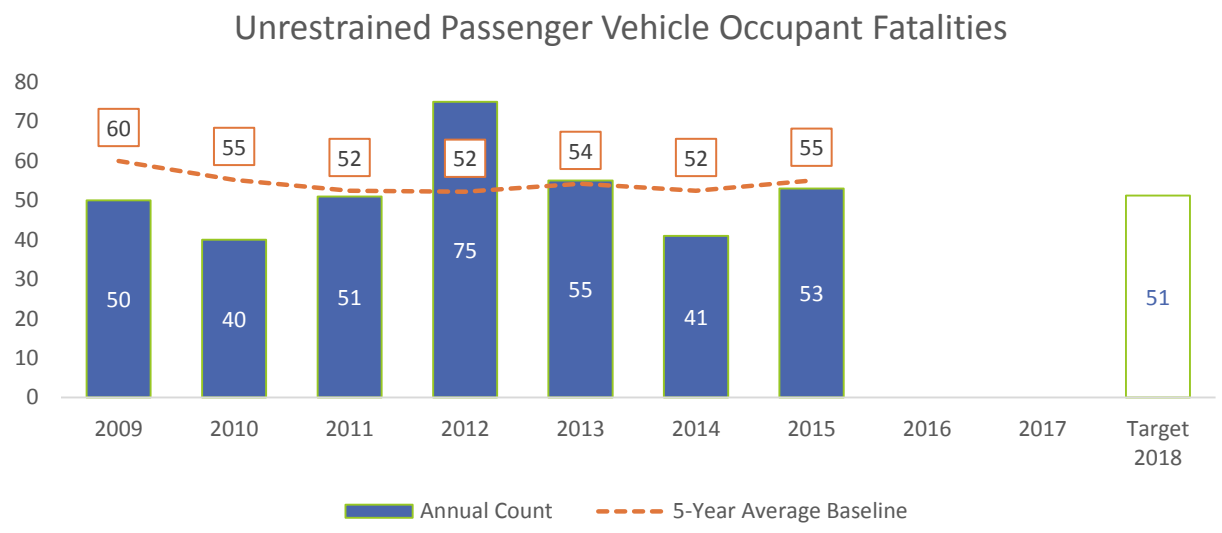


C-4) Unrestrained Passenger Vehicle Occupant Fatalities

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

Provide a justification for the above performance target that explains how the target is data-driven, including a description of the factors that influenced the performance target selection:

This target was set using the five-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent change from the previous three baseline periods to their corresponding comparison years was a 6.9% decrease. Maine will decrease its unrestrained passenger vehicle occupant fatalities from a baseline (2011-2015) value of 55 to a target value of 51 for the year 2018.

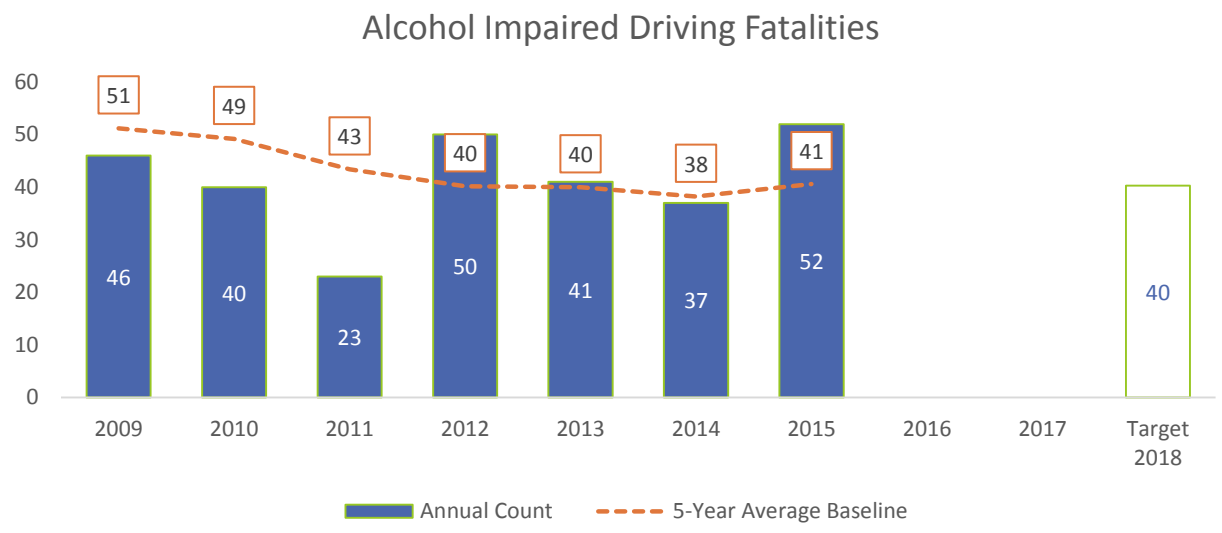


C-5) Alcohol-Impaired Driving Fatalities

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

Provide a justification for the above performance target that explains how the target is data-driven, including a description of the factors that influenced the performance target selection:

This target was set using the five-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent change from the previous three baseline periods to their corresponding comparison years was a 0.7% decrease. Maine will decrease its alcohol-impaired driving fatalities from a baseline (2011-2015) value of 41 to a target value of 40 for the year 2018.

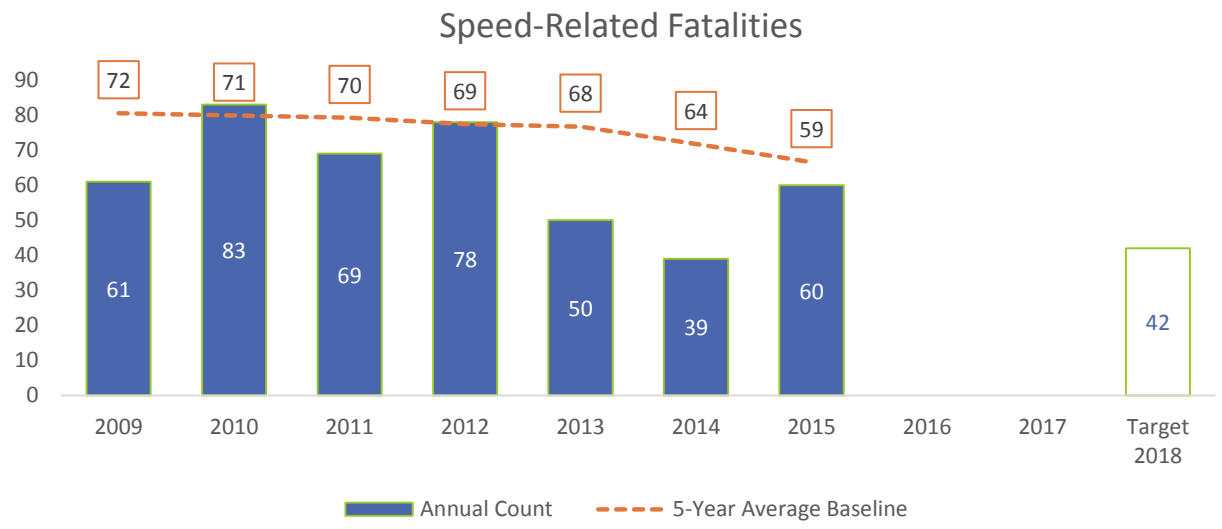


C-6) Speeding-Related Fatalities

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

Provide a justification for the above performance target that explains how the target is data-driven, including a description of the factors that influenced the performance target selection:

This target was set using the five-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent change from the previous three baseline periods to their corresponding comparison years was a 29.0% decrease. Maine will decrease its speeding-related fatalities from a baseline (2011-2015) value of 59 to a target value of 42 for the year 2018.

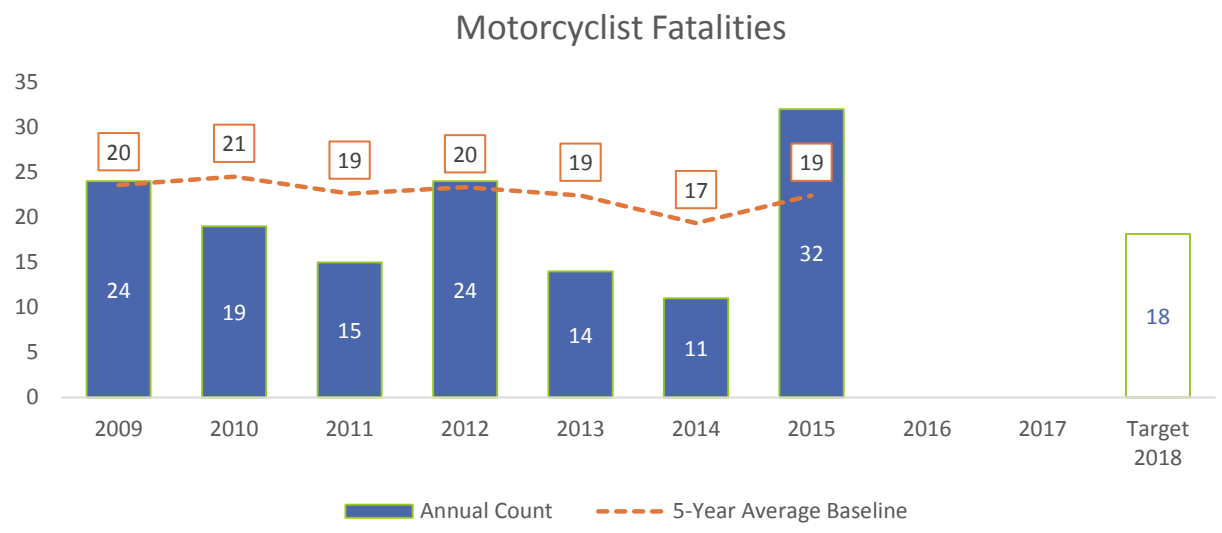


C-7) Motorcyclist Fatalities

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

Provide a justification for the above performance target that explains how the target is data-driven, including a description of the factors that influenced the performance target selection:

This target was set using the five-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent change from the previous three baseline periods to their corresponding comparison years was a 5.5% decrease. Mane will decrease its speeding-related fatalities from a baseline (2011-2015) value of 19 to a target value of 18 for the year 2018.

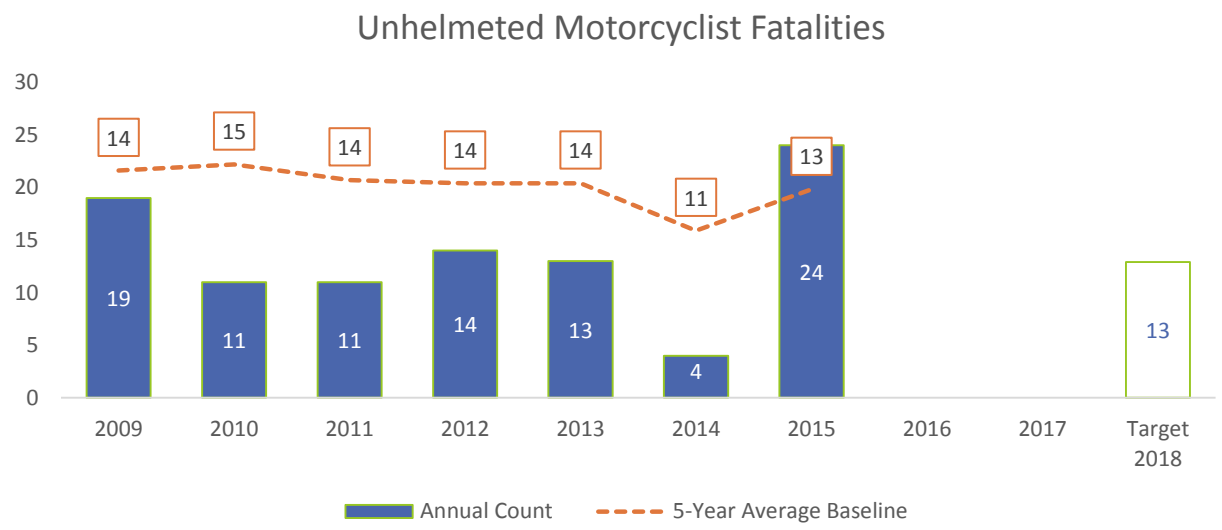


C-8) Unhelmeted Motorcyclist Fatalities

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

Provide a justification for the above performance target that explains how the target is data-driven, including a description of the factors that influenced the performance target selection:

This target was set using the five-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent change from the previous three baseline periods to their corresponding comparison years was a 2.2% decrease. Maine will decrease its unhelmeted fatalities from a baseline (2011-2015) value of 13 to a target value of 13 for the year 2018. (NOTE: While this does not appear to be a decrease, the values under consideration are small. The baseline value is 13.2 while the target value is 12.9, both of which are rounded to 13.)

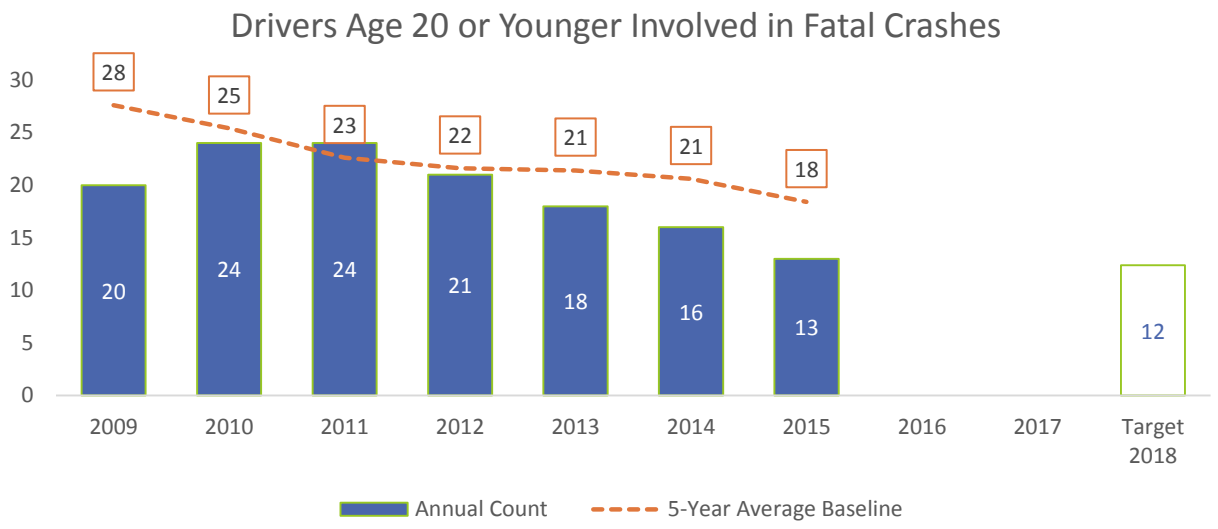


C-9) Drivers Age 20 or Younger Involved in Fatal Crashes

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

Provide a justification for the above performance target that explains how the target is data-driven, including a description of the factors that influenced the performance target selection:

This target was set using the five-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent change from the previous three baseline periods to their corresponding comparison years was a 32.7% decrease. Maine will decrease the number of drivers age 20 or younger involved in fatal crashes from a baseline (2011-2015) value of 18 to a target value of 12 for the year 2018.

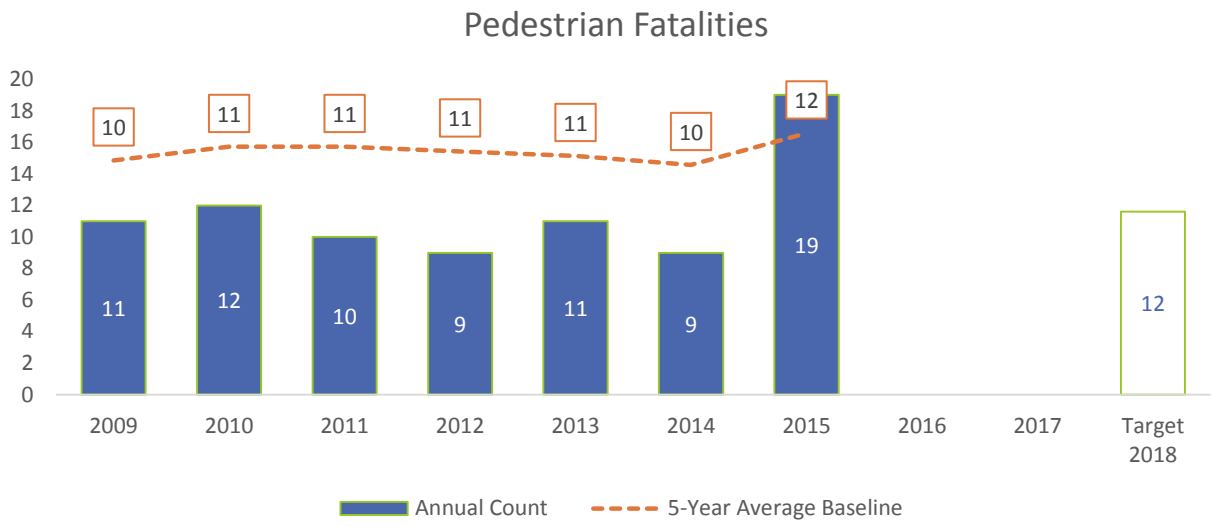


C-10) Pedestrian Fatalities

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

Provide a justification for the above performance target that explains how the target is data-driven, including a description of the factors that influenced the performance target selection:

This target is a maintenance target. The five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison year of 19.2%. Maine will attempt to hold the number of pedestrian fatalities to the baseline (2011-2015) value of 12 for the year 2018.

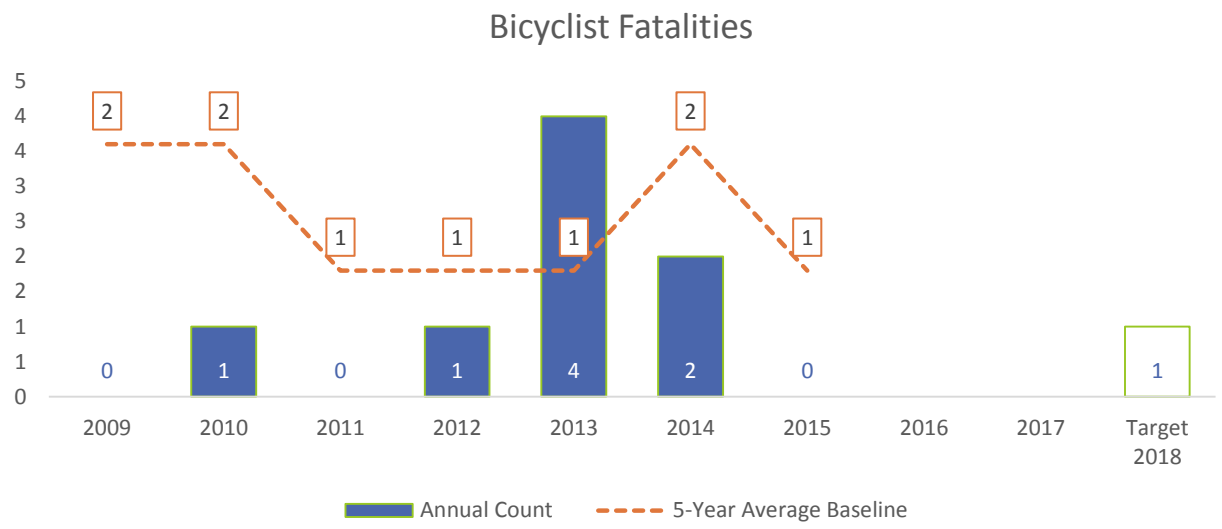


C-11) Bicyclist Fatalities

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

Provide a justification for the above performance target that explains how the target is data-driven, including a description of the factors that influenced the performance target selection:

This target is a maintenance target. The five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison year of 22.2%. Maine will attempt to hold the number of bicyclist fatalities to the baseline value (2011-2015) of 1 for the year 2018.

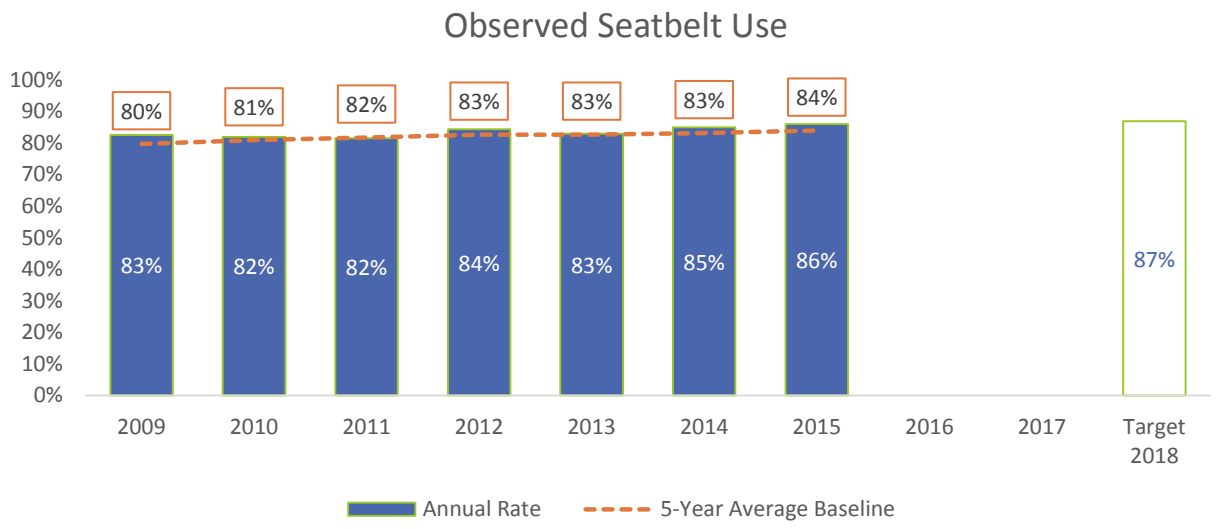


B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants

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

Provide a justification for the above performance target that explains how the target is data-driven, including a description of the factors that influenced the performance target selection:

This target was set using the five-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent change from the previous three baseline periods to their corresponding comparison years was a 3.5% increase. Maine will increase the percentage of observed seat belt use for passenger vehicles from a baseline (2011-2015) rate of 84% to a target rate of 87% for the year 2018.



A-1) Number of seat belt citations issued during 2016 grant-funded enforcement activities:

2705

A-2) Number of impaired driving arrests made during 2016 grant-funded enforcement activities :

607

A-3) Number of speeding citation made during 2016 grant-funded enforcement activities:

6426

NHTSA Core Safety Measures Summary Table

	CORE OUTCOME MEASURES	Timeframe	2011	2012	2013	2014	2015	2018 HSP Target
C-1	Traffic Fatalities (FARS)	Annual	136	164	144	131	156	153
		5-Year Average	159	155	153	147	146	
C-2a	Serious Injuries in Traffic Crashes (State Crash File)	Annual	895	982	865	815	754	763
		5-Year Average	851	852	851	868	862	
C-2b	Serious Injury in Traffic Crash Rate (State Crash File)	Annual	6.26	6.83	6.01	5.68	5.08	5.12
		5-Year Average	5.85	5.90	5.90	6.03	5.97	
C-3a	Fatalities/VMT (FARS/FHWA)	Annual	0.95	1.14	1.00	0.91	1.05	1.03
		5-Year Average	1.09	1.07	1.06	1.02	1.01	
C-3b	Rural Mileage Death Rate (FARS)	Annual	1.31	1.60	1.37	1.14	1.23	1.16
		5-Year Average	1.41	1.42	1.43	1.38	1.33	
C-3c	Urban Mileage Death Rate (FARS)	Annual	0.03	--	0.10	0.33	0.64	0.60
		5-Year Average*	0.26	0.21	0.13	0.14	0.28	
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Annual	51	75	55	41	53	51
		5-Year Average	52	52	54	52	55	
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Annual	23	50	41	37	52	40
		5-Year Average	43	40	40	38	41	
C-6	Speeding-Related Fatalities (FARS)	Annual	69	78	50	39	60	42
		5-Year Average	70	69	68	64	59	
C-7	Motorcyclist Fatalities (FARS)	Annual	15	24	14	11	32	18
		5-Year Average	19	20	19	17	19	
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Annual	11	14	13	4	24	13
		5-Year Average	14	14	14	11	13	
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Annual	24	21	18	16	13	12
		5-Year Average	23	22	21	21	18	
C-10	Pedestrians Fatalities (FARS)	Annual	10	9	11	9	19	12
		5-Year Average	11	11	11	10	12	
C-11	Bicyclist Fatalities (FARS)	Annual	0	1	4	2	0	1
		5-Year Average	1	1	1	2	1	
	CORE BEHAVIOR MEASURE	Timeframe	2011	2012	2013	2014	2015	2018 HSP Target
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	82%	84%	83%	85%	86%	87%
		5-Year Average	82%	83%	83%	83%	84%	

	ACTIVITY MEASURE	Timeframe	2010	2011	2012	2013	2014	2015

A-1	# of Seat Belt Citations Issued During Grant-Funded Enforcement Activities	Annual	9,856	3,332	2,796	3,485	4,274	3,386
		5-Year Average	7,501.0	6,458.8	5,726.2	5,223.8	4,748.6	3,454.6
A-2	# of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	Annual	456	503	230	550	600	501
		5-Year Average	502.3	502.5	448.0	456.8	467.8	476.8
A-3	# of Speeding Citations Issued During Grant-Funded Enforcement Activities	Annual	11,732	2,382	1,232	4,853	4,764	8,712
		5-Year Average	6,860.7	5,741.0	4,839.2	5,017.2	4,992.6	4,388.6

Highway Safety Program Area Problem Identification, Countermeasure Strategies and Projects and Funding (§1300.11(d)):

Program Area: Planning and Administration

Problem Identification: NA

Countermeasure Strategies: Administration

Innovative Countermeasure: No

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

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

Performance Targets

The goal of the P&A program is to provide management, supervision, and support services for the activities of the Maine traffic safety program.

P&A Performance Target #1:

Developing a consolidated S. 402 and S. 405 coordinated Highway Safety Plan to submit to NHTSA by July 1

P&A Performance Target #2:

Submitting an annual performance report to NHTSA by December 31

Project Reporting (§1300.11(d) (2)):

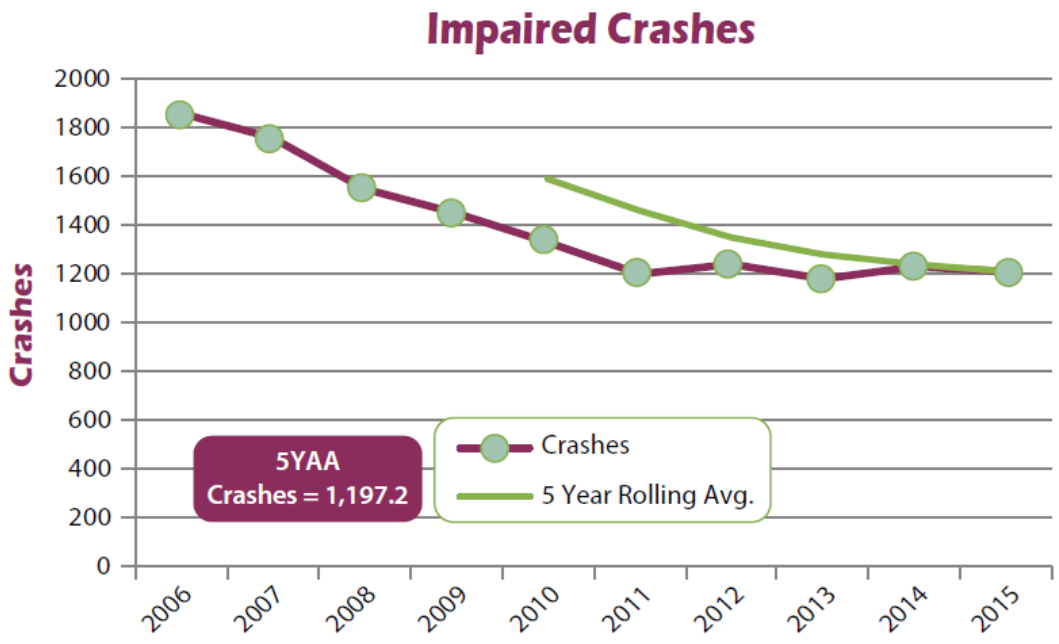
Project Name:	**MeBHS Planning and Administration**
Project Number:	PA18-001
Sub recipient:	MeBHS
Total Project Cost:	$530,682.30
Project Description:	This project will fund applicable contracts and staff salaries and expenses that are directly related to the planning, development, coordination, monitoring, auditing, reporting and evaluation of the MeBHS Highway Safety Plan, Annual Report, grants tracking system programs, grants, and sub grants. Funds are used for allowable expenses related to the operation of the office under all NHTSA programs, such as simulator repairs and supplies, office supplies, postage, printing, travel, dues and other appropriate costs. This project also funds staff attendance and participation on committees and trainings (including NHTSA TSI Courses), meetings, and conferences related to MeBHS' mission; and in-state monitoring of sub grantees.
Project Justification:	§1300.13 Special funding conditions for Section 402 Grants.

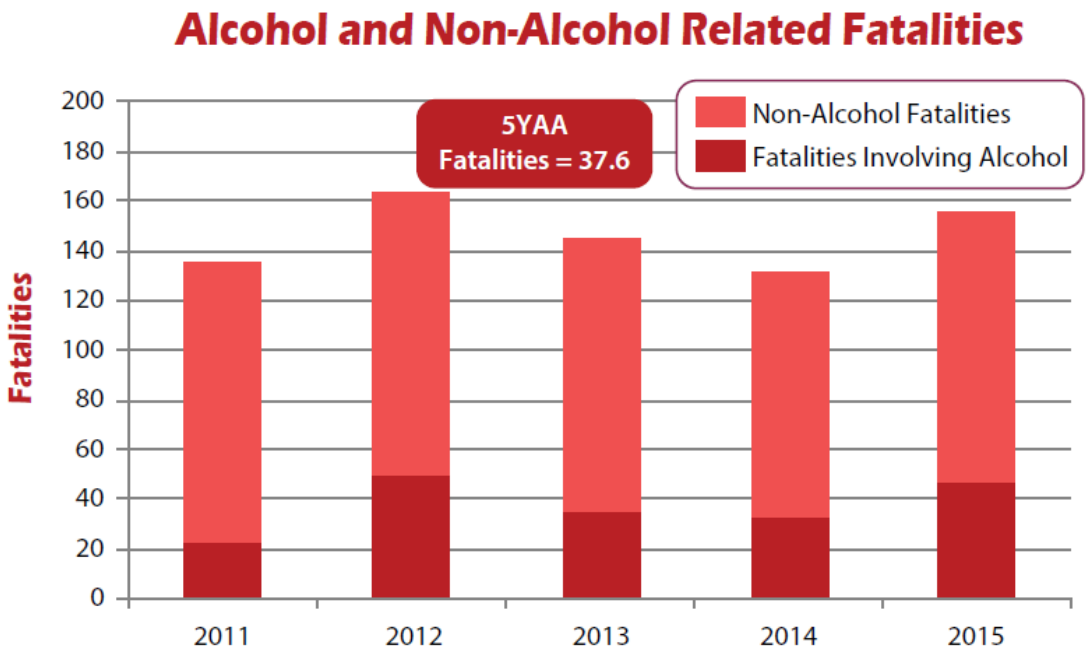
Funding Source: S.402	Amount: $530,682.30
Match Amount: $530,682.30	Indirect Cost: $0
MOE: $0	Local Benefit: $0

Program Area: Impaired Driving

Problem Identification: More countermeasure supporting information previously stated under (1300.11 (a) (3))

Maine Highway Safety Facts 2016:





Countermeasure Strategies: Program Administration

Innovative Countermeasure: No

Project Name:	**MeBHS Program Management and Operations**
Project Number:	AL18-001
Sub recipient:	MeBHS
Total Project Cost:	$150,000.00
Project Description:	Costs under this program area include allowable expenditures for salaries and travel for highway safety program staff. Costs also include general expenditures for operating costs e.g., printing, supplies, state indirect rates, insurance and postage.

Funding Source: s.402	Amount: $150,000.00
Match Amount: $37,500.00	Indirect Cost: $2,274.00
MOE: $0.00	Local Benefit: $0.00

Countermeasure Strategies: Integrated Enforcement

Innovative Countermeasure: No

Project Name:	**Regional Impaired Driving Task Force Teams (RIDE)**
Project Number:	2018-18AL
Sub recipient:	Cumberland County SO; Gorham PD; Hancock County SO; Sagadahoc County SO
Total Project Cost:	$125,000.00
Project Description:	Funds will support overtime costs and supplies to continue support of the enforcement efforts by Regional Impaired Driving Enforcement (RIDE) Teams. Approximately 20 officers are necessary to conduct the proposed enforcement details. RIDE Teams will be focusing their efforts during the summer months on the five counties with the greatest number of alcohol-impaired crashes: Cumberland, York, Sagadahoc, Penobscot (MSP) and Hancock. These Regional Teams conduct saturation patrols and sobriety checkpoints in selected locations (using evidence based traffic safety methods) throughout identified jurisdictions. Exact patrol locations are determined and agreed upon by the program coordinator and Law Enforcement Liaison in partnership with individual RIDE administrators. MeBHS monitors the successes of the grant as it is being conducted to determine if modifications need to be implemented to insure the activity is producing results.
Project Justification:	CTW, Eighth Edition 2015: 2.1: "Publicized Sobriety Checkpoint Programs" 2.2 "Publicized Saturation Patrol Programs" 2.5 "Integrated Enforcement"

Funding Source: s. 405d	Amount: $125,000.00
Match Amount: $31,250.00	Indirect Cost: $0.00
MOE: $0.00	Local Benefit: NA

Project Name:	**Maine State Police SPIDR Team**
Project Number:	2018-18AL
Sub recipient:	Maine State Police
Total Project Cost:	$70,000.00
Project Description:	The State Police Impaired Driving Reduction Enforcement Team (SPIDRE) is comprised of members of the Maine State Police that are proficient in NHSTA Standardized Field Sobriety Training, ARIDE, and several are certified as Drug Recognition Experts. SPIDRE consists of a team leader and team members available statewide. The SPIDRE Team will increase OUI saturation patrols and checkpoints, with a focus on

scheduled events where there is a significant potential for impaired drivers. The team leader will be a liaison within the MeBHS to work with other agencies. The Maine Bureau of Highway Safety Roadside Testing Vehicle (RTV) and agency message trailers will be utilized when assisting other departments at various events and OUI checkpoints throughout the state.

Project Justification: CTW, Eighth Edition 2015:

2.1: "Publicized Sobriety Checkpoint Programs"

2.2 "Publicized Saturation Patrol Programs"

2.5 "Integrated Enforcement"

Funding Source: s. 405d Amount: $70,000.00

Match Amount: $17,500.00 Indirect Cost: $0.00

MOE: $0.00 Local Benefit: NA

Countermeasure Strategies: Sobriety Checkpoints

Innovative Countermeasure: No

Project Name: **Impaired Driving Roadside Testing Vehicle (RTV) Operational Costs**

Project Number: 2018-18AL

Sub recipient: MeBHS

Total Project Cost: $25,000.00

Project Description: The Maine State Police (MSP), local law enforcement and the MeBHS will be reimbursed for all necessary RTV operational and maintenance expenses including supplies and equipment, overtime for the troopers and E911 employees working the RTV activities (estimated at $65 per hour for 300 hours), fuel, maintenance , and monthly fees associated with storage (estimated at $3600) tolls, radio fees , and OIT/Wi-Fi. This project benefits all Maine law enforcement agencies.

Project Justification: CTW, Eighth Edition 2015:
2.1: "Publicized Sobriety Checkpoint Programs"
2.2 "Publicized Saturation Patrol Programs
2.5 "Integrated Enforcement"

Funding Source: s.402 Amount: $25,000.00

Match Amount: $6,250.00 Indirect Cost: $0.00

MOE :$0.00 Local Benefit: $10,000.00

Countermeasure Strategies: Traffic Safety Resource Prosecutor

Innovative Countermeasure: No

Project Name:	**Traffic Safety Resource Prosecutor**
Project Number:	2018-18AL
Sub recipient:	MeBHS
Total Project Cost:	$205,000.00
Project Description:	A Traffic Safety Resource Prosecutor (TSRP) facilitates a coordinated, multi-disciplinary approach to the prosecution of traffic crimes with a strong focus on impaired driving. Funds will continue to support the TSRP contract, which assists Maine law enforcement, prosecutors, motor vehicle hearings examiners, DHHS lab technicians, and other state agencies with training, investigation and prosecution of traffic safety and impaired driving-related crimes. The TRSP will also assist with the implementation and coordination of the Impaired Driving Special Prosecutors (IDSPs) within selected prosecutorial districts in Maine. The TSRP is encouraged by NHTSA and proven effective in the fight against impaired driving.
Project Justification:	CTW, Eighth Edition 2015: 3.1 "DWI Courts"

Funding Source: s. 405d	Amount: $205,000.00
Match Amount: $51,250.00	Indirect Cost: $0.00
MOE: $0.00	Local Benefit: NA

Countermeasure Strategies: High Visibility Enforcement

Innovative Countermeasure: No

Project Name: **Campaigns:**	**Evidence Based Impaired Driving High Visibility Enforcement** ***NHTSA Drive Sober or Get Pulled Over and Drive Sober, Maine!***
Project Number:	2018-18AL
Sub recipient:	Various Law Enforcement Agencies identified through data
Total Project Cost:	$ 762,872.44
Project Description:	This project will support dedicated overtime costs for approximately 60 law enforcement agencies (LEA's) selected by data analysis, to participate in impaired driving enforcement details and checkpoints including those that support NHTSA's national campaigns in August and December (Holiday Season). The "*Drive Sober, Maine!"* campaign is designed to further address the impaired driving problem in Maine outside of the two two-week national campaigns during the months of April to September, based on an analysis of crash and fatality data

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

Project Justification: CTW, Eighth Edition 2015:
2.1: "Publicized Sobriety Checkpoint Programs"
2.2 "Publicized Saturation Patrol Programs
2.5 "Integrated Enforcement"

Funding Source: s. 405d Amount: $762,872.44

Match Amount: $190,718.11 Indirect Cost: $0.00

MOE: $273,000.00 Local Benefit: NA

Countermeasure Strategies: Law Enforcement Training

Innovative Countermeasure: No

Project Name: **Specialized Law Enforcement Training (Impaired)**

Project Number: 2018-18AL

Sub recipient: Maine Criminal Justice Academy

Total Project Cost: $25,000.00

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

Project Justification:	CTW, Eighth Edition 2015: 2.0 “Deterrence” 7.1 “Enforcement in Drugged Driving”
Funding Source: s. 402	Amount: $25,000.00
Match Amount: $6,250.00	Indirect Cost: $0.00
MOE: $0.00	Local Benefit: $25,000.00

Project Name:	**Blood Evidence Collection for Maine OUI Investigations: Law Enforcement Phlebotomy Technicians (LEPT) and Administrative Oversight of Civilian Blood Technicians.**
Project Number:	2018-18AL
Sub recipient:	MeBHS with Contracted Vendor
Total Project Cost:	$40,000.00

Project Description: This project provides for the training of law enforcement officers to become Phlebotomy Technicians through instruction from a qualified vendor and for the administrative oversight of already existing civilian blood technicians. This oversight includes working with law enforcement, prosecutors, and the other necessary State agencies for the creation of a statewide “Civilian Blood Technician” call out list as well as the creation of standards regarding the qualifications necessary to be included on that list and a procedure to ensure that only properly credentialed people do so. Lastly, this project will also include the creation of a shorter “bridge” course for Maine EMS personnel who may otherwise already be trained to draw blood. Funding is used for necessary consultant fees, training supplies, and administrative oversight time.

Project Justification: Maine law enforcement experiences difficulty in obtaining qualified medical personnel to draw blood within a time frame that is required for OUI prosecution. Many health care providers are reluctant to assist in drawing blood for testing to support OUI prosecution. Training law enforcement officers for this function alleviates these concerns, reduces the time frame necessary from stop to test, and addresses chain of custody issues resulting in better cases for prosecution. Similar projects in other states have proven effective in increasing the number of drug and alcohol prosecutions. This project remains relatively new for Maine, but we anticipate more law enforcement agencies will send officers to the training as the issue of drugged driving becomes more widely recognized especially now that Maine has legalized recreational marijuana.

Maine already has an existing set of civilian “blood technicians” that some law enforcement agencies rely call on a regular basis. The State Highway Fund reimburses these technicians on a call-out basis however, there is no administrative oversight. The call-out lists are not consistent for area to area and none of the blood technicians are vetted for qualifications and background.

CTW, Eighth Edition 2015:
7.1 "Enforcement of Drugged Driving"

Funding Source: s. 405d	Amount: $40,000.00
Match Amount: $10,000.00	Indirect Cost: $0.00
MOE: $0.00	Local Benefit: NA

Project Name:	**OUI Chemical Testing Evidence Kit Administrative Oversight**
Project Number:	2018-18AL
Sub recipient:	MeBHS with Contracted Vendor
Total Project Cost:	$20,000.00
Project Description:	This project creates an administrative oversight of certain chemical evidence that is critical in OUI cases. The administrative oversight will include the ability to obtain, modify (as needed), store, distribute, and track blood and urine kits used for evidence collection in OUI cases. This project will also work with the LEPT Program, DRE Program, the DHHS Lab, and the TSRP and LEL to ensure that the chemical evidence collection kits used are of a quality appropriate for the purpose of producing reliable test results, practical and usable to law enforcement, and admissible in court. Additionally, the project will also be responsible for the creation and dissemination of a training program about the chemical testing kits, their proper use, how to obtain them and where they will be sent for analysis.
Project Justification:	The State of Maine does not currently provide any administrative oversight for blood and urine kit use in OUI cases. As a result, the kits provided are not of the most practical quality. Additionally, their logistical distribution is not well coordinated and many kits are wasted annually. Law enforcement officers and prosecutors are not consistently trained in their proper use and interpretation. Chemical testing of blood and urine is becoming more and more important in addressing OUI cases, especially OUI drug cases in the light of the legalization of recreational marijuana.

Funding Source: s. 402	Amount: $20,000.00
Match Amount: $5,000.00	Indirect Cost: $0.00
MOE:$0	Local Benefit:$0

Countermeasure Strategies: Law Enforcement Training and Prosecutor Training

Innovative Countermeasure: Yes

Project Name:	**Maine Annual Impaired Driving Summit (with AAA NNE)**
Project Number:	2018-18AL
Sub recipient:	AAA Northern New England
Total Project Cost:	$25,000.00
Project Description:	MeBHS, with our partners, intend to increase awareness of the growing issue of drug impaired driving by hosting an annual summit similar to previous successful summits. The date and location will be determined upon contract negotiation with AAANNE. The project opportunity will be released upon approval of this Plan. Impaired Driving Summits are attended by over 200 people. Several out of state national speakers present at the conference. CEU's were granted to eligible participants in the legal field. A survey was conducted to measure the attendance and effectiveness of the Summit. Responses indicated a need for a yearly summit. The goal is to increase the attendance of the 2018 Impaired Driving Summit and to encourage greater judicial and legislative attendance. The Summit generated a significant amount of earned media and the after-event survey provided useful recommendations for ongoing annual summits in Maine
Project Justification:	The Governors Highway Safety Association (GHSA) continues to support elevating drugged driving to a national priority and calls upon states to implement strategies in drugged driving detection, enforcement, and prosecution. Substance-impaired driving should be approached as a single issue with comprehensive policies that address alcohol, illicit/illegal drugs, prescriptions, and over-the-counter medications. Maine will implement legal recreational marijuana in February of 2018. CTW, Eighth Edition 2015: 2.0 "Deterrence" 7.1 "Enforcement in Drugged Driving"

Funding Source: s. 402	Amount: $25,000.00
Match Amount: $6,250.00	Indirect Cost: $0.00
MOE: $0.00	Local Benefit: $0.00

Countermeasure Strategies: Law Enforcement Outreach Liaison: (Impaired Driving Coordinator is an allowable cost under S.405d)

Innovative Countermeasure: No

Project Name:	**Maine State Police Impaired Driving Coordinator**
Project Number:	2018-18AL
Sub recipient:	Maine State Police
Total Project Cost:	$ 135,000.00
Project Description:	This project supports the continuation of one Maine State Police Trooper FTE position within the Maine State Police (MSP) Traffic Safety Unit. This position assists the MeBHS and the MSP with the creation, administration and improvement of various traffic safety programs aimed at reducing impaired driving by alcohol and drugs. This position works closely with various partners and committees such as the MeBHS, MCJA, BMV, Impaired Driving Task Force, LEL and TSRP, to deliver the best possible impaired driving reduction products and information that save lives. This will include, but, not be limited to, the DRE program, blood technician program, OUI/SFST instruction, ARIDE, impaired driving enforcement, educational speaking engagements, PSAs, awareness and prevention programs and monitoring of legislative issues. This position will also be responsible for other duties as assigned by the MSP Commanding Officer(s).
Project Justification:	CTW, Eighth Edition 2015: 2.0 Deterrence

Funding Source: s. 405d	Amount: $135,000.00
Match Amount: $33,750.00	Indirect Cost: $0.00
MOE: $0.00	Local Benefit: NA

Countermeasure Strategies: Other

Innovative Countermeasure: Yes

Project Name:	**Law Enforcement Call-Out Reimbursement for Drug Recognition Experts and Law Enforcement Phlebotomy Technicians.**
Project Number:	2018-18AL
Sub recipient:	MeBHS
Total Project Cost:	$ 30,000.00
Project Description:	This project supports a recommendation of the Maine Impaired Driving Task Force (IDTF) to increase the availability of Drug Recognition Experts (DRE) and Law Enforcement Phlebotomy Technicians (LEPT) personnel by

reimbursing overtime expenses when they are called-out from off-duty to assist on-duty officers investigating OUI cases.

Project Justification: The lack of available on-duty DREs and LEPTs 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 an OUI drug investigation, a proper foundation cannot always be established for prosecution. Furthermore, Maine law enforcement experiences difficulty in obtaining qualified personnel to draw blood within a time frame that is required for OUI prosecution. Reimbursement for specialized officers started with the FFY 2015 Plan and has increased in participation each year. Agencies are more inclined to allow their specialized officers to assist in impaired 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 now that Maine has legalized recreational marijuana.

Funding Source: s.402	Amount: $30,000.00
Match Amount: $7,500.00	Indirect Cost: $0.00
MOE: $0.00	Local Benefit: $30,000.00

Countermeasure Strategies: Judicial Outreach Liaison (see below justification)

Innovative Countermeasure: No

Project Name: **Judicial Outreach Liaison Position**

Project Number: 2018-18AL

Sub recipient: MeBHS with Contracted Vendor

Total Project Cost: $ 250,000.00

Project Description: This funding will support a full-time position for a Judicial Outreach Liaison (JOL) that was approved by the State Department of Purchases in FFY2017. The JOL is responsible for developing a network of contacts with judges and judicial educators to promote judicial education related to sentencing and supervision of OUI offenders, court trial issues, and alcohol/drug testing and monitoring technology. In addition, the JOL makes presentations at meetings, conferences, workshops, media events and other gatherings that focus on impaired driving and other traffic safety programs. The JOL identifies barriers that hamper effective training, education or outreach to the courts and recommends alternative means to address these issues and concerns. With the help of the Traffic Safety Resource Prosecutor, the JOL achieves uniformity with regard to impaired driving prosecution throughout Maine. The planned funding will include a salary will need to be competitive with the current Maine Judiciary Retirement Plan. Maine Judges can serve as “active retired” with a significant pension provided they work only a few hours a

month. The Maine State JOL will have a busy work load, so more pay is required and because most eligible judges will require significant traffic safety training, the cost will also include in-state travel , out-of-state travel for at least four impaired driving-related conferences (LifeSavers, DRE, GHSA, and a judicial specific conference), as well as travel and tuition for classes on traffic safety and impaired driving at the National Judicial College.

Project Justification:	CTW, Eighth Edition 2015: 3.1 "DWI Courts" 3.2 "Limits on Diversion and Plea Agreements" 3.3 "Court Monitoring" 3.4 "Sanctions"

Funding Source: s.405d	Amount: $250,000.00
Match Amount: $62,500.00	Indirect Cost: $0.00
MOE: $0.00	Local Benefit: NA

Countermeasure Strategies: Judicial Education (proposed by Region 1 JOL)

Innovative Countermeasure: No

Project Name: **Maine Judicial Education**

Project Number: 2018-18AL

Sub recipient: Maine Courts

Total Project Cost: $6,614.00

Project Description:

Currently there is no standardized curriculum for providing judges with a specifically focused training protocol relating to recognized countermeasures against Driving Under the Influence of Drugs or Alcohol and the existing and emerging technologies in support of the countermeasures. As a result, trial judges responsible for deciding disputes arising from prevention, detection, apprehension and correction of impaired driving may have no familiarity with the science, best technical practices and related constitutional and evidentiary issues raised in court before trial. For example, not all judges are trained in current developments in Drug Recognition Expertise or Evaluations (DRE), DUI Courts, court-monitored pre-trial DUI release protocols (e.g.: "24/7" and "target 25," etc.), ignition Interlock supervision, pre and post-conviction sanction options, and alternative sentencing.

Such training is not often available in New England, and when available, the Court Administrator's Office may afford to send a few, but not many trial judges to attend. Traffic safety judicial education deserves the same opportunities as are typically offered judges in DNA science, abuse, accounting, statistics, genetics, alcohol ingestion and elimination, elemental psychology and pathology and relevant evidentiary issues.

Strategies: 1) Design, organize and promote specific traffic safety judicial education programs in-state, region-wide, or both, that include judge moderators on defense-prosecution panel presentations addressing best-practices, and evidentiary, procedural and constitutional issues arising from traffic safety enforcement prosecutions. 2) Provide

dedicated funding to the Court Administrator's Office to pay for travel expenses for such presenters and, when public salaries do not pay for their time, to compensate them. 3) provide dedicated funding to the Court Administrator's Office to fund reimbursement for travel expenses for up to six judges to attend out-of-state programs in New England on the same topics.

Goals: Provide specific education to trial judges regarding

- DRE procedures and toxicology related to drugged driving;
- The pros and cons on admissibility of testimony from specially trained police officers absent medically or toxicologically trained experts;
- Electronic monitoring and judicial supervision, early-intervention, DWI Courts and alternative DUID/DUIA sentencing, and pre-trial release options;
- Constitutional challenges, search & seizure and any other topical judicial/factual/ legal issues arising in court out of traffic safety enforcement, such as, but not limited to, distracted driving and passenger protection.

Establish funding for judicial education on topics relevant to highway safety enforcement, particularly in connection with the NHTSA publication "Countermeasures that Work," Eighth Edition, 2015.

Maine has expert TSRP, LEL, DRE resources in State that can assist with this training. Additionally, Maine's Impaired Driving Special Prosecutors and specialized OUI defense attorneys will provide excellent local flavored training without the need for travel costs.

However, the judiciary will benefit from exposure to out-of-state experts as well. Some faculty presenters are already identified. Publically employed forensic scientists and DREs from MA, RI and NH, and two VT judges are willing to teach. It is expected that defense attorneys will be similarly recruited. Based on conversations with Region 1, NE State Highway Safety Offices and some TSRPs it is anticipated that other prosecutors, judges and forensic experts from neighboring states will be available to teach as well, if their travel expenses are covered. There are also DWI/Drugged Driving/alternative sentencing experts, and DRE and DWI expert RJOLS from other regions across the country, available if their airfare or mileage and travel expenses can be covered.

Additionally, the National Judicial College indicates that, with sufficient advance planning, it can supply, at its expense, a DRE teaching team including a DRE specialist, prosecuting and defense attorney experts and a judge-moderator, for a state or regional presentation.

Budget Estimate Support:

$2400 for Out of State Judicial Instruction

$400 p/judge X 6 judges = $2400.00. Based on the November, 2016 Marlborough, MA program sponsored by the NEADCP and MA Judicial Institute, travel expenses are generally estimated to be $400.00 per/person per/day (200 miles RT X .575=$115, hotel @ $150, per diem $69, fee $50).

$2000 for Non-public Salaried Presenters

$500 p/presenter p/day X 4 presenters = $2000.00. Based on an arbitrary salary amount of $130,000, a daily rate for a presenter's time is estimated at $500 ($62.00 p/hr. X 8 = $500).

$2214 for Presenters Travel From Out of State (if needed)

$2214.00 for three expert presenters to travel round trip from as far away as Detroit, MI or Philadelphia, PA (per Orbitz: $300.00 RT from DTW-BVT, $312 RT from PHL-BVT X 3 experts = $1000); plus $900.00 lodging (2 nights @ $150 p/night X 2 =$300 X 3 experts =$900); plus $414 per diem (2 days @ $69 X 2 =$138 X 3 experts =$414).

Project Justification: CTW, Eighth Edition 2015:
7.1 "Enforcement of Drugged Driving"
7.2 "Drugged Driving Laws"

Funding Source: s. 405d — Amount: $6,614.00

Match Amount: $1,653.50 — Indirect Cost: $0.00

MOE: $0.00 — Local Benefit: NA

Countermeasure Strategies: Prosecutor Training

Innovative Countermeasure: No

Project Name: **Maine Prosecutor Training**

Project Number: 2018-18AL

Sub recipient: MeBHS with Contracted Vendor

Total Project Cost: $ 30,000.00

Project Description: Maine's Traffic Safety Resource Prosecutor, The Maine Law Enforcement Liaison, and the Maine State Police Impaired Driving Reduction Trooper have collaborated to create a two-day class relevant to OUI enforcement and investigation for Prosecutors. This class "Impaired Driving for Prosecutors" is aimed at presenting the concepts and principles employed by law enforcement officers in OUI investigation; including alcohol and drug impairment, chemical testing, fatal motor vehicle investigation and relevant Maine case law. The class is accredited by the Maine Board of Bar Overseers for continuing legal education credits and was held in numerous prosecutorial districts in past years. It has been well received and requested again by prosecutors.

This year MeBHS will attempt to offer this class in several locations within Maine – especially the northern and less populated areas. Furthermore, with the advent of a new TSRP in New Hampshire we will reach out and offer invitations for New Hampshire prosecutors as well.

In addition to this locally taught class for Maine prosecutors, the MeBHS has sponsored classes annually from the National Traffic Law Center to be held here in Maine. Past classes were "Prosecuting the Drugged

Driver" and "Lethal Weapon." This year, MeBHS would like to sponsor the NTLC's "Cops in Courts" class.

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 NTLC's training to include printing/ materials, travel, and registration fees for the District Attorneys participating in the program. The location, date, and time of the trainings are yet to be determined.

Project Justification: CTW, Eighth Edition 2015:
7.1 "Enforcement of Drugged Driving"
7.2 "Drugged Driving Laws"

Funding Source: s. 405d Amount: $30,000.00

Match Amount: $7,500.00 Indirect Cost: $0.00

MOE: $0.00 Local Benefit: NA

Countermeasure Strategies: Drugged Driving

Innovative Countermeasure: No

Project Name: **Blood Drug Testing Fees**

Project Number: 2018-18AL

Sub recipient: Maine DHHS
Total Project Cost: $1,600,000.00

Project Description: In-State blood drug testing is critical for prosecutors to obtain OUI convictions. Outsourcing creates logistical problems as the prosecution has to adhere to Confrontation Clause requirements and obtain out-of-state laboratory personnel and experts to testify. As a result, few drug tests are completed on blood for Maine prosecution. The Maine Health and Environmental Testing Lab has state-of-the-art testing equipment and will soon be ready to move forward with creating and implementing blood drug testing regimes that will withstand legal scrutiny. Maine is taking an aggressive stance against drugged drivers by increasing the Drug Recognition Expert and Phlebotomy Technician programs. This project provides funds for testing blood samples at the Maine Test Lab and out of state lab(s) which enhances the prosecutor's ability to withstand challenges by the defense. The experts needed to testify are now readily available and are not cost prohibitive, which results in aggressive prosecution and more favorable outcomes. Estimated 4,000 blood drug tests at $400 per test.

Project Justification: CTW, Eighth Edition 2015:
7.1 "Enforcement of Drugged Driving"

Funding Source: s.405d Amount: $1,600,000.00

Match Amount: $400,000.00 Indirect Cost: $0.00

MOE:$0.00 Local Benefit:NA

Project Name:	**DHHS Health and Environmental Testing Lab (HETL) Staff Position**
Project Number:	2018-18AL
Sub recipient:	Maine DHHS
Total Project Cost:	$125,000.00

Project Description: This project provides funding for the costs of additional lab staffing (chemist or toxicologist) who can analyze blood samples for drugs at the Maine Health and Environmental Testing Lab and provide expert toxicological or pharmacological testimony for Maine prosecutors as needed.

Project Justification: In light of Maine's continued struggle with opiate addition and the recent legalization of recreational marijuana, in-State blood drug testing is critical for prosecutors to obtain OUI drug convictions. Maine is taking an aggressive stance against drugged drivers by increasing the Drug Recognition Expert, ARIDE, and Phlebotomy Technician programs in order to assist in obtaining these tests at the investigatory level. Furthermore, the Maine Health and Environmental Testing Lab has state-of-the-art testing equipment and will soon be ready to move forward with creating and implementing blood drug testing regimes that will withstand legal scrutiny. However, the lab currently lacks to staffing to take on these additional testing duties. Therefore, Maine currently outsources blood drug testing.

Outsourcing creates logistical problems as the prosecution must to adhere to Confrontation Clause requirements and obtain out-of-state laboratory personnel and experts to testify for any OUI drug case that may go to trial. As a result, few drug tests are completed on blood for Maine prosecution. By providing in-State testing and toxicological experts on staff, the resources needed by the prosecution to testify are now readily available and are not cost prohibitive. This results in aggressive prosecution and more favorable outcomes.

CTW, Eighth Edition 2015:
7.1 "Enforcement of Drugged Driving"

Funding Source: s.405d	Amount: $125,000.00
Match Amount: $31,250.00	Indirect Cost: $0.00
MOE: $0.00	Local Benefit: NA

Project Name: **Impaired Driving Special Prosecutors (IDSP) Positions**

Project Number:	2018-18AL
Sub recipient:	Maine Office of the Attorney General
Total Project Cost:	$500,000.00

Project Description:

An IDSP is a member in good standing of the Maine bar with knowledge, education and experience in the prosecution of OUI crimes. The IDSP works directly with selected Maine prosecutorial districts to assist with the prosecution of OUI crimes. The IDSPs in the counties of Cumberland, Androscoggin and Penobscot participated in the State DRE School, the Impaired Driving Summit, and the basic law enforcement academy Standardized Field Sobriety Testing School. Some prosecutors went on ride-alongs with local law enforcement to observe impaired driving arrests in person and others have started a state brief bank containing impaired driving related briefs on repeated evidence and trial issues. All the IDSPs have worked closely and communicate regularly with Maine's TSRP in grappling with some of the issues Maine faces in OUI enforcement and prosecution. This multi-jurisdictional effort has increased the ability of all prosecutors in Maine to more efficiently handle their OUI caseload and understand the complex and technical issues association with drug impaired driving prosecution. This is especially important in the coming 2018 budget year as Maine becomes the seventh state to implement voter legalized recreational marijuana.

Funds support salary requirements, one computer and the appropriate software license for each participating district, and reimbursement for the IDSPs to attend two out-of-state conferences that will enhance their special knowledge and training. One IDSP from each county will be selected to attend the national TSRP training and the national DRE Conference.

Project Justification: CTW, Eighth Edition 2015:
7.2 "Drugged Driving Laws"

Funding Source: s.405d	Amount: $500,000.00
Match Amount: $125,000.00	Indirect Cost: $0.00
MOE: $0.00	Local Benefit: NA

MeBHS Program Management and Operations	402/308	150,000.00
RIDE Teams	405d	125,000.00
Maine State Police SPIDR Team	405d	70,000.00
Impaired Driving RTV Operations	402/308	25,000.00
Traffic Safety Resource Prosecutor	405d	205,000.00
EB Impaired Driving HVE	405d	762,872.44
Specialized Law Enforcement Training	402/308	25,000.00
Law Enforcement Phlebotomy Technicians	405d	40,000.00
OUI Chemical Testing Evidence Kit Administrative Oversight	402	20,000.00
Maine Annual Impaired Driving Summit	402/308	25,000.00
MSP Impaired Driving Coordinator	405d	135,000.00
LEA Specialized Call-Out Reimbursement	402/308	20,000.00
Judicial Outreach Liaison	405d	250,000.00
Judicial Education	405d	6,614.00
Maine Prosecutor Training	405d	30,000.00
Blood Drug Testing Fees	405d	1,600,000.00
DHHS HETL Chemist Position	405d	125,000.00
Impaired Driving Special Prosecutors	405d	500,000.00
TOTAL		**4,114,486.44**

Program Area: Occupant Protection and Child Passenger Safety

Problem Identification: More countermeasure supporting information previously stated under (1300.11 (a) (3))

From the 2016 Observational Seat Belt Usage Survey, the latest use figures showed an increase in the proportion of Maine's population buckling up, at **85.8**% overall. While the use of safety belts has improved considerably from earlier years, many states still have higher use rates.

The female use rate has been consistently higher than that of males; that pattern continued in 2016. While 89.6% of all female occupants were restrained, only 82.7% of males were using their seatbelts. This is a slight increase for both males and females.

In 2016, 85.8% of drivers were using seatbelts and 86.1% of passengers were using seat belts. There is no clear pattern in use rates by seating position as drivers and passengers have often alternated with the highest use rates over the past four years.

The belt use rate in rural locations remained slightly higher than that of urban locations, at 86.6% and 86.1% respectively. The gap between the two areas has been narrowing considerably over the last few years, after a consistent pattern of higher use in urban areas for many years. This marks the third consecutive year that rural rates have passed urban rates.

There is one clear difference in driver safety belt use rates according to the type of vehicle the driver is operating. At 78.7%, drivers of **pickup trucks** have a considerably lower use rate than drivers of any of the other types of vehicles (see Table for use rates of all drivers by vehicle type). It is likely that the selection of a vehicle and the decision of whether to buckle up or not are both related to gender, age, lifestyle and other factors. With implementation of the primary enforcement law, however, drivers in pickup trucks have shown strong improvement, going from 68.6% in 2007 to 78.7% in 2016, the highest use rate yet recorded for pickup truck drivers. When drivers use their safety belts, other occupants of the vehicle (who are most likely friends or family of the driver) are more than twice as likely to use their belts as they are when the driver is not using a belt, 91.3% vs. 43.2%; The gap, however has narrowed, and in 2016 passengers of unbelted drivers buckled up at a higher rate than they did in 2015 (43.2% this year vs. 40.5% last year).

Observations were conducted on all days of the week, and while there are slight variations in safety belt usage across the days , there is no readily apparent pattern to the findings. The assignment of days and times of observation to the sites was systematic and unbiased, but the number of observations obtained on each day varied considerably because the traffic volume at the selected sites varied. Use rates are highest on Thursdays (87.6%) and lowest on Wednesdays, at (84.3%).

Safety belt use varies throughout the day. The highest rates are from 7:00 a.m. to 8:59 (87.5%). The lowest rates occur between 1:30 p.m. and 3:29 p.m. (85.0%).

Occupant Protection Plan

MeBHS is committed to continuing the progress made in prior years. Maine is categorized as a *Lower Belt Rate Use State* and a primary seat belt use law state. Entering into FFY 2018, Maine continues to provide consistent, efficient and sustained programmatic oversight of the state's Occupant Protection (OP) program. The staff will utilize the 2017 Occupant Protection assessment to evaluate critical information, recommendations; and advisories for the continued development and management of an effective occupant protection program. In FFY2018, MeBHS will provide funding to the MSP and other law enforcement agencies for enforcement of the occupant protection laws in each of Maine's sixteen counties. In coordination with the Occupant Protection Task Force and the SHSP, MeBHS continues to foster strong relationships with federal, state and local partners, as well as seek out new highway safety partners.

MeBHS continues to work with our media contractor to create, design, and disseminate media messaging that effectively promotes the lifesaving importance of seat belt use and child restraints. The targeted messages will be directed based on all of the data presented in this plan.

Occupant Protection Task Force

Name	**Title**	**Organization**
Lauren V. Stewart	Director	Maine Bureau of Highway Safety
Corrine Perreault	Highway Safety Coordinator, OP	Maine Bureau of Highway Safety
Preston Bjorn	Trauma Nurse Coordinator	EMMC
Carl Joy	Driver Education Instructor	MEDTSEA
Thomas Judge	Executive Director	Lifeflight of Maine
Mary-Anne LaMarre	Executive Director	Maine Sheriffs Association
Andy MacLean	Dep. Executive VP and General Counsel	Maine Medical Association
Angela Westhoff	Executive Director	Maine Osteopathic Association
Pat Moody	Manager of Public Affairs	AAA Northern New England
Lance Mitchell	Sergeant	Knox County Sheriff Office
Rick Tarr	Traffic Safety Educator	Atlantic Partners, EMS
Haley Fleming	Police Officer	Winslow Police Department

Chief Chris Lewis	Chief of Police, Topsham Police Dept.	Maine Chiefs of Police Association
Patty Morneault	Deputy Secretary of State	Maine Bureau of Motor Vehicles
Lt. Bruce Scott	Lieutenant, Traffic Safety Unit	Maine State Police
Duane Brunell	Project Manager, Safety Office	Maine Department of Transportation

Child Passenger Safety Technician Plan

MeBHS continues to expand its active network of child passenger safety distribution and inspection sites. Child safety restraints are distributed and tracked in a database. The database includes the number of caregivers and children serviced, along with the particular car seat type issued, and corresponding distribution information gathered. The database is used to also track inventory at each partner location to ensure appropriate car seat ordering. Approximately 870 child safety restraints were distributed to income eligible families; however, the demand for these seats continues.

Safety seats and supplies are used to assist in proper car seat installation and education to families. Educational materials currently include: MeBHS Child Passenger Safety brochures explaining Maine law and federal recommendations for greater safety; bookmarks outlining Maine law for booster seat use and the 5 step test to ensure continued boosters seat use until the proper seat belt fit is achieved. A comprehensive CPS educational booklet has been finalized to replace the currently used individual educational materials.

Distribution sites and Inspection stations have at least one certified staff member who educates caregivers about the proper use and installation of child safety seats. These technicians also provide instruction to families transporting their children home from the hospital for the first time.

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 the use of these service locations/centers and are directed to services upon entry to the State.

Planned CPS Certification Courses

FFY18 CPS Certification Courses				
Anticipated Locations	Berwick	Bar Harbor	Lewiston	Bangor
Number of anticipated students	25	25	25	25

Population Statistics

MAINE – Population – 1,329,328

1 Cumberland County 289,977 21.8%

2 York County 201,169 15.1%

3 Penobscot County 152,692 11.5%

4 Kennebec County 119,980 9%

5 Androscoggin County 107,233 8%

6 Aroostook County 68,628 5%

7 Oxford County 57,202 4%

8 Hancock County 54,659 4%

9 Somerset County 51,113 4%

10 Knox County 39,855 3%

11 Waldo County 39,155 3%

12 Sagadahoc County 35,149 3%

13 Lincoln County 33,969 3%

14 Washington County 31,625 2%

15 Franklin County 29,991 2%

16 Piscataquis County 16,931 1%

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

The MEBHS has a comprehensive media plan to direct small communities to the service providers that offer seats to income eligible families. The distribution sites conduct outreach in their own communities as well.

Car Seat Inspection Locations

The Bureau of Highway Safety has partner locations around the State of Maine where people can make an appointment with a certified car seat technician for car seat installation assistance, education, and guidance.

Services that Technicians may provide include, but are not limited to, inspecting your car seat to see if you have it installed correctly, providing education when to transition to another car seat type, re-inspecting your car seat when you have moved it to another vehicle, or car seat placement in a vehicle where all the seats need to be occupied.

Androscoggin County	**Oxford County**
Pediatric Associates 33 Mollison Way Lewiston, ME 04240 207.784.5782	
Aroostook County	**Penobscot County**
Presque Isle Fire Department 43 North State Street, Suite A Presque Isle, ME 04769 207.769.0881	Bangor Public Health 103 Texas Avenue Bangor, ME 04401 207.992.4553 Old Town Police Department 150 Brunswick Street Old Town, ME 04468 207.827.3984 Orono Police Department 63 Main Street Orono, ME 04473 207.866.4000 Veazie Police Department 1084 Main Street Veazie, ME 04401 207.947.2358

Cumberland County	Piscataquis County
Freeport Police Department 16 Main Street Freeport, ME 04032 207.865.4800 Gorham Fire Department 270 Main Street Gorham, ME 04038 207.222.1657 Westbrook Police Department 570 Main Street Westbrook, ME 04092 207.854.0644 ext. 2551	
Franklin County	**Sagadahoc County**
	Bath Police Department 250 Water Street Bath, ME 04530 207.443.5563 ext. 212
Hancock County	**Somerset County**
Bar Harbor Fire Department 37 Firefly Lane Bar Harbor, ME 04609 207-288-5533 Ellsworth Fire Department 1 City Hall Plaza Ellsworth, ME 04605 207.667.8666 207.667.2168	Sebasticook Valley Hospital 447 North Main Street Pittsfield, ME 04967 207-487-4098
Kennebec County	**Waldo County**
Augusta Police Department 33 Union Street Augusta, ME 04330 207.626.2370 Bureau of Highway Safety 45 Commerce Drive, Suite 1 Augusta, ME 04333 207.626.3840 Sensory Gym LLC. 599 Maine Avenue, Suite 3 Farmingdale, ME 04344 207.213.7069	Searsport Police Department 3 Union Street Searsport, ME 04974 207.548.2304

Knox County	Washington County
Knox County Sheriff's Office 301 Park Street Rockland, ME 04841 207.594.0429 Penobscot Bay Medical Center 6 Glen Cove Drive Rockport, ME 04856 207.921.8343 Rockland Fire Department 118 Park Street Rockland, ME 04841 207.594.0318	Passamaquoddy Health Center 401 Peter Dana Point Road Princeton, ME 04668 207.796.2321
Lincoln County	**York County**
Wiscasset Ambulance Service 51 Bath Road Wiscasset, ME 04578 207.882.8204	Berwick Police Department 20 Wilson Street Berwick, ME 03901 207.698.1136 Biddeford Police Department 39 Alfred Street Biddeford, ME 04005 207.282.5127 Kennebunk Police Department 4 Summer Street Kennebunk, ME 04043 207.604.1365 Kittery Police Department 200 Rogers Road Kittery, ME 03904 207.439.1638 Saco Police Department 20 Storer Street Saco, ME 04072 207.282.8216 Saco Fire Department 271 North Street Saco, ME 04072 207.282.3244 Waterboro Fire Department 6 John Smith Road East Waterboro, ME 04030 207.247.5299

Car Seat Distribution Locations

Car Seat Distribution Locations

The Bureau of Highway Safety has partner locations around the State of Maine where income eligible families can make an appointment with a certified car seat technician to obtain a car seat.

To be eligible you must be able to provide:

- A current State of Maine Driver's License or current State of Maine Identification
- Be participating in one of the following:
  - Women, Infants, and Children (WIC)
  - Mainecare (Medicaid)
  - Temporary Assistance for Needy Families (TANF)
  - Supplemental Nutrition Assistance Program (SNAP)
  - WIC folder with current dated vouchers or a current dated letter of eligibility from the other above mentioned programs you are currently participating in.

This service is available by appointment only. Make sure to plan ahead, there may be a slight wait time to meet with a technician. Your child will need to be present during the appointment. For expecting families the appointment cannot be scheduled more than one month before the due date.

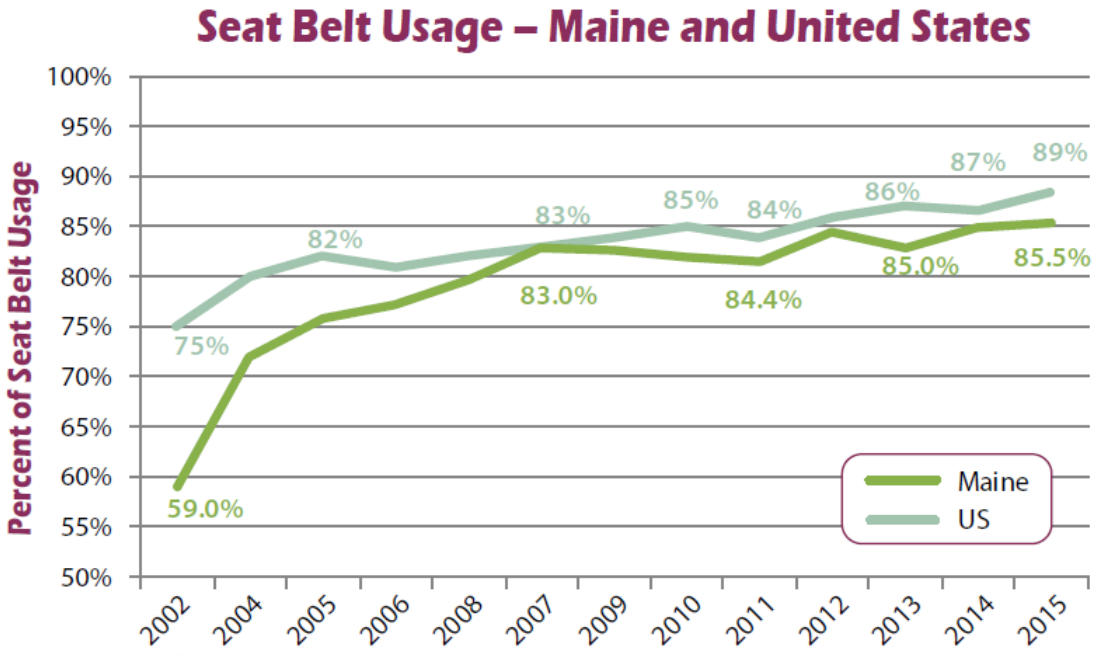
Androscoggin County	Oxford County
Central Maine Medical Center 300 Main Street Lewiston, ME 04240 207.795.2695 Pediatric Associates **SERVICE CURRENTLY UNAVAILABLE** 33 Mollison Way Lewiston, ME 04240 207.784.5782 St. Mary's Sisters of Charity Health Systems Community Clinical Services Pediatrics 330 Sabattus Street Lewiston, ME 04240 207.755.3160	Stephen's Memorial Hospital 181 Main Street Norway, ME04268 207.743.1562 ext. 6955

Aroostook County	Penobscot County
Aroostook Medical Center Pediatrics 23 North Street, Suite 1 Presque Isle, ME 04769 207.764.4913 Cary Medical Center Child Department 163 Van Buren Road Caribou, ME 04736 207.498.6921 Presque Isle Fire Department 43 North State Street, Suite A Presque Isle, ME 04769 207.769.0881	Bangor Public Health 103 Texas Avenue Bangor, ME 04401 207.992.4553 Health Access Network 175 West Broadway Lincoln, ME 04457 207.794.6700 Old Town Police Department 150 Brunswick Street Old Town, ME 04468 207.827.3984 Orono Police Department 63 Main Street Orono, ME 04473 207.866.4000 Penobscot Indian Nation Health Center 23 Wabanaki Way Indian Island, ME 04468 207.817.7416
Cumberland County	**Piscataquis County**
Catholic Charities Refugee and Immigration Services 80 Sherman Street Portland, ME 04101 207.523.2711 Gorham Fire Department 270 Main Street Gorham, ME 04038 207.222.1657 Woodford's Family Service 15 Saunders Way Suite 900 Westbrook, ME 04062 207.878.9663	Mayo Regional Hospital - OB Department 897 West Main Street Dover-Foxcroft, ME 04426 207.564.4292

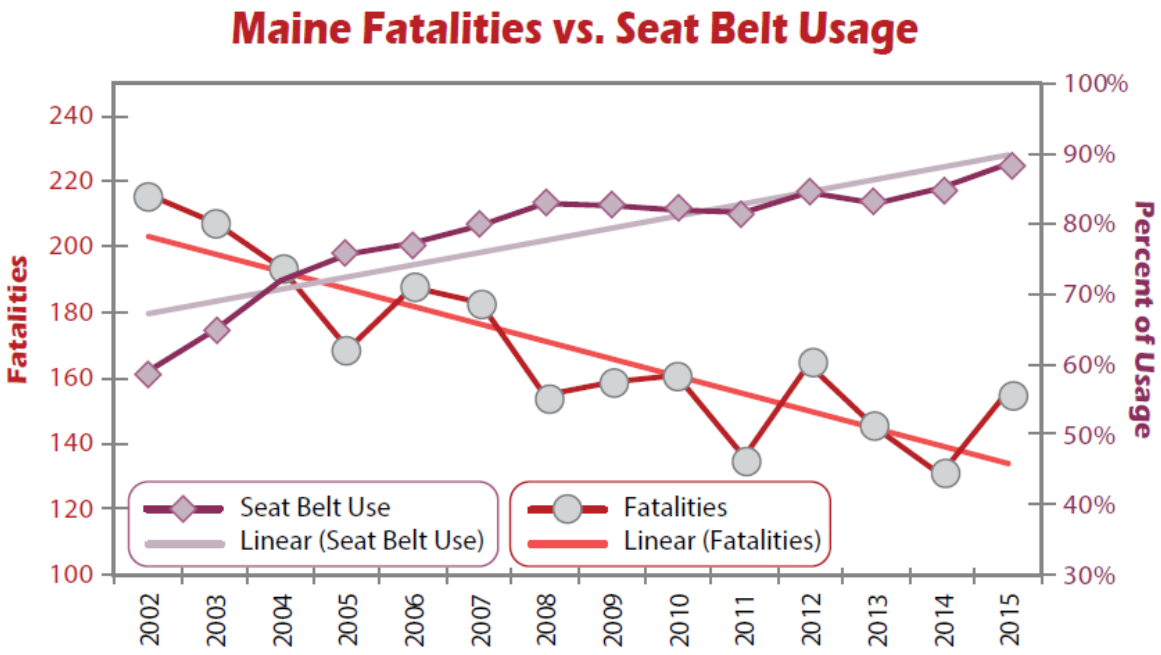
Franklin County	Sagadahoc County
Healthy Community Coalition 105 Mt. Blue Circle Suite #1 Farmington, ME 04938 207.779.3136	Midcoast Maine Community Action 34 Wing Farm Parkway Bath, ME 04530 207.442.7963
Hancock County	**Somerset County**
Ellsworth Fire Department 1 City Hall Plaza Ellsworth, ME 04605 207.667.8666 207.667.2168	Redington-Fairview General Hospital 46 Fairview Avenue Skowhegan, ME 04976 207.474.5121 Ext. 427 Sebasticook Valley Hospital 447 North Main Street Pittsfield, ME 04967 207.487.4098
Kennebec County	**Waldo County**
Community Health and Counseling Services 24 Stone Street Augusta, ME 04333 207.213.2171 KVCAP - Educare 56 Drummond Avenue Waterville, ME 04901 207.680.7229 Bureau of Highway Safety 45 Commerce Drive, Suite 1 Augusta, ME 04333 207.626.3840 Southern Kennebec Child Development Corp. 337 Maine Avenue Farmingdale, ME 04344 207.582.3110	Belfast Fire Department 273 Main Street Belfast, ME 04915 207.338.3827 Waldo Community Action Partners 9 Field Street, Suite 207 Belfast, ME 04915 207.338.3827 Ext 211

Knox County	Washington County
Penobscot Bay Medical Center 6 Glen Cove Drive Rockport, ME 04856 207.921.8343 Rockland Fire Department 118 Park Street Rockland, ME 04841 207.594.0318	Calais Regional Hospital 24 Hospital Lane Calais, ME 04694 207.454.7521 Down East Community Hospital Maine Families 11 Hospital Drive Machias, ME 04654 207.255.0481 Passamaquoddy Health Center 401 Peter Dana Point Road Princeton, ME 04668
Lincoln County	**York County**
Wiscasset Ambulance Service 51 Bath Road Wiscasset, ME 04578 207.882.8204	Biddeford Police Department 39 Alfred Street Biddeford, ME 04005 207.282.5127 Kennebunk Police Department 4 Summer Street Kennebunk, ME 04043 207.604.1365 Kittery Police Department 200 Rogers Road Kittery, ME 03904 207.439.1638

Maine Highway Safety Facts 2016:



Seat belt usage numbers are developed by local observational studies.



Countermeasure Strategies: Administration

Innovative Countermeasure: No

Project Name:	**MeBHS Program Management and Operations**
Project Number:	OP18-001
Sub recipient:	MeBHS
Total Project Cost:	$150,000.00
Project Description:	Costs under this program area include: salaries, travel (e.g., TSI training courses, in-state travel to monitor sub-grantees, meetings) for highway safety program coordinators, and operating costs (e.g., printing, supplies, state indirect rate, postage) directly related to the development, coordination, monitoring, evaluation, public education, monitoring, marketing, and training required of this program. This project also funds costs associated with the procurement, use, gasoline and repairs, and maintenance of highway safety vehicles and equipment used for occupant protection education programs. Vehicles and equipment include: a loaned truck from the Maine State Police, the CPS trailer, the Convincer and Rollover Simulators.
Project Justification:	Administrative

Funding Source: s. 402	Amount: $150,000.00
Match Amount: $37,500.00	Indirect Cost: $2,274.00
MOE: $0	Local Benefit: $0

Countermeasure Strategies: Short-term High-Visibility Enforcement

Innovative Countermeasure: No

	2.2 "Combined Seat Belt and Alcohol Enforcement, Nighttime"
Project Name:	***Click It or Ticket (CIOT)* and *Buckle Up, No Excuses!* High Visibility Enforcement Campaigns**
Project Number:	2018-18OP
Sub recipient:	Various Law Enforcement Agencies determined by data
Total Project Cost:	$686,554.31
Project Description:	Funds will support dedicated overtime enforcement and education costs associated with state, county and municipal law enforcement participation in the NHTSA National Click It or Ticket Campaign (May). This project supports efforts to increase the seat belt usage rate and decrease unbelted passenger fatalities. Selected agencies (approximately 50 agencies) will be awarded grants following Maine's standard process for contracting.
Project Justification:	CTW, Eighth Edition 2015: 2.1 "Short-Term High Visibility Belt Law Enforcement"

Funding Source: s. 405b	Amount: $686,554.31
Match Amount: $171,638.58	Indirect Cost: $0
MOE: $0	Local Benefit: NA

Countermeasure Strategies: Sustained Enforcement

Innovative Countermeasure: No

Project Name:	**Maine State Police TOPAZ Team**
Project Number:	2018-18OP
Sub recipient:	Maine State Police
Total Project Cost:	$100,000.00
Project Description:	In an effort to increase seat belt compliance and decrease unrestrained fatalities, the Maine State Police Targeted Occupant Protection Awareness Zone (TOPAZ) project is planned to sustain enforcement. The TOPAZ team will be made up of troopers focused on seat belt enforcement in previously identified zones with the highest unbelted fatalities. The annual observational study conducted in the state of Maine has helped the MeBHS determine not only where the unbelted driving is primarily occurring; it has also identified the times at which unbelted driving tends to occur. The MSP TOPAZ team will

work the specific days, times and zones and will focus on male pickup drivers and younger drivers.

Project Justification: CTW, Eighth Edition 2015;
2.2 "High Visibility Enforcement"

Funding Source: s. 405b	Amount: $100,000.00
Match Amount: $25,000.00	Indirect Cost: $0
MOE: $0	Local Benefit: NA

Countermeasure Strategies: Other

Innovative Countermeasure: No

Project Name: **Annual Observational Seat Belt Surveys**

Project Number: 2018-18OP

Sub recipient: MeBHS with Contracted Vendor

Total Project Cost: $200,000.00

Project Description: Uniform Guidelines for Highway Safety Program 20 stipulates that states must conduct and publicize at least on statewide observational survey of seat belt use annually, ensuring that it meets current, applicable Federal guidelines. This project funds a contract with a vendor for the MeBHS annual observational and attitudinal surveys. The survey will be conducted in the two weeks immediately following the May *Click It or Ticket* enforcement campaign.

Project Justification: This is a NHTSA required project.

Funding Source: s. 405b	Amount: $200,000.00
Match Amount: $50,000.00	Indirect Cost: $44,000.00
MOE: $0	Local Benefit: NA

Countermeasure Strategies: Child Restraint System Inspection Station

Innovative Countermeasure: No

Project Name: **Child Seats, Supplies and Educational Materials for Distribution**

Project Number: 2018-18CR

Sub recipient: MeBHS

Total Project Cost: $50,000.00

Project Description: This project supports the purchase and distribution of new child safety seats (convertible, booster, beds) supplies and materials for Maine income eligible families, issued through partner CPS distribution sites.

	Educational materials for children and caregivers such as brochures, booklets, posters and pictorials explaining Maine's CPS laws, NHTSA booster seat information and federal recommendations for proper booster seat use will be produced and distributed, as needed The Bureau anticipates adding more partner locations; at least three new distribution and/or inspection locations.
Project Justification:	CTW, Eighth Edition 2015: 7.2 Inspection Stations/"Child Restraint Distribution Programs"

Funding Source: s.405b (5%) CSS	Amount: $18,008.89
Funding Source: s. 405b	Amount: $31,991.11
Match Amount: $12,500.00	Indirect Cost: $0
MOE: $0	Local Benefit: NA

Project Name:	**Child Passenger Safety Technician and Instructor Training**
Project Number:	2018-18CR
Sub recipient:	MeBHS
Total Project Cost:	$25,000.00
Project Description:	This project will support training and certification of new Child Passenger Safety (CPS) technicians and recertification for those with expired credentials. MeBHS anticipates four certification classes and one certification renewal class. In addition, this project funds classes for special needs restraints and busing restraints. Anticipated certification courses will be in each large region of the State of Maine; Bangor in the north, Lewiston in the west, Gorham or Berwick in the south, and Bar Harbor in the east.
Project Justification:	CTW, Eighth Edition 2015: 7.2 "Inspection Stations"

Funding Source: s.405b	Amount: $25,000.00
Match Amount: $6,250.00	Indirect Cost: $0
MOE: $0	Local Benefit: NA

Project Name: **Child Passenger Safety 2019 Conference**

Project Number: 2018-17CP

Total Project Cost: $10,000.00

Sub recipient: MeBHS

Project Description: Funds will cover the costs associated with any pre-deposits or contracts for the 2019 Child Passenger Safety Training and Conference that may need to be secured in FFY18. A location will be determined, and a venue selected through an RFP process. This biennial conference provides training, education and networking for CPS technicians and instructors. There will be CEUs, a CSS check event, and mock car seat sign-offs offered to provide all the necessary recertification requirements. The conference will be during National CPS Week in September 2019, and the location will be selected based on accessibility and size of accommodations, and pursuant to the State of Maine policies for event site selection. It is anticipated that over 130 attendees will register and attend. Prior conferences have been very successful and were modeled after successful conferences in other NHTSA Regions.

Project Justification: CTW, Eighth Edition 2015 Chapter 2:

6.1 "Communications and Outreach Strategies for Older Children"

6.2 "Communications and Outreach Strategies for Child Restraint and Booster Seat Use"

7.2 "Inspection Stations"

Funding Source: s.402 Amount: $10,000.00

Match Amount: $2,500.00 Indirect Cost: $0

MOE: $0 Local Benefit: $10,000.00

Project Name: **Certified Car Seat Technician/Instructor Continuing Education**

Project Number: 2018-18CR

Sub recipient: MeBHS

Total Project Cost: $10,000.00

Project Description: This project will support an application and selection process to fund up to three CPS Certified Instructors to attend, and report their session attendance, at one of the national conferences; either Lifesavers or the Kidz In Motion Conference. Having CPS Instructors attend the national conferences will keep them abreast of advancements in CPS which in turn

will make them more effective as trainers for the Bureau of Highway Safety.Project Justification: CTW, Eighth Edition 2015

4.1 Strengthening Child/Youth Occupant Restraint Laws
6.2 Communication and Outreach Strategies Child Restraint and Booster
7.1 School Programs and 7.2 Inspection Stations

Funding Source: s. 405b	Amount: $10,000.00
Match Amount:$2,500.00	Indirect Cost: $0
MOE: $0	Local Benefit: NA

Project Name:	**Childcare Provider/Transporter/Law Enforcement Child Passenger Safety Basic Awareness Training**
Project Number:	2018-18CP
Total Project Cost:	$10,000.00
Sub recipient:	MeBHS
Project Description:	Certified instructors and technicians, together with MeBHS, will provide an updated CPS Basic Awareness Training to be delivered to Department of Health and Human Services licensed childcare providers and transporters and law enforcement officials. This updated training will ensure young passengers are properly restrained during transit by caregivers. The Bureau anticipates educating at least 250 child transporters statewide, as well as conducting two trainings, as scheduled, in the Basic Law Enforcement Training Program at the Maine Criminal Justice Academy. All trainings will require attendees complete evaluations to help the Bureau assess training effectiveness and suitability.
Project Justification:	CTW, Eighth Edition 2015 Chapter 2: 7.2 “Inspection Stations”

Funding Source: s. 405b	Amount: $10,000.00
Match Amount: $2,500.00	Indirect Cost: $0
MOE: $0	Local Benefit: NA

Countermeasure Strategies: School Programs, Communication and Outreach, Strategies for Older Children

Innovative Countermeasure: No

Project Name:	**Traffic Safety Educator**
Project Number:	2018-18OP
Sub recipient:	Atlantic Partners EMS
Total Project Cost:	$90,000.00
Project Description:	This project funds a full-time position Named *Traffic Safety Educator* to provide traffic safety education statewide. The education includes Convincer and Rollover demonstrations, driving simulations and the use of highway safety displays at schools, colleges, health fairs, community centers, and other locations where the targeted demographic can be found. The seat belt education component of this program reaches approximately 4,000 citizens each year and provides education to grades K-12, private businesses and state agencies. In the past, this position has been filled through the RFP process. Funds for travel to state and national conferences/trainings are included in the grant. With the exception of MeBHS' media campaign, this program has been proven to be the most effective tool for reaching school-aged children, young drivers and parents.
Project Justification:	CTW, Eighth Edition 2015 Section 2: 3.1 "Communications and Outreach Supporting Enforcement" 3.2 "Communications and Outreach Strategies for Low Belt Use Groups" 6.1 "Communications and Outreach Strategies for Older Children" 7.1 "School Programs"

Funding Source: s. 402	Amount: $90,000.00
Match Amount:$22,500.00	Indirect Cost: $0
MOE: $0	Local Benefit: $90,000.00

Project Name:	**Booster Curriculum in Maine Public Schools**
Project Number:	2018-18CR
Sub recipient:	MeBHS
Total Project Cost:	$25,000.00

Project Description: This science and health education project is facilitated by technicians and site managers/partners to provide for the presentation of the Bureau's existing 30-

minute booster curriculum to Maine school classrooms. Teachers will be given booster curriculum evaluations, after the training, and students will receive certificates of participation with information on the opposite side with information for parents. Costs include stipends and travel.

Project Justification:	CTW, Eighth Edition 2015: 4.1 Strengthening child/youth occupant restraint laws 7.1 School Programs	
Funding Source: s. 405b		Amount: $25,000.00
Match Amount: $6,250.00		Indirect Cost: $0
MOE: $0		Local Benefit: NA

Countermeasure Strategies: Strengthening Occupant Restraint Laws

Innovative Countermeasure: No

Project Name:	**Child Passenger Safety Car Seat Distribution and Tracking Database Updates**
Project Number:	2018-18OP
Total Project Cost:	$50,000.00
Sub recipient:	MeBHS
Project Description:	Funds will continue to support necessary updates and expansion of the existing car seat distribution database; there will be upwards of three anticipated updates/changes/expansions of the existing database. This project also continues the planning, development and maintenance of this database. The database is used to store education/appointment specific data that can be used to highlight general use and misuse of child safety seats. This project was established through a contract/partnership with the University of Southern Maine, Muskie School. For FFY 2018, MeBHS will be required to conduct a Request for Proposal (RFP) before services can be contracted. The RFP will commence upon approval of this project.
Project Justification:	CTW, Eighth Edition 2015 4.1 "Strengthening Child/Young Occupant Restraint Laws"

Funding Source: s. 405b	Amount: $50,000.00
Match Amount: $12,500.00	Indirect Cost: $0
MOE: $0	Local Benefit: NA

Project Name:	**Child Passenger Safety Seat Inspection Database Creation and Merger with Distribution Database**
Project Number:	2018-18OP
Total Project Cost:	$25,000.00
Sub recipient:	MeBHS
Project Description:	The Bureau currently has a car seat distribution database to track program participant usage. The database is used to prevent program abuse and offers a greater understanding of high use areas and car seat types distributed. Technicians log particular information into the distribution database; parent names, physical address, county, child name, DOB, weight and height as well as car seat model and serial number issued. Distribution sites do not have an option to record the education provided and information gathered during appointments. The car seat inspection database project will allow for a controlled means of electronic reporting with 100% data capture. Current car seat inspection reporting is paper based. Using the current paper based reporting method results in lost data capture and no means of data analysis for comparative purposes. If we are able to identify areas of concern during inspection appointments we will be able to target priority areas for education. The scope of the project is the development of an electronic car seat reporting mobile app with database. The mobile app will be provided to contracted site partners on assigned mobile tablets. The database will be used to store appointment specific data regarding use, misuse, and educational information discussed at the time of inspection. Completion of the inspection database will lead into the final phase of electronic reporting with electronic reporting of education provided to both distribution sites and inspection stations, with paper reporting discontinuance. If the Inspection Database is completed in FFY18 the plan is to combine both Inspection and Distribution Databases. The merger will allow for distribution sites to report their education to families by the same means as inspection stations. This database merger will enable a broader approach for data tracking and cross-referencing, creating a greater level of program effectiveness. This project will be awarded based on Request for Proposal for a vendor. The RFP process will commence upon approval of the HSP. If the Electronic reporting is not completed by FFY 2018 then work will continue before a database merger will be possible.
Project Justification:	CTW, Eighth Edition 2015 4.1 “Strengthening Child/Young Occupant Restraint Laws” 6.2 Strategies for child restraint and booster seat use 7.2 Inspection stations

Funding Source: s. 405b Amount: $25,000.00

Match Amount:$12,500.00	Indirect Cost: $0
MOE: $0	Local Benefit: NA

Project Name:	**Catholic Charities (CC) Interpreter CPS Certification**
Project Number:	2018-18CR
Total Project Cost:	$50,000.00
Sub recipient:	Catholic Charities of Maine
Project Description:	This project will fund (in full or in-part) at least one CPS certified staff member at Catholic Charities who will provide education and interpreter services to refugee and immigrant families with children. There are two large areas of Maine with refugee and immigrant Somalian families, Portland/Westbrook and Lewiston. At least one interpreter will be dedicated to educating the new Somalian families entering Maine in Westbrook and Lewiston.
Project Justification:	4.1 "Strengthening Child/Young Occupant Restraint Laws" 6.1 "Communications and Outreach Strategies for Older Children" 6.2 Strategies for child restraint and booster seat use
Funding Source: s. 405b	Amount: $50,000.00
Match Amount: $12,500.00	Indirect Cost: $0
MOE: $0	Local Benefit: NA

Countermeasure Strategies: Communications and Outreach (restraint use); Other Strategies (restraint use);

Innovative Countermeasure: No

Project Name:	**Access Health Pre-Driver Occupant Protection Education**
Project Number:	2018-18OP
Sub recipient:	Access Health
Total Project Cost:	$ 25,000.00
Project Description:	This project targets middle school age children to evaluate seat belt usage, understanding, and compliance. Data shows seat belt usage drops significantly for teenagers, therefore this program's goal is to prevent that drop in usage before this group starts choosing not to wear their seat belts. Access Health will recruit and oversee Sub-Grantees who will work directly with schools to conduct MeBHS approved pre and post surveys evaluating seat belt usage rates and back seat compliance,

provide educational information to children and parents, and work with students to create media and awareness materials. This program is a continuation of the FFY16 Healthy Maine Partnerships project, which could not continue in its original form due to a funding loss for the HMPs. During the project, the Healthy Maine Partners are required to complete a pre and post survey to assess the effectiveness of their educational campaigns. Access Health estimates working with at least eight Middle /Junior High Schools in the counties which have the highest crash rates involving "tweens".

Project Justification: CTW, Eighth Edition

3.1 "Communications and Outreach Supporting Enforcement"

3.2 "Communications and Outreach Strategies for Low Belt Use Groups"

6.1 "Communications and Outreach Strategies for Older Children"

6.2 "Communications and Outreach Strategies for Booster Seat Use"

7.1 "School Programs"

2017 OP Program Assessment Recommendation

Funding Source: s.405b	Amount: $25,000.00
Match Amount: $6,250.0	Indirect Cost: $0
MOE: $0	Local Benefit: NA

Project Name: **Media Outreach targeting Occupant Protection**

Project Number: 2018-18OP

Sub recipient: MeBHS

Total Project Cost: $60,000.00

Project Description: Create PSAs and digit media focused on identified target groups to promote the use of restraints in motor vehicles. PSAs will be developed focusing on target populations including Young Male Drivers (ages 16-34), Mature Drivers (65+), Pre-drivers, Young Drivers, and Parents of children in child restraints, as well as the general population. Participants/speakers in the PSAs will be recruited from the Medical community, Law Enforcement, crash victims, and other groups that are target areas respect and look-up to. When completed, PSAs will be distributed state wide, including all MeBHS partners, Bureau of Motor Vehicle Offices, traditional media outlets, and multiple social media sites.

Also, we will create and distribute school based outreach programs to promote restraint use. We will work with Driver Education to create an outreach program to promote restraint use. We will create informational hand-outs for MeBHS partners to distribute statewide. A range of hand-outs will be developed, including general Occupant

Protection information, occupant protection from a medical point of view, and occupant protection for young drivers.

Extra emphasis will be placed on the Young Male Driver (ages 16-34) in this outreach campaign, since this is repeatedly shown to be one of Maine's biggest problem areas for non-restraint use. This specific project will be a part of our statewide contract, with our media vendor, but that we wanted to specifically detail it further in this OP section to show intention to make improvements in this area.

Project Justification: Maine 2017 OP Assessment Recommendation

CTW, Eighth Edition:

3.1 Communications and Outreach Supporting Enforcement

3.2 Communications and Outreach Strategies for Low-Belt-Use Groups

6.1 Communications and Outreach Strategies for Older Children

6.2 Communications and Outreach Strategies for Child Restraint and Booster Seat Use

7.1 School Programs

2.1 Pre-Licensure Driver Education

2.2 Post-Licensure or Second-Tier Driver Education

3.1 Parental Role in Teaching and Managing Young Drivers

1.2 General Communications and Education (for Mature Drivers)

Funding Source: s.402	Amount: $60,000.00
Match Amount:$15,000.00	Indirect Cost: $0
MOE: $0	Local Benefit: $60,000.00

MeBHS Program Management and Operations	402/304	150,000.00
CIOT/BUNE HVE	405b	686,554.31
MSP TOPAZ Team	405b	100,000.00
Annual OP Observational Survey	405b	200,000.00

CSS, Supplies and Educational print materials	405b (5%) & 405b	50,000.00
CPS T & I Training	405b	25,000.00
CPS Biennial Conference	402/304	10,000.00
CPST&I CEU - Conferences	405b	10,000.00
Child Care Provider/Transporter/LE Basic Awareness Education	405b	10,000.00
Traffic Safety Educator	402/304	90,000.00
Booster Curriculum in Maine Schools	405b	25,000.00
Car Seat Distribution Database Updates	405b	50,000.00
CPS Inspection/Distribution Database Merger	405b	25,000.00
Catholic Charities Interpreter	405b	50,000.00
Access Health Pre-Driver OP Education	405b	25,000.00
OP PSA Creation	402/304	60,000.00
TOTAL		**1,566,554.31**

Program Area: Traffic Records

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

Maine's TRCC partners have made significant progress in improving the State's traffic records systems. These accomplishments and projects are identified in the **Traffic Records Strategic Plan** attached to this application as **Appendix C**. Much time and resources are spent creating the Traffic

Records Strategic Plan/405c application, therefore little information is duplicated in this section of the Highway Safety Plan.

Maine's TRCC has identified, selected and prioritized projects to resolve the deficiencies identified in the Traffic Records Strategic Plan through a recent Traffic Records Assessment. The TRCC agreed on the prioritization during the May 2017 meeting and voted on funding priority. Maine's TRCC prioritized projects based on the ability to: improve data quality in the core traffic records data systems, bring existing efforts currently underway to completion, make measurable progress toward the end goals of the TRCC and the Sections 405c programs using the performance areas (timeliness, consistency, completeness, accuracy, accessibility, and integration), and increase MMUCC and NEMSIS compliance.

A list of TRCC members is also included in the 405c Traffic Records application found in **Appendix C**.

Countermeasure Strategies: Administration

Innovative Countermeasure: No

Project Name:	**MeBHS Program Management and Operations**
Project Number:	TR18-001
Sub recipient:	MeBHS
Total Project Cost:	$150,000.00
Project Description:	Costs under this program area include: salaries, in-state travel to monitor sub-grantees and contractors for highway safety program coordinators, out of state travel for Traffic Records Conference(s) and operating costs (e.g., printing, supplies, state indirect rate, postage) directly related to the development, coordination, monitoring, evaluation, public education, monitoring, marketing, and training required of this program.
Project Justification:	Administrative

Funding Source: s. 402	Amount: $10,000.00
Match Amount: $37,500.00	Indirect Cost: $151.60
MOE: $0	Local Benefit: $0

Countermeasure Strategies: Traffic Records Data Improvement and increased MMUCC compliance.

Innovative Countermeasure: No

Project Name: **Maine Crash Reporting System Upgrades**

Project Number: 2018-18TR
Total Project Cost: $350,000.00
Sub recipient: MeBHS and Vendor

Project Description: A full description of this project is detailed in Appendix C.

Project Justification: Traffic Records Assessment

Funding Source: s. 405c Amount: $350,000.00

Match Amount: $87,500.00 Indirect Cost: $0

MOE: $0 Local Benefit: NA

Project Name: **E-Citation**
Project Number: 2018-18TR
Total Project Cost: $550,000.00
Sub recipient: MeBHS and Vendor

Project Description: A full description of this project is detailed in Appendix C.

Project Justification: Traffic Records Assessment

Funding Source: s. 405c Amount: $550,000.00

Match Amount: $137,500.00 Indirect Cost: $0

MOE: $0 Local Benefit: NA

Project Name: **Maine CODES Project**
Project Number: 2018-18TR
Total Project Cost: $50,000.00
Sub recipient: MeBHS and Vendor

Project Description: A full description of this project is detailed in Appendix C.

Project Justification: Traffic Records Assessment

Funding Source: s. 405c Amount: $50,000.00

Match Amount: $8,750.00 Indirect Cost: $0

MOE: $0 Local Benefit: NA

Project Name: **Public Access Reports and Query Tool**
Project Number: 2018-18TR
Total Project Cost: $129,493.59
Sub recipient: MeBHS and MaineDOT

Project Description: A full description of this project is detailed in Appendix C.

Project Justification: Traffic Records Assessment

Funding Source: s. 405c Amount: $129,493.59

Match Amount: $32,373.40 Indirect Cost: $0

MOE: $0 Local Benefit: NA

Project Name: **Electronic Collection of Highway Safety Data**
Project Number: 2018-18TR
Total Project Cost: $100,000.00
Sub recipient: MeBHS and Vendor

Project Description: A full description of this project is detailed in Appendix C.

Project Justification: Traffic Records Assessment

Funding Source: s. 405c Amount: $100,000.00

Match Amount: $25,000.00 Indirect Cost: $0

MOE: $0 Local Benefit: NA

Performance Measures

Refer to Appendix C for the FFY 2018, S. 405c Strategic Plan application for TRCC Performance Measures and refer to the Traffic Records Strategic Plan for additional project details.

State of Maine TRCC FFY 2018 Budget from FFY 2018 TRCC Plan*

Project	Source	
	MAP-21 405c	**FAST-ACT 405c**
ME-P-00001 Trauma Registry (No FFY18 Costs)		
ME-P-00004 Online Registration Renewal (State Funded)		
ME-P-00006 **MCRS Upgrade**	350,000.00	
ME-P-00011 **E-Citation**	174,664.16	375,335.84
ME-P-00014 **Maine CODES**	50,000.00	
ME-P-00015 **Public Access Reports – Traffic**	129,493.59	
ME-P-00024 **Electronic Collection of Highway Safety Data**		100,000.00
ME-P-00022 Registration Barcode		
ME-P-00009 Traffic Records Data Warehouse		
ME-P-00010 **EMS Public Access/Data Mining**		
ME-P-00020 CODES EMS Linkage		
Total	**$704,157.75**	**$475,335.84**

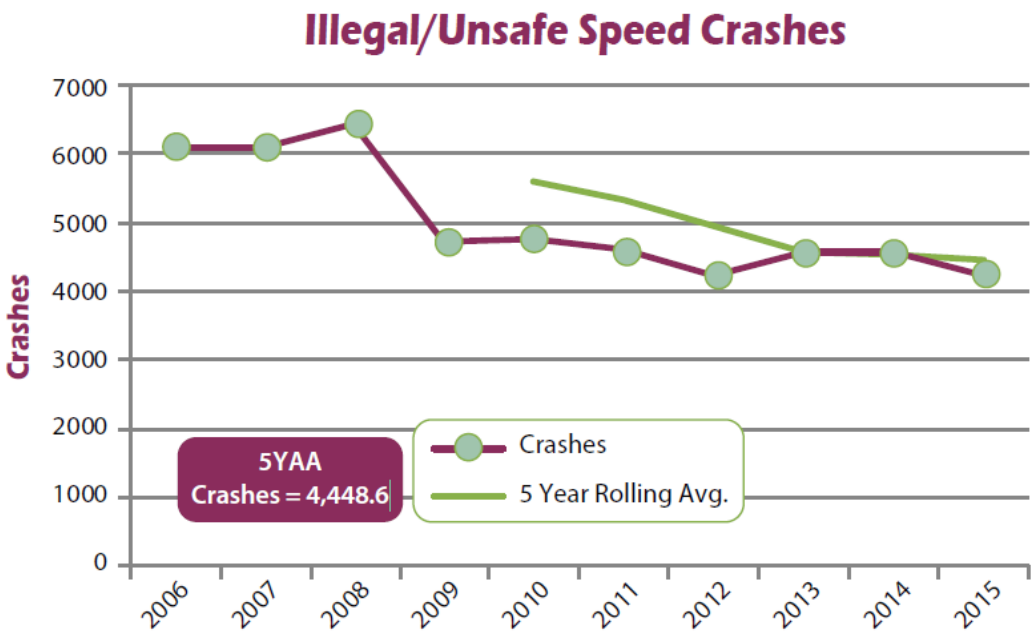
Project	Source
MeBHS Program Management and Operations	s. 402
Total	**$10,000.00**

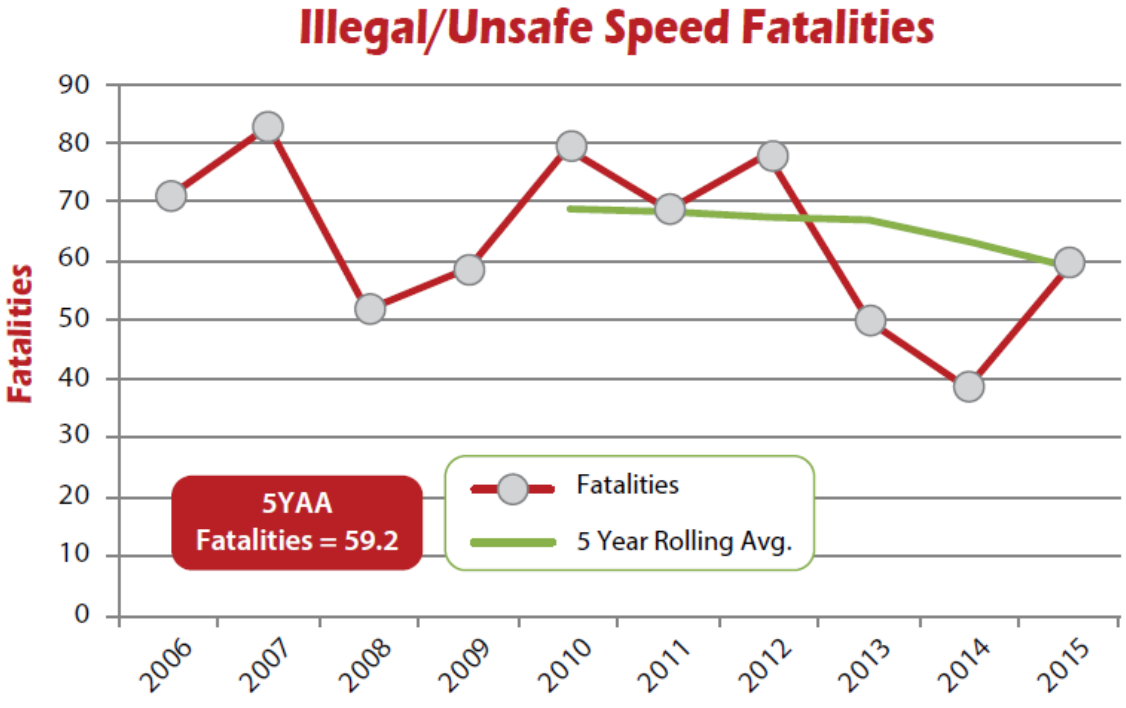
Program Area: Police Traffic Services and Speed Management

Problem Identification: More countermeasure supporting information previously stated under (1300.11 (a) (3))

Speed and speed-related are leading causes of crashes in Maine. Speed is of great concern because it frequently leads to other driver errors and results in serious injury crashes. Speed limits are designed to give drivers sufficient time to stop if there is an unexpected event. Greater speeds require longer stopping distances; thus, the time available to a driver to react and avoid a crash is drastically reduced with every mile per hour over the speed limit. Furthermore, the dangers associated with speeding are compounded by winter driving conditions which often last from November until March or April. Failure to adjust speed for weather-related road conditions contributed to a significant number of speed-related crashes.

The below charts show speed crashes and fatalities and are taken from the Maine Highway Safety Facts 2016 data book co-produced with the MeDOT:


Illegal/Unsafe Speed Crashes
Crashes
7000
6000
5000
4000
3000
2000
1000
0
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
5YAA
Crashes = 4,448.6
Crashes
5 Year Rolling Avg.


Illegal/Unsafe Speed Fatalities
Fatalities
90
80
70
60
50
40
30
20
10
0
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
5YAA
Fatalities = 59.2
Fatalities
5 Year Rolling Avg.

Countermeasure Strategies: Administration

Innovative Countermeasure: No

Project Name:	**MeBHS Program Management and Operations**
Project Number:	PT18-001
Sub recipient:	MeBHS
Total Project Cost:	$150,000.00
Project Description:	Costs under this program area include: salaries, travel (e.g., TSI training courses, in-state travel to monitor sub-grantees, meetings) for highway safety program coordinators, and operating costs (e.g., printing, supplies, state indirect rate, postage) directly related to the development, coordination, monitoring, evaluation, public education, monitoring, marketing, and training required of this program. This project also funds costs associated with the procurement, use, gasoline and repairs, and maintenance of highway safety vehicles and equipment used for occupant protection education programs. Vehicles and equipment include: a loaned truck from the Maine State Police, the CPS trailer, the Convincer and Rollover Simulators.
Project Justification:	Administrative

Funding Source: s.402	Amount: $150,000.00
Match Amount: $37,500.00	Indirect Cost: $0
MOE: $0	Local Benefit: $0

Countermeasure Strategies: Sustained Enforcement

Innovative Countermeasure: No

Project Name:	**Municipal and County Speed Enforcement**
Project Number:	2018-18PT
Sub recipient:	Various law enforcement agencies
Total Project Cost:	$780,000.00
Project Description:	Agencies are awarded funding proportionally based upon the percentage of speed related crashes in their jurisdictions it relates to the total speed-related crashes of their respective county. Selected agencies will receive awards to include the procurement of speed measuring equipment (radar and/or data collection devices) to support their speed

enforcement efforts. The radar unit(s) to be selected will vary by agency. The MeBHS will reimburse a portion of the cost of each unit.

Project Justification: CTW: Countermeasures That Work
1.1 Speed Limits
1.2 Aggressive Driving and Other Laws
2. Enforcement
2.2 High Visibility Enforcement
2.3 Other Enforcement Methods

Funding Source: s.402	Amount: $780,000.00
Match Amount:$195,000.00	Indirect Cost: $0
MOE: $0	Local Benefit: $780,000.00

Project Name:	**Maine State Police Strategic Area Focused Enforcement (SAFE) Program**
Project Number:	2018-18PT
Sub recipient:	Maine State Police
Total Project Cost:	$150,000.00
Project Description:	This project will support dedicated over-time speed enforcement by Maine State Police Troopers the air wing unit in identified high-crash locations. SAFE locations are determined using the most recent and available crash and fatality data. (Estimated overtime costs of $120,000.00). This project will also reimburse the Maine State Police for speed measuring devices (10 radar at $3,000.00 each) to be used in conjunction and support of their focused efforts. Individual radar units will selected based on state procurement rules (bid or master agreement) and will not exceed $5,000 each.
Project Justification:	CTW, Eighth Edition 2015 Chapter 3: 1.1 Speed Limits 1.2 Aggressive Driving and Other Laws 2. Enforcement 2.2 High Visibility Enforcement 2.3 Other Enforcement Methods

Funding Source: s.402	Amount: $150,000.00
Match Amount: $37,500.00	Indirect Cost: $0
MOE: $0	Local Benefit: $0

Countermeasure Strategies: Other – Support of Law Enforcement Efforts

Innovative Countermeasure: No

Project Name:	**Law Enforcement Liaison**
Project Number:	PT18-18PT
Total Project Cost:	$75,000.00
Sub recipient:	MeBHS (with Contracted Vendor)
Project 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.
Project Justification:	CTW, Eighth Edition 2015 Chapter 1: Subsection 5 "Prevention, Intervention, Communication and Outreach CTW, Eighth Edition 2015 Chapter 2: Subsection 3 "Communications and Outreach CTW, Eighth Edition 2015 Chapter 3: Subsection 4 "Communications and Outreach" CTW, Eighth Edition 2015 Chapter 4: Subsection 2 "Communications and Outreach" CTW, Eighth Edition 2015 Chapter 5: Subsection 4. "Communications and Outreach"

Funding Source: s.402	Amount: $75,000.00
Match Amount: $18,750.00	Indirect Cost: $0
MOE: $0	Local Benefit: $0

Project Name: **Below 100 Police Safety Training**

Project Number: PT18-18PT

Total Project Cost: $20,000.00

Sub recipient: Cumberland County Sheriff Office

Project Description: The MeBHS would like to sponsor the Cumberland Police Department's hosting of the law enforcement safety training called Below 100. This national program emphasizes five tenets of officer safety; buckle up, slow down, wear your vest (ballistic and traffic safety), know what is important now and complacency kills. This training will put emphasis on seat belt use and vehicle speed and the reasons they are so important to highway safety. This will inspire officers to comply with the tenets and will instill a culture of traffic safety and traffic enforcement by all those who receive the training. Attendees will further appreciate the value of their traffic enforcement efforts.

The trainings will start with four hour blocks taught by Below 100 instructors. The afternoons will be a "Train the Trainer" session for Maine officers. These new trainers will then present the lessons to their own agencies at no additional cost. https://www.policeone.com/below-100/

Project Justification: CTW, Eighth Edition:

3.1 Communications and Outreach Supporting Enforcement

4.1 Communications and Outreach Supporting Enforcement

2017 OP Assessment Recommendation

Funding Source: s.402 Amount: $20,000.00

Match Amount: $5,000.00 Indirect Cost: $0

MOE: $0 Local Benefit: $0

Project Name: **Crash Reconstruction Equipment and Training**

Project Number: PT18-18PT

Total Project Cost: $20,000.00

Sub recipient: Maine State Police

Project Description: Maine, as well as many other states, struggle to get concrete and precise data and information about cell phone use in injury and fatal crashes. NHTSA has funded crash reconstruction equipment for the Maine State

Police in prior years and this piece of extraction equipment will add value to the overall reconstruction and help provide the state with much needed data. The Maine State Police, Traffic Safety Unit offers crash reconstruction services for all agencies in the State. When mobile phones or tablets are seized from vehicles involved in fatal motor vehicle crashes, the crash Reconstructionist needs to be able to extract valuable information to consider distraction as a cause or factor in the crash. More often than not, mobile devices are not even seized, and no evidence retrieved, which can be vitally important to a case. Cell phones especially, may often contain crucial data in regard to distracted driving and or messages that may help us determine who drivers may be, or indicate drug or alcohol use based on messages they have on the phone. The Traffic Safety Unit does not currently have the capability to analyze mobile devices. This grant will allow them to purchase forensics software (i.e. Cellebrite or similar product) including all necessary components, training and first year maintenance. Any product purchased will meet the Buy America Act and follow all State of Maine purchasing requirements, which includes research of a product and quotes for products. The Maine State Police will continue to support the program by supporting annual maintenance out of their own budget.

Project Justification: CTW, Eighth Edition:

1.2 Cell Phone and Text Messaging Laws

2.3 Other Enforcement Methods

Funding Source: s.402 Amount: $20,000.00

Match Amount: $5,000.00 Indirect Cost: $0

MOE: $0 Local Benefit: $0

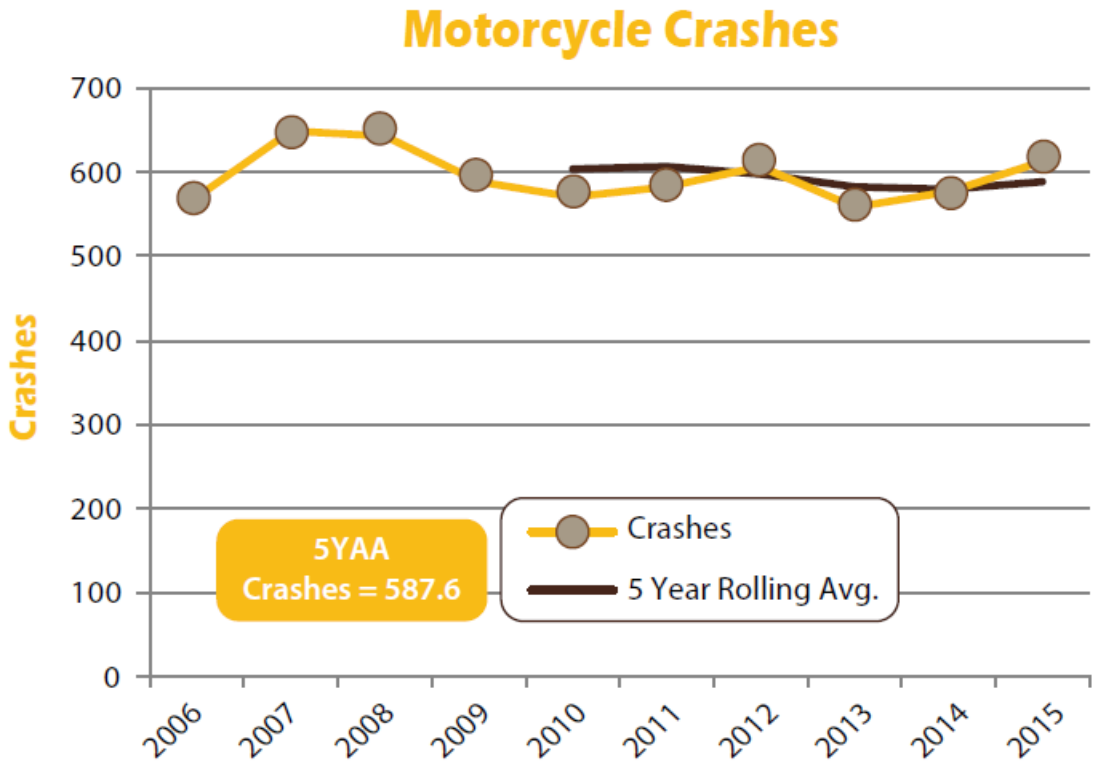
Program Management and Operations	402/315	150,000.00
Municipal & County Speed Enforcement & Equipment	402/315	780,000.00
MSP Safe Program	402/315	150,000.00
Law Enforcement Liaison	402/315	75,000.00
Below 100 - LE Traffic Safety Training	402/315	20,000.00
Crash Reconstruction Equipment and Training	402/315	20,000.00
TOTAL		**1,195,000.00**

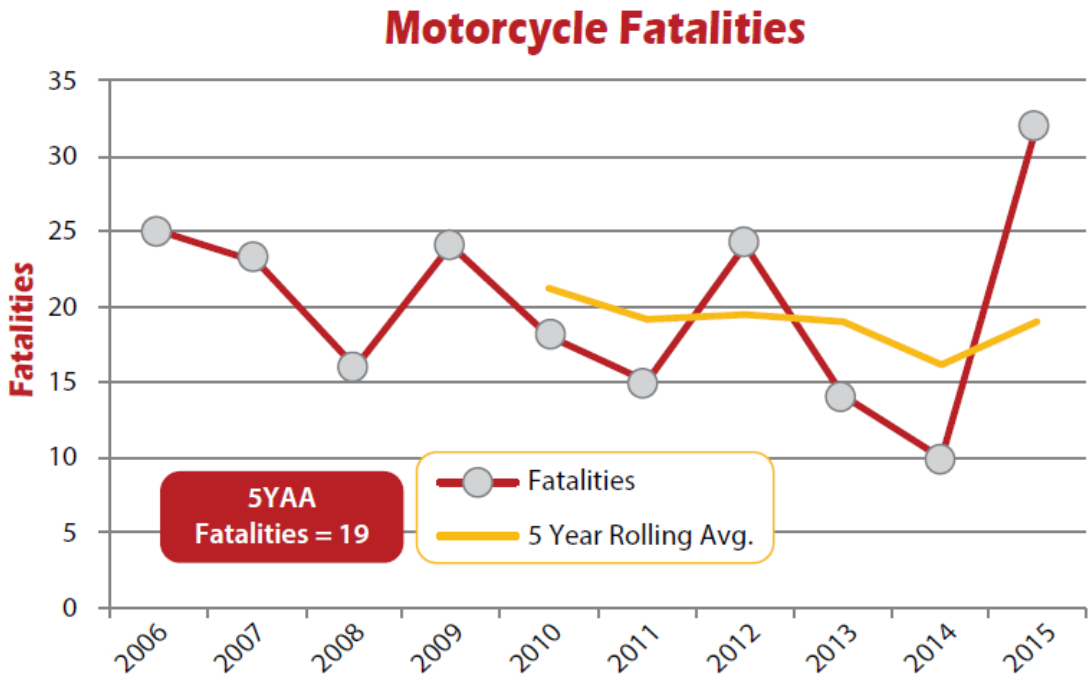
Program Area: Motorcycle Safety

Problem Identification: More countermeasure supporting information previously stated under (1300.11 (a) (3))

2015 saw a rise in motorcycle registrations and the highest number of fatal crashes at 31. The two primary factors associated with motorcycle fatalities continue to be speed and alcohol. In 2016, the number of fatalities decreased to 18. Speed and alcohol contributed to over 75% of the motorcycle fatalities. Speeding may be partially attributed to riders lacking the basic skills to operate a motorcycle.

The below charts show crashes and fatalities and are taken from the Maine Highway Safety Facts 2016 data book co-produced with the MeDOT:




Motorcycle Fatalities
Fatalities
35
30
25
20
15
10
5
0
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
5YAA
Fatalities = 19
Fatalities
5 Year Rolling Avg.

Section 405f data chart:

STATE	YEAR 2013	YEAR 2014	2013-2014	YEAR 2015				
MAINE	**FARS DATA**	**FARS DATA**	**DIFFERENCE**	**STATE DATA**				
MC FATALITIES	14	11	-3	31				
IMPAIRED MC FATALITIES	4	3	-1	12*				
	YEAR 2013	**YEAR 2013**	**YEAR 2013**	**YEAR 2014**	**YEAR 2014**	**YEAR 2014**	**2013-2014**	**2015**
	STATE CRASH DATA	FHWA REG. MC	RATE/10,000 REG. MC	STATE CRASH DATA	FHWA REG. MC	RATE/10,000 REG. MC	DIFFERENCE	
ALL MC CRASHES	558	63114	88.41	578	51623	112.0	23.59	613
ALL IMPAIRED MC CRASHES	32	63114	5.07	28	51623	5.42	.35	38

***data may not be complete**

Motorcycle Classes: includes classes requested for 2018- dates TBD

School Name	School Location	BRC	CLASS DATES FOR 2016/2017
A&J Motorcycle 17 classes requested for 2018	Bucksport Hancock	X	07/01/16, 07/03/16, 07/08/16, 07/10/16, 07/10/16, 07/12/16, 07/14/16, 7/19/16, 7/22/16, 7/24/16, 07/26/16, 07/29/16, 07/19/16, 07/31/16, 07/31/16, 08/02/16, 08/05/16, 08/07/16, 08/09/16, 08/12/16, 08/21/16, 08/23/16, 08/26/16, 08/28/16, 08/30/16, 09/06/16, 09/09/16, 09/11/16, 09/16/16, 09/18/16, 09/23/16, 09/25/16, 09/30/16, 10/02/16, 10/07/16, 10/09/16, 10/16/16, 04/14/17, 04/16/17, 04/16/17, 04/18/17, 04/23/17, 04/23/17, 04/25/17, 04/21/17, 04/28/17, 04/30/17, 05/02/17, 05/05/17, 05/07/17, 05/09/17, 05/12/17, 05/14/17, 05/14/17, 05/19/17, 05/21/17, 05/23/17, 05/26/17, 05/28/17, 05/28/17, 05/30/17, 06/02/17, 06/03/17, 06/04/17, 06/06/17, 06/13/17, 06/09/17, 06/11/17, 06/11/17
Auburn Lewiston M/C 4 classes	Auburn Androscoggin	X	07/10/16, 07/17/16, 07/31/16, 08/07/16, 08/14/16, 08/28/16, 09/11/16, 09/18/16, 10/09/16, 10/16/16, 04/23/17, 04/29/17, 05/07/17, 05/14/17, 05/21/17, 05/28/17, 06/04/17
Auburn Lewiston M/C 1 class	Scarborough Cumberland	X	07/10/16, 07/24/16, 08/07/16, 08/21/16, 09/04/16, 05/14/17, 06/04/17
Central Maine MC 0	Jonesboro Washington	X	08/07/16
Central Maine M/C 8	Wilton Franklin	X	07/10/16, 07/24/16, 08/14/16, 09/11/16, 09/18/16, 10/02/16, 05/16/17, 05/18/17, 05/21/17, 06/11/17, 06/14/17
Central Maine HD Buell 3	Hermon Penobscot	X	04/23/17, 05/06/17, 05/28/17, 06/04/17
LORE 3	Topsham Sagadahoc	X	07/24/16, 08/04/16, 08/07/16, 08/14/16, 08/29/16, 09/25/16, 10/09/16, 04/20/17, 04/23/17, 05/07/17, 05/07/17, 05/28/17, 06/04/17, 06/04/17
LORE 11	Biddeford Cumberland	X	06/26/16, 06/30/16, 07/10/16, 07/10/16, 07/14/16, 07/17/16, 07/24/16, 07/28/16, 07/31/16, 07/31/16, 08/07/16, 08/11/16, 08/21/16, 08/28/16, 09/10/16, 09/17/16, 09/24/16, 04/18/17, 04/23/17, 04/25/17, 04/27/17, 04/30/17, 05/04/17, 05/09/17, 05/11/17, 05/21/17, 05/23/17, 05/25/17, 05/28/17, 06/04/17, 06/04/17, 06/06/17, 06/08/17, 06/11/17
LORE	Presque Isle	X	07/07/16, 07/10/16, 07/21/16, 07/31/16, 08/18/16,

3			08/21/16, 09/18/16, 05/14/17, 05/14/17, 05/20/17, 05/21/17
MOST of Maine 11	Chelsea Kennebec	X	06/30/16, 07/03/16, 07/10/16, 7/14/16, 07/17/16, 07/24/16, 07/28/16, 07/31/16, 08/07/16, 08/11/16, 08/14/16, 08/21/16, 08/25/16, 08/28/16, 09/04/16, 09/18/16, 09/25/16, 04/16/17, 04/20/17, 04/23/17, 04/29/17, 04/30/17, 05/07/17, 05/21/17 05/28/17, 06/04/17, 06/11/17
Motorcycles In Motion 1	Rockland Knox	X	07/10/16, 07/17/16, 07/24/16, 07/31/16, 08/07/16, 08/14/16, 09/11/16, 04/16/17, 04/23/17, 05/14/17, 05/21/17, 05/28/17, 05/28/17, 06/04/17, 06/04/17, 06/11/17
Motorcycle Rider Ed 2	OOB York	X	07/03/16, 08/07/16, 08/28/16, 09/04/16, 04/30/17, 05/07/17, 05/14/17, 05/21/17, 05/28/17, 06/04/17
Motorcycle Rider Ed. 2	Fairfield Kennebec	X	06/26/16, 08/14/16, 08/21/16, 08/28/16, 04/23/17
Motorcycle Rider Ed. 0	Scarborough Cumberland	X	10/02/16, 10/09/16, 10/23/16
Roy's 2	Lewiston Androscoggin	X	7/24/16, 08/07/16, 08/24/16, 09/04/16, 09/25/16, 10/23/16, 04/30/17, 05/14/17, 05/28/17, 06/04/17, 06/13/17
KMD 12	Oakland Kennebec		
KMD 0	Scarborough Cumberland		

405C Motorcycle Registration by County:

Bureau of Motor Vehicles Registration Report

Class	Androscoggin	Aroostook	Cumberland	Franklin	Hancock	Kennebec	Knox	Lincoln	Oxford	Penobscot	Piscataquis	Sagadahoc	Somerset	Waldo	Washington	York	6/28/2017
MC	4582	2782	9904	1568	2364	5352	1744	1636	2773	6572	704	1542	2388	2057	1216	10885	
MM	5	1	12		1	1	2					1				7	
MP	137	186	1000	65	202	185	174	103	56	308	51	104	81	75	38	2031	
MQ	212	48	629	40	90	210	199	91	68	167	5	95	63	89	8	547	
MX	24	9	41	3	8	31	7	2	14	27	2	5	9	6	8	34	
PM	6		8		2	9	2	1		6	2	2	2		3	11	
VM	113	46	194	16	33	157	53	25	51	140	14	38	34	21	39	290	
XV	2	2	6	1		7	3		2	6	2		2	1		6	
	5081	**3074**	**11794**	**1693**	**2700**	**5952**	**2184**	**1858**	**2964**	**7226**	**780**	**1787**	**2579**	**2249**	**1312**	**13811**	**67044**

Countermeasure Strategies: Communication Campaign

Innovative Countermeasure: No

Project Name:	**Motorcycle Safety Paid Media Campaign**
Project Number:	2018-18MC
Total Project Cost:	$
Sub recipient:	MeBHS
Project Description:	MeBHS will purchase advertisements in multiple media markets to promote the "Share the Road" concept. The goal of the campaign is to increase awareness of motorcyclists and to educate motor vehicle operators to Share the Road with motorcyclists.
Project Justification:	CTW, Eighth Edition 5.2 Mass Media Campaigns

Funding Source: 405f Amount: $72,425.95

Match Amount: $18,106.49 Indirect Cost: $0

MOE: $0 Local Benefit: NA

Motorcycle Safety Paid Media Campaign	405f	72,425.95
TOTAL		**72,425.95**

Program Area: Pedestrian and Bicycle Safety

Problem Identification: More countermeasure supporting information previously stated under (1300.11 (a) (3))

Pedestrian Safety

Despite our best efforts, the number of Maine pedestrian crashes has steadily increased in the past decade from 2009 with 248, and reaching the highest number of 296 in 2012. In 2013 Maine enjoyed a brief respite with a reduced total of 251 crashes, only to spike again in 2014 with 287. In 2015, crashes stayed high with 279 then dropped slightly last year to 265 pedestrian crashes.

Although these Maine pedestrian crash numbers appear to trend parallel with national pedestrian crash statistics, Maine has experienced a drastic increase in the number of pedestrian fatalities in the last two years. Since 2006, annually the number of fatalities had ranged between 9 and 13. In 2015, there was an alarming increase to 19 fatalities, and it remained high with 17 in 2016.

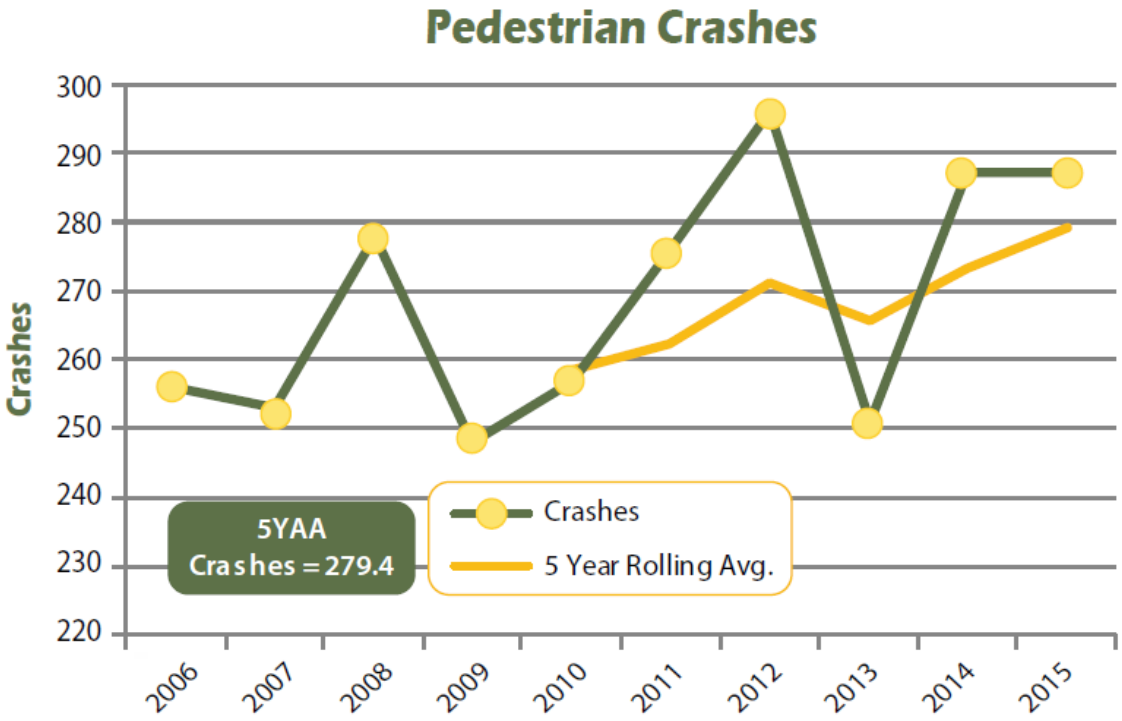
In an effort to reverse this trend, Maine DOT created a "Bike-Ped Working Group" with the Bureau of Highway Safety playing a major role. The group included participants from the Maine State Police, AAA, Bureau of Motor Vehicles, AARP, Bicycle Coalition of Maine, disability advocates, and local planning organizations. The Working Group reviewed relevant data supplied from crash reports, including pedestrian and driver age, urban or rural location, speed limit, light and road conditions, impairment data, as well as the actions and maneuvers of the pedestrians and drivers.

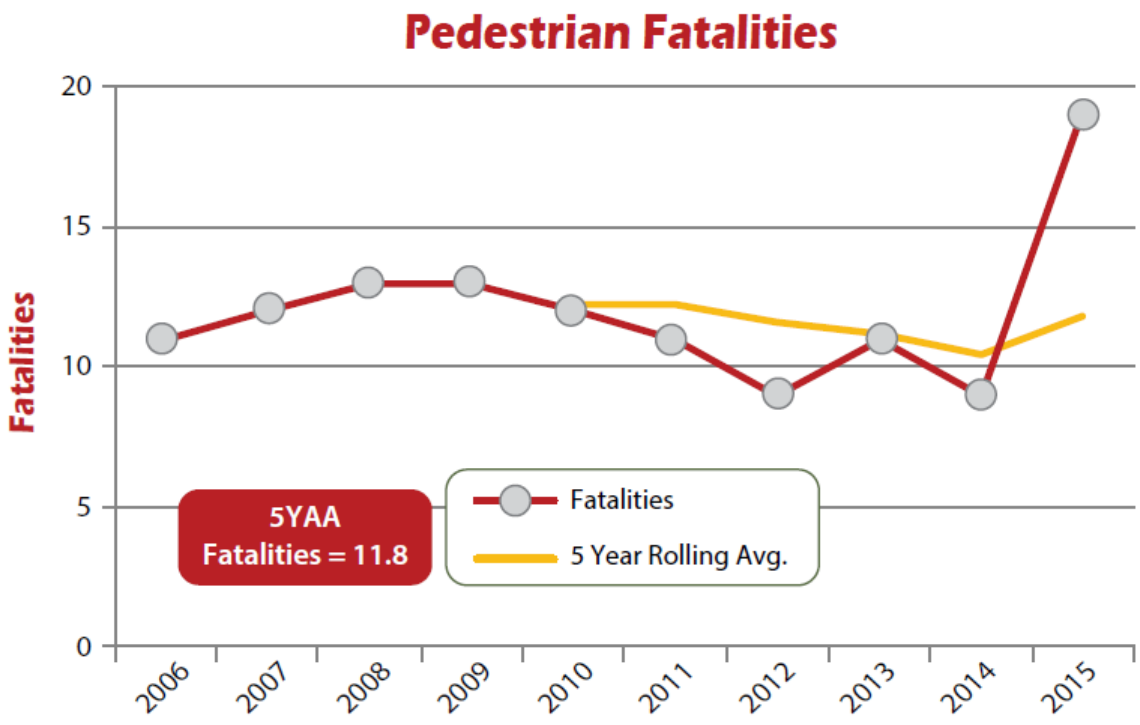
After reviewing all the contributing data, the Working Group recognized that there was no single factor contributing to the upward trend, but determined that both pedestrians and motorists equally share the responsibility for this increase. Since both parties were equally at fault, it is evident that future efforts must address changing the behaviors of both entities. To reflect this, the upcoming campaign has been named **"Heads Up! Safety is a Two-Way Street".**

Using the recommendations from this Working Group, the Maine Bureau of Highway Safety will develop social media and Public Service Announcement spots, as well as print and distribute educational material. This effort will target the 21 Maine communities with the highest pedestrian fatality rates. Additionally, the Bureau will support enforcement of pedestrian laws to help increase voluntary compliance in the targeted areas. Maine DOT will focus on infrastructure and educating the towns' leadership and public works communities.

With the synergy of both agencies, and the support from the communities' representatives, the goal is to find a long-term safety solution for all.

The below charts show crashes and fatalities and are taken from the Maine Highway Safety Facts 2016 data book co-produced with the MeDOT:


Pedestrian Crashes
Crashes
300
290
280
270
260
250
240
230
220
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
5YAA
Crashes = 279.4
Crashes
5 Year Rolling Avg.


Pedestrian Fatalities
Fatalities
20
15
10
5
0
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
5YAA
Fatalities = 11.8
Fatalities
5 Year Rolling Avg.

Countermeasure Strategies: Conspicuity Enhancement

Innovative Countermeasure: No

Project Name:	**"Heads Up! Safety is a Two-Way Street" Educational and Media Campaign for Pedestrians**
Project Number:	2018-18PS
Total Project Cost:	$100,000.00
Sub recipient:	

Project Description: The Maine Bureau of Highway Safety, with Maine DOT and designated other partners, will conduct an extensive and targeted public education and outreach campaign aimed at pedestrians and motor vehicle safety. Print materials for pedestrians and drivers will be distributed to businesses and community centers in locations identified by the MaineDOT. The Maine Bureau of Highway Safety will use multiple media venues to promote the Heads Up! Safety is a Two-Way Street Campaign. Media efforts will concentrate in the top 10 community clusters with the highest pedestrian fatality rates: Augusta/Hallowell, Bangor/Brewer, Bath/Brunswick/Topsham, Biddeford/Saco, Camden/Rockland, Lewiston/Auburn, Old Town/Orono, Portland/South Portland/Westbrook, Sanford, Waterville/Winslow. The focus of the media campaign will be to educate the walking and motoring public about pedestrian hazards such as: cell phone and electronic device use for both pedestrians and motorists, not using marked cross walks, law compliance, proper reflective clothing, and impairment. Some activities will include: distributing printed coffee cup sleeves to local coffee shops with pedestrian safety tips; online articles and TV news story announcing campaign launch; developing and implementing roll-outs for each of the 12 communities that have the highest pedestrian-motor vehicle crashes; providing a unique campaign banner for law enforcement agencies in the 12 affected communities and providing a campaign wrap for transit buses in the 10 communities.

Project Justification: CTW, Eighth Edition 2015:

3.1 Impaired Pedestrians: Communications and Outreach

4.3 Conspicuity Enhancement

Funding Source: s. 402	Amount: $100,000.00
Match Amount: $25,000.00	Indirect Cost: $0.00
MOE:$0	Local Benefit: $100,000.00

Countermeasure Strategies: Targeted Enforcement

Innovative Countermeasure: No

Project Name: **Targeted Pedestrian-Motor Vehicle Traffic Enforcement**

Project Number: 2018-18PS

Total Project Cost: $50,000.00

Sub recipient: High-Crash Pedestrian Community Law Enforcement Agencies

Project Description: The purpose of targeted enforcement is to increase compliance with appropriate traffic laws by both pedestrians and motorists. Behavioral pedestrian safety initiatives require improvements in unsafe driver or pedestrian behaviors. Once pedestrians and drivers are informed of the behavior changes needed and why they are important, enforcement often is necessary to encourage compliance. Traffic enforcement will focus on the high pedestrian-motor vehicle crash locations across the State of Maine based upon the past three years of data. Notify the public of the campaign; train law enforcement officers on the goals and procedures.
Provide overtime funding for enforcement activities

Project Justification: CTW, Eighth Edition, 2015:
4.4 Targeted Enforcement

Funding Source: s. 402 Amount: $50,000.00

Match Amount: $12,500.00 Indirect Cost: $0.00

MOE: $0 Local Benefit: $50,000.00

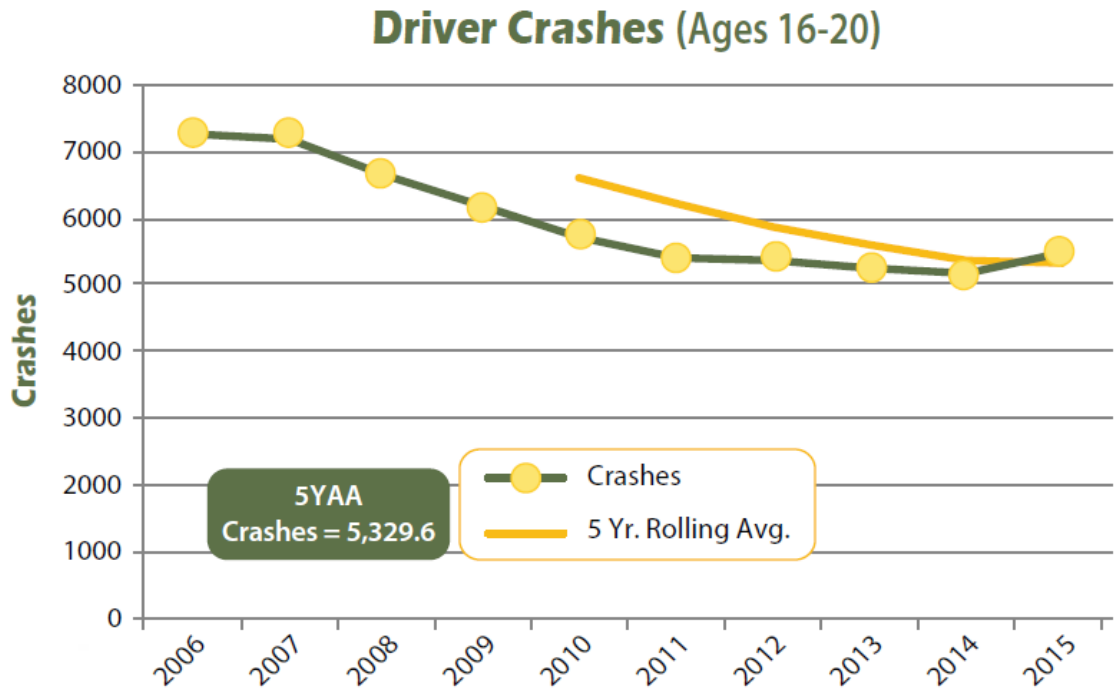
Heads-Up, Safety is a Two Way Street	402	100,000.00
Targeted Pedestrian-Motor Vehicle Traffic Enforcement	402	50,000.00
		150,000.00

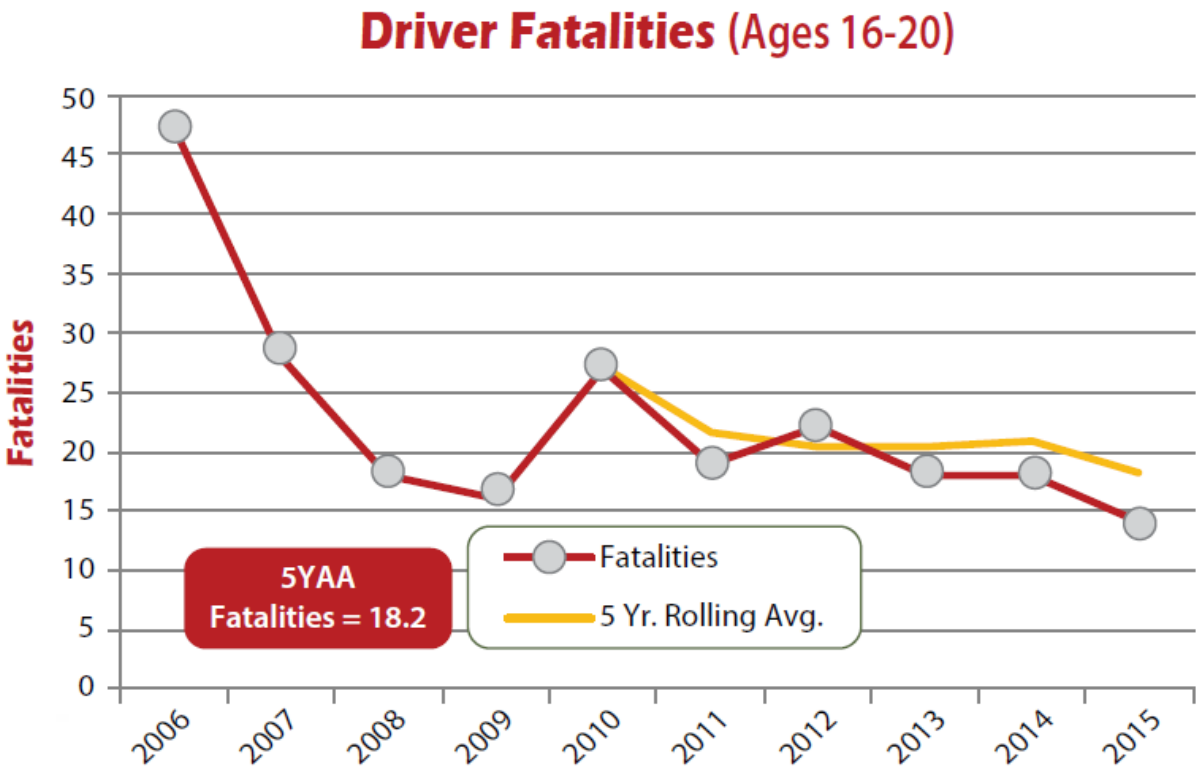
Program Area: Young Drivers (16-20) Safe Community Program

Problem Identification: More countermeasure supporting information previously stated under (1300.11 (a) (3))

Young drivers are drivers who are 20 years of age or younger at the time of the crash.

The below charts show crashes and fatalities and are taken from the Maine Highway Safety Facts 2016 data book co-produced with the MeDOT:





Countermeasure Strategies: School Programs, Communication and Outreach, Strategies for Older Children

Innovative Countermeasure: No

Project Number: 2018-18SA

Project Name: **Young Driver Expo**

Total Project Cost: $20,000.00

Sub recipient: AAA Northern New England

Project Description: This project will fund AAA of Northern New England to conduct a Young Driver Expo in conjunction with their *Dare to Prepare* program. The Teen Driver Expo and *Dare to Prepare* program provide education for young drivers, pre-drivers and parents. National speakers and presenters are sought to discuss and demonstrate topics that appeal to and influence teens and impress upon them the importance of making good driving choices. Past Expositions have been held at the Maine Mall in Southern Maine. Location(s) for this year are TBD by grantee. AAA has developed an evaluation component to determine the effectiveness of this annual event. The evaluation is used to guide future improvements and adjustments to the event.

Project Justification: CTW, Eighth Edition

3.1 “Communications and Outreach Supporting Enforcement”

3.2 “Communications and Outreach Strategies for Low Belt Use Groups”

6.1 “Communications and Outreach Strategies for Older Children”

7.1 “School Programs”

Funding Source: s. 402	Amount: $20,000.00
Match Amount: $5,000.00	Indirect Cost: $0
MOE: $0	Local Benefit: $20,000.00

Countermeasure Strategies: School Programs; Communication and Outreach (speed, distraction, restraint use); Strategies for Older Children; Communications and Outreach Strategies for Low-Belt-Use Groups; Prevention, Intervention, Communications and Outreach (alcohol); Underage Drinking and Drinking and Driving; Drug-Impaired Driving; Enforcement (alcohol, speed, distraction, restraint use); Driver Education

Innovative Countermeasure: No

Project Name: **School Age Demonstrations and New Driver Safety Mini Grants**

Project Number: 2018-18SA

Total Project Cost: $25,000.00

Sub recipient: TBD with release of project RFP

Project Description: Funds will support grants under $5,000 for various traffic safety community programs and enforcement activities designed to educate school age and new drivers on the dangers of operating vehicles on Maine’s roadways. Grantees will use a portion of funds to purchase impaired goggles to be used during educational events with the young drivers. This grant will be offered to law enforcement and other community agencies with the goals of educating and making young drivers safer on Maine roads. Funds will be used to cover school and communities demonstrations/events utilizing resources such as impaired goggles, driving simulators, seat belt convincer, mock crashes and speakers. Funds will also cover enforcement details that focus on young drivers by concentrating on speed, impaired driving, distracted driving, and seat belts.

Project Justification: CTW, Eighth Edition

2.2 Post-Licensure Driver Education

2.2 Post-Licensure or Second-Tier Driver Education

3.1 Parental Role in Teaching and Managing Young Drivers

2.2 Communications and Outreach on Distracted Driving

6.1 Communications and Outreach Strategies for Older Children

3.2 Communications and Outreach Strategies for Low-Belt-Use Groups

3.1 Communications and Outreach Supporting Enforcement

2017 OP Assessment Recommendation

Funding Source: s.402	Amount: $25,000.00
Match Amount: $6,250.00	Indirect Cost: $0
MOE: $0	Local Benefit: $25,000.00

Countermeasure Strategies: School Programs, Communication and Outreach, Strategies for Older Children

Innovative Countermeasure: No

Project Name:	**High School (Choices Matter) Speaker Program**
Project Number:	2018-18SA
Total Project Cost:	$75,000.00
Sub recipient:	TBD upon contract/RFP
Project Description:	Chris Sandy is a motivational speaker, life coach, author, and mentor specializing in alcohol awareness for young adults. He has traveled to over 40 different states and has spoken to over a million students, parents, educators, and military service members nationwide. This comprehensive project will reach young drivers and their influencers (coaches and administrators) in the high-school setting and will be conducted through an existing state contract. Costs associated include print materials, student demonstrations and speaker fee(s).
Project Justification:	CTW, Eighth Edition Chapter 1: "Alcohol and Impaired Driving" 6.1 "Minimum Legal Drinking Age 21 Laws" 6.2 "Zero-Tolerance Law Enforcement" Chapter 6: "Young Drivers" 6.1 "Parental Role in Teaching and Managing Young Drivers" GHSA and Ford Skills for Life; Under Their Influence

Funding Source: s.402	Amount: $75,000.00
Match Amount: $18,750.00	Indirect Cost: $0
MOE: $0	Local Benefit: $75,000.00

Countermeasure Strategies: Strategies to Reduce Crashes Involving Young Drivers

Innovative Countermeasure: No

Project Name: **Driver's Education Student and Parent Presentation**

Project Number: 2018-18DE

Total Project Cost: $10,000.00

Sub recipient: Maine State Police

Project Description: Maine State Police will work with Driver Education classes, state-wide, to provide a standardized presentation or video to be used to educate participants and their parents during the one hour the state requires parents to participate in their child's driver education. The presentation will focus on topics that effect young drivers, trying to reduce fatalities, by focusing on safety issues

Project Justification: CTW, Eighth Edition

1.1 Graduated Driver Licensing
1.2 GDL Learner's Permit Length, Supervised Hours
1.3 GDL Intermediate License Nighttime Restrictions
1.4 GDL Intermediate License Passenger Restrictions
1.5 GDL Cell Phone Restrictions
1.6 GDL Belt Use Requirements
1.7 GDL Intermediate License Violation Penalties
2. Driver Education
2.1 Pre-Licensure Driver Education

3.1 Parental Role in Teaching and Managing Young Drivers

4. Traffic Law Enforcement
4.1 Enforcement of GDL and Zero-Tolerance Laws

Funding Source: s. 402	Amount: $10,000.00
Match Amount: $2,500.00	Indirect Cost: $0
MOE: $0	Local Benefit: $10,000.00

Young Driver Expo	**402**	**25,000.00**
School Age Demonstrations and New Driver Safety Mini Grants	**402**	**25,000.00**
High School Speaker Program	**402**	**75,000.00**
Driver's Education Student and Parent Presentation	**402**	**10,000.00**
TOTAL		**135,000.00**

Program Area: Distracted Driving

Problem Identification: More countermeasure supporting information previously stated under (1300.11 (a) (3))

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

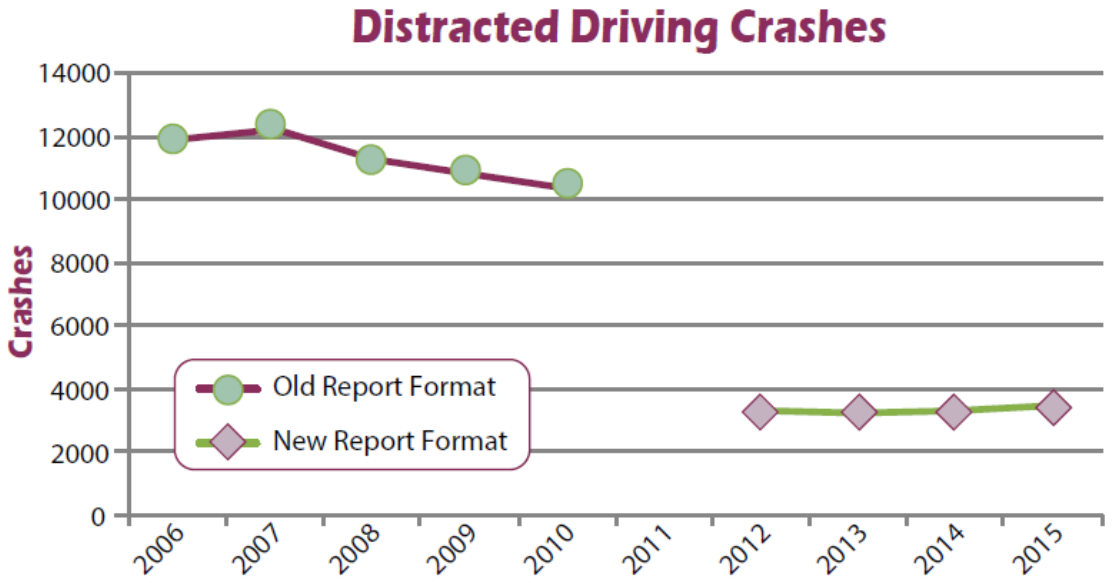
Maine law only prohibits drivers under the age of 18 from using a hand held device, making them the obvious target group for education and enforcement efforts, though all age groups suffer from distracting habits while driving. The average age of a driver involved in a distracted crash is 40. Males and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

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

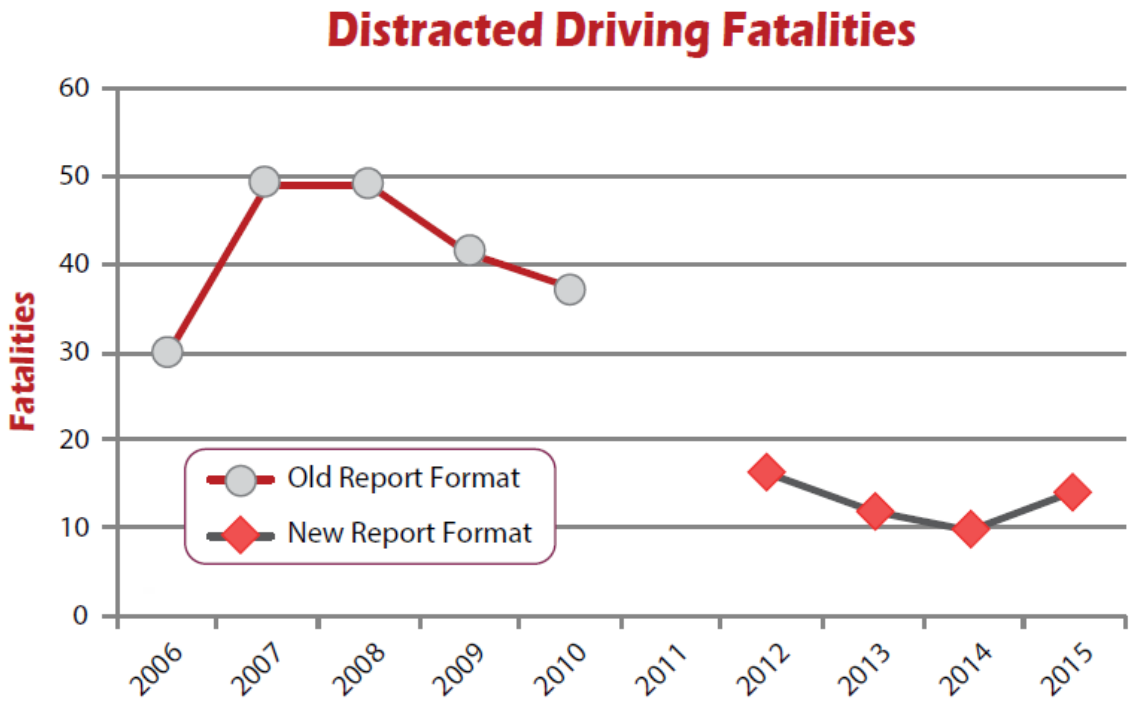
In 2011, Maine changed the way distracted driving is reported. This change caused the State of Maine to separate 2011 numbers from past distracted driving numbers.

Convictions for 2016 indicate an increase in law enforcement efforts (590 distracted driving convictions and 600 texting while driving convictions).

The below charts show crashes and fatalities and are taken from the Maine Highway Safety Facts 2016 data book co-produced with the MeDOT:



Prior to 2011, police crash reports captured general distracted/inattentive driving factors, and 10,000+ distraction/inattention related crashes were reported annually. During 2011, Maine switched to an updated crash report in line with national guidance that now reports on specific distracted practices, but does not include generic inattention, greatly reducing the reported number of distracted crashes. Distracted driving behaviors are usually self-reported.


Distracted Driving Fatalities
Fatalities
60
50
40
30
20
10
0
Old Report Format
New Report Format
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015

Distracted Driving Questions on Driver License Exam:

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

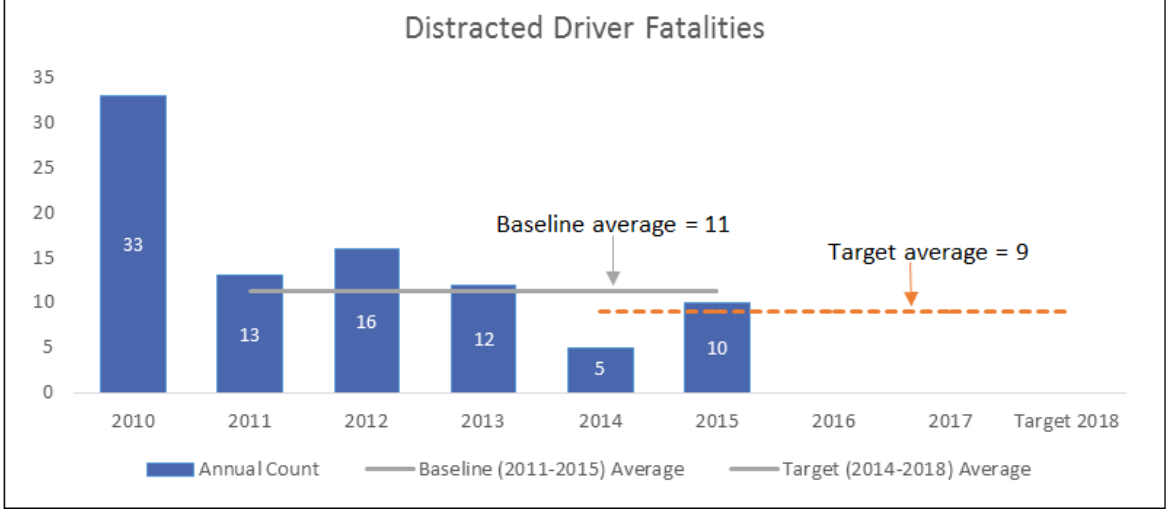
Performance Targets

Distracted Driving Target

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

Provide a justification for the above performance target that explains how the target is data-driven, including a description of the factors that influenced the performance target selection:

In 2011, Maine made a significant change in how it collect information regarding distracted driving, distinguishing distracted driving from the more general category of inattentive driving. This change is reflected in the numbers presented below and limits Maine's ability to use prior years for target setting purposes. The average number of distracted driving fatalities for 2011 to 2015 (baseline) was 11. Maine will decrease its distracted driver fatalities by 20 percent, resulting in a target average (2014 to 2018) of 9.



Countermeasure Strategies: School Programs; Communication and Outreach; Strategies for Older Children; Other Countermeasures (distracted driving)

Innovative Countermeasure: No

Project Name: **Distracted Driving Campaign PSA, Brochure/Educational Material**

Project Number: 2018-18DD

Total Project Cost: $170,000.00

Project Description: Working with our media vendor, create a comprehensive distracted driving campaign to include creation and distribution of a distracted driving brochure (based on the USAA brochure no longer available) to help support education and enforcement efforts to reduce distracted driving occurrences.

Project Justification: CTW, Eighth Edition

6.1 Communications and Outreach Strategies for Older Children

7.1 School Programs

2.1 Pre-Licensure Driver Education

2.2 Post-Licensure or Second-Tier Driver Education

3.1 Parental Role in Teaching and Managing Young Drivers

2.2 Post-Licensure or Second-Tier Driver Education

2.2 Communications and Outreach on Distracted Driving

Funding Source: s. 402 Amount: $170,000.00

Match Amount: $42,500.00 Indirect Cost: $0

MOE: $0 Local Benefit: $170,000.00

Countermeasure Strategies: Strategies to Reduce Distracted and Drowsy Driving

Innovative Countermeasure: No

Project Name: **Distracted Driving Observational Survey**

Project Number: 2018-18DD

Sub recipient: TBD with Project RFP

Total Project Cost: $200,000.00

Project Description: Cell phone use and texting while driving can degrade driver performance in three ways --visually, manually, and cognitively. Talking and texting

while driving have grown in the past decade as drivers take their cell phones into their vehicles. In an effort to gather data on actual cell phone use, and to determine if enforcement efforts and education has been successful, Maine intends to use the Connecticut demonstration model to conduct a cell phone usage observational study

Project Justification: CTW, Eighth Edition 2015 Chapter 1:

1.2 Cell Phone and Text Messaging Laws

1.3 High Visibility Cell Phone and Text Messaging Enforcement

2.2 Communications and Outreach on Distracted Driving

Funding Source: s. 405e	Amount: $200,000.00
Match Amount: $50,000.00	Indirect Cost: TBD
MOE: $0	Local Benefit: NA

Countermeasure Strategies: Laws and Enforcement (distracted driving)

Innovative Countermeasure: No

Project Name:	**High Visibility Distracted Driving Enforcement**
Project Number:	2018-18DD
Total Project Cost:	$2,309,212.40
Sub recipient:	Various Law Enforcement Agencies
Project Description:	Funding will support overtime details for law enforcement agencies to conduct distracted driving enforcement on I-95, I-295 and designated high crash locations. Each detail will be no longer than four-hours in length and carried out by two officers working in tandem to detect motorists that are driving distracted.
Project Justification:	CTW, Eighth Edition 2015 Chapter 4: 1.3 “High Visibility Cell Phone and Text Messaging Enforcement” 1.4 “General Driving Drowsiness and Distraction Laws”

Funding Source: s. 405e	Amount: $2,309,212.40
Match Amount: $577,303.10	Indirect Cost: $0
MOE: $0	Local Benefit: NA

Distracted Driving Education PSA & Print Materials	405e	170,000.00

Distracted Driving Observational Survey	405e	200,000.00
Distracted Driving Enforcement Sustained	405e	2,309,212.40
TOTAL		**2,679,212.40**

Program Area: Senior Drivers/Aging Road Users

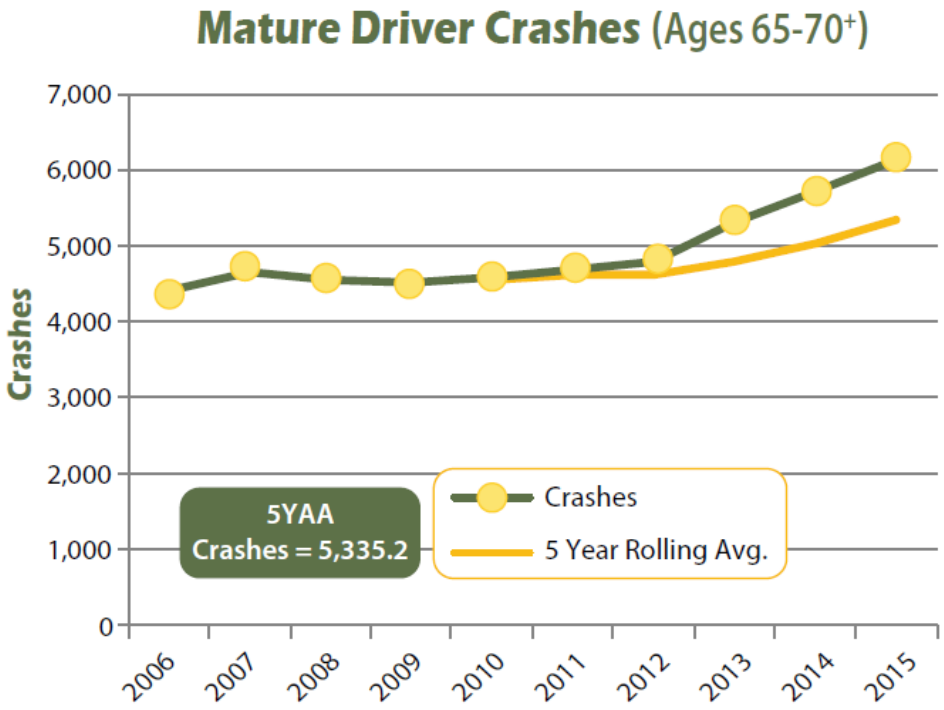
Problem Identification: More countermeasure supporting information previously stated under (1300.11 (a) (3))

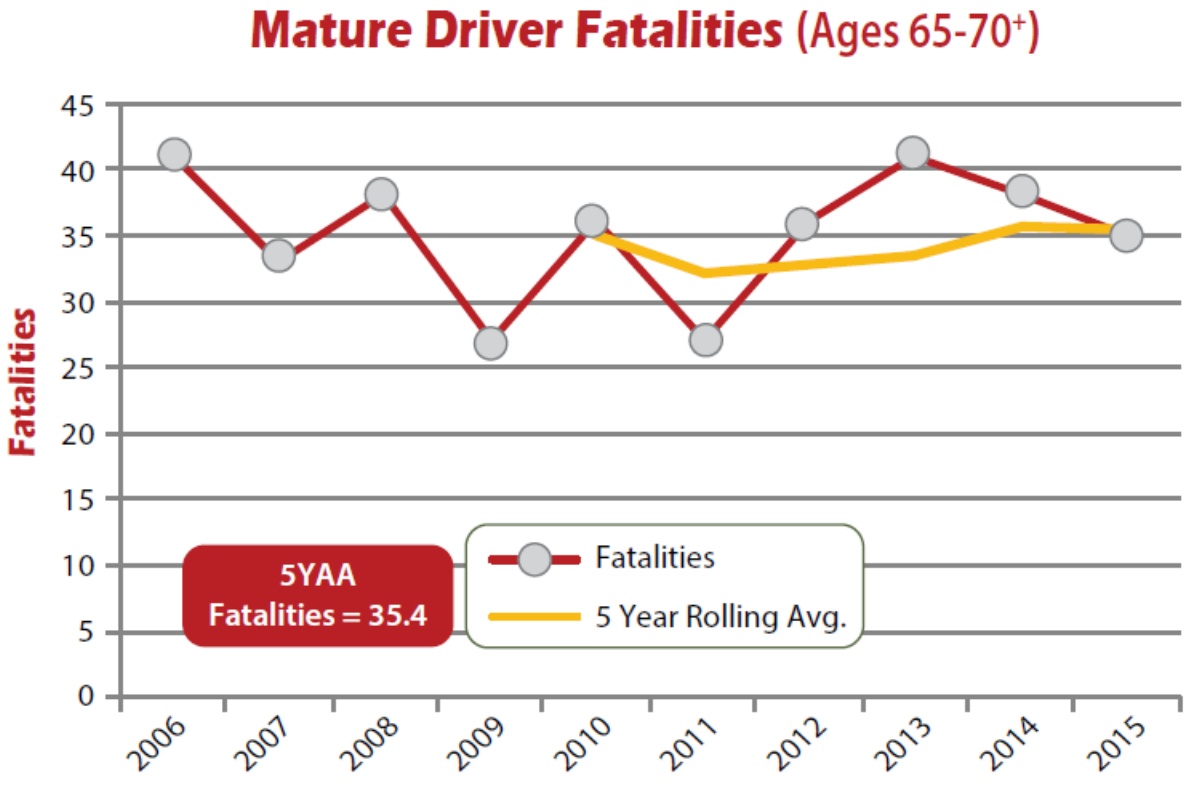
Maine is the "oldest" state by median age (44.2) and the fourth oldest by percent of population over 65 (17.7%). The latter is expected to rise to 26.3% by 2030. A senior driver is defined as any driver over the age of 65. This group experiences more crashes per mile driven than any other age group except young drivers. Additionally, a crash involving a senior driver is 1.7 times more likely to lead to serious injury or death than those involving a driver between the age of 25 and 65. Many factors contribute to these outcomes including gradually diminishing physical, sensory and cognitive capabilities, often exacerbated by medications and specific conditions; and increased physical frailty.

To address senior driving issues, Maine formed the Senior Driver Coalition in the spring of 2009. This group encompasses stakeholders from public health; clinical geriatrics; social work; occupational therapy; AARP; AAA; Independent Transportation Network America; State legislators; and the Maine Chiefs of Police, Office of Elder Services, Bureaus of Highway Safety and Motor Vehicles (BMV), MaineDOT, and CDC Injury Prevention Program.

The below charts show crashes and fatalities and are taken from the Maine Highway Safety Facts 2016 data book co-produced with the MeDOT:

Mature Licensed Drivers		
Year	65-69	70+
2003	47,675	102,719
2004	49,084	105,750
2005	50,075	109,905
2006	51,310	109,659
2007	54,425	110,616
2008	58,174	114,247
2009	61,265	116,697
2010	81,677	118,323
2011	67,766	121,280
2012	72,553	124,625
2013	76,107	130,121
2014	80,585	134,162
2015	85,209	137,842
(BMV figures)		





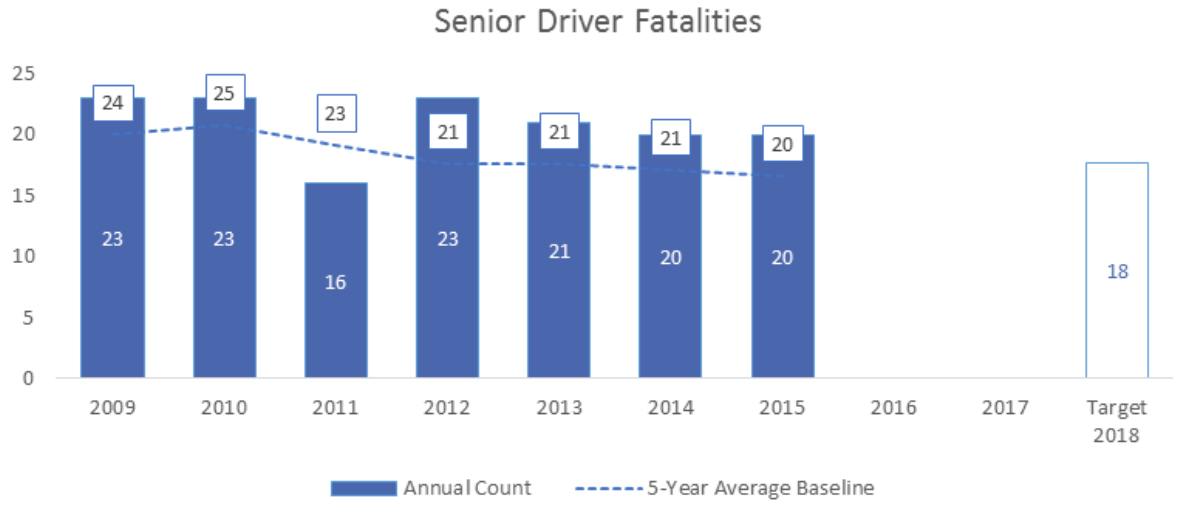
Performance Target

Senior Driver Fatalities

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

Provide a justification for the above performance target that explains how the target is data-driven, including a description of the factors that influenced the performance target selection:

This target was set using the five-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent change from the previous three baseline periods to their corresponding comparison years was an 11.6% decrease. Maine will decrease its senior driver fatalities from a baseline (2011-2015) value of 20 to a target value of 18 for the year 2018.



Countermeasure Strategies: License Restrictions and Other

Innovative Countermeasure: No

Project Name: **"Are You ABLE" Educational Campaign for the Aging Road User**

Project Number: 218-18SA

Total Project Cost: $30,000.00

Sub recipient: Maine General Health

Project Description: As a group, the aging road user is a generally safe driver, with high safety belt use and few citations. Over these past couple of years, Maine has continued to see an increasing trend in aging road user crashes. Questions regarding their ability to drive safely need to be asked. Because restricting their driving independence is an emotionally charged subject, the best person to have this conversation with the aging road user is their family and health care professional. Although unsafe driving may be an uncomfortable

subject, these centers of influence have the best chance to help these older adults weigh driving, i.e., drive less, avoid certain road conditions, or stop driving altogether. Center of influence are also in the best position to surmise whether the aging road user has a medical issue, improper medication usage, or a reduced physical function that can increase their risk of a crash or injury. To assist these centers of influence in discussing driving issues, they must have information on the effects that certain medications or medical conditions may have on aging road user's vision, cognitive skills, and motor functions. Strategy: Have Maine General Health develop and distribute brochures to community centers, health professionals, town offices, etc. so that families and health care providers can obtain and use them when addressing sensitivities and impairments that occur from the aging process.

Project Justification: CTW, Eighth Edition 2015

1.2 General Communications and Education
2. Licensing
2.1 License Screening and Testing

Funding Source: s.402 Amount: $30,000.00

Match Amount: $7,500.00 Indirect Cost: $0

MOE: $0 Local Benefit: $7,500.00

"Are You ABLE" Educational Campaign for the Aging Road User	**402**	**30,000.00**

Program Area: Paid Media

Problem Identification: More countermeasure supporting information previously stated under (1300.11 (a) (3))

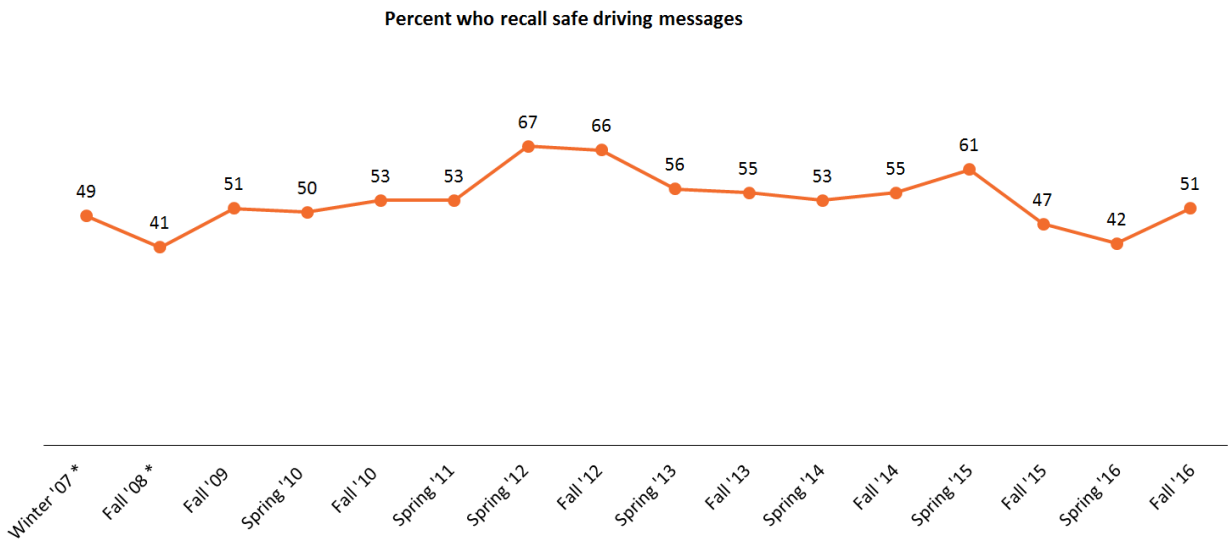
The MeBHS' public relations and marketing program focuses on all of the behavioral program areas. The NHTSA Communications Calendar is used as a guide when developing the schedule for statewide media campaigns.

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

MEDIA RECALL RATE

Half of Maine's residents recall seeing or hearing ads in the past year relating to safe driving, in line with historical norms after an increase from last spring.

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?



* Source: *Report to the Maine Highway Safety Media Group and Swardlick Marketing Group*, November 2008 (n=400)

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

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

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

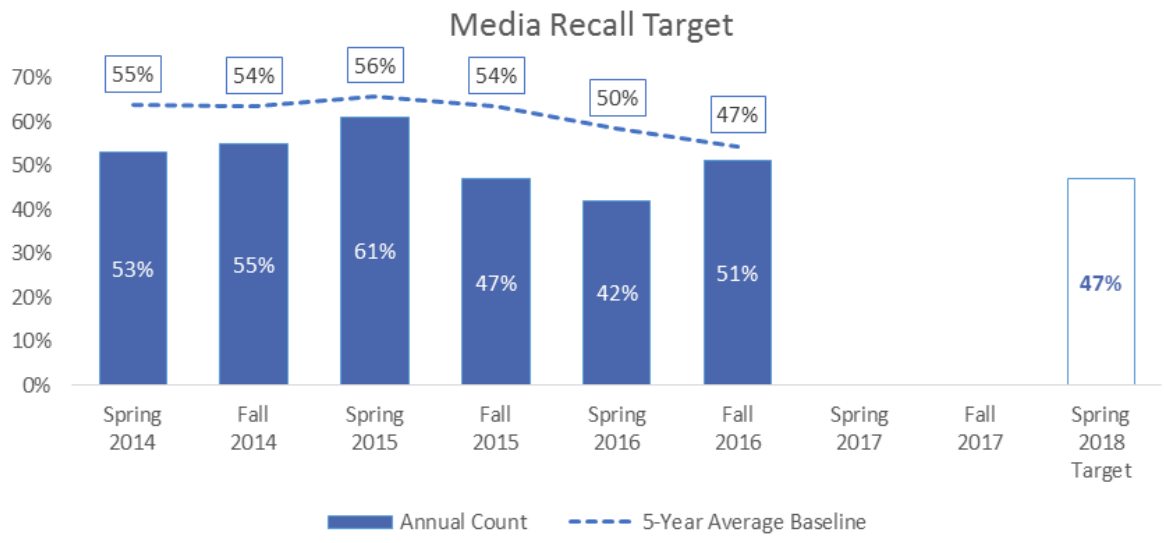
Performance Targets

Media Recall Target

Baseline Value	47	Baseline Start Year	2013	Baseline End Year	2015
Target Value	47	Target Start Year	2018	Target End Year	2018

Provide a justification for the above performance target that explains how the target is data-driven, including a description of the factors that influenced the performance target selection:

This target is a maintenance target. The three-year alternative baseline method shows an average decrease from the previous three baseline periods to the corresponding comparison year of 15%. Maine will attempt to hold the rate of media recall to the baseline (2013-2015) of 47% for the year 2018.



Countermeasure Strategies: Communications and Outreach: Mass Media Campaigns

Innovative Countermeasure: No

Project Name:	**Statewide Strategic Media Plan (Paid Media)**
Project Number:	PM18-001
Total Project Cost:	$314,812.47
Sub recipient:	MeBHS with NL Partners

Project Description:	This project will fund paid media (television, radio, print, digital, social) associated with all of the MeBHS program priorities and NHTSA High Visibility Enforcement campaigns. Expenses include campaign development, retagging of PSA's, purchase of radio, television, social and print media and production of new PSA's.
Project Justification:	CTW, Eighth Edition 2015 5.2 Mass Media Campaigns

Funding Source: s.402	Amount: $314,812.47
Match Amount: $78,703.12	Indirect Cost: $0
MOE: $0	Local Benefit: $314,812.47

Project Name:	**Statewide Sports Marketing Campaign**
Project Number:	PM18-002
Total Project Cost:	$401,601.75
Sub recipient:	MeBHS and Alliance Highway Safety
Project Description:	This project will support educational events and advertising at sporting venues. Motorcycle safety, impaired driving, seat belt, distracted driving, and pedestrian safety will be addressed via public service announcements, signage, informational displays, and personal interaction with the public using local law enforcement and MeBHS staff during *You've Been Ticketed* and *Share the Road with Motorcycle* events. Funds will also be used for educational events and advertising at sporting venues that are frequented by sports enthusiasts.
Project Justification:	CTW, Eighth Edition 2015 Chapter 2: 3.1 "Communications and Outreach Supporting Enforcement" CTW, Eighth Edition 2015 Chapter 5: 4.2 "Communications and Outreach: Other Driver Awareness of Motorcyclist. 5.2 Mass Media Campaigns
Project Justification:	CTW, Eighth Edition 2015 5.2 Mass Media Campaigns

Funding Source: s.402	Amount: $401,601.75
Match Amount: $100,400.44	Indirect Cost: $0

MOE: $0 Local Benefit: $401,601.75

Paid Media (all program areas)	402	314,812.47
Sports Marketing	402	401,601.75
TOTAL		**716,414.22**

Evidence Based Traffic Safety Enforcement Program

Provide an analysis of crashes, crash fatalities, and injuries in areas of highest risk (§ 1300.11(d) (5) (i) (A)):

The statewide problem identification process used in the development of the Highway Safety Plan (HSP) has been described in Section 1300.11(a) (1) and other sections in this plan. The data analyses are designed to identify the high risk population in crashes and who, what, when, where and why crashes are occurring. Problem identification is summarized in the statewide and individual program area sections of this HSP.

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

Provide an explanation of the deployment of resources based on the above analysis (§ 1300.11(d) (5)(i)(B)):

MeBHS uses a combination of enforcement checkpoints and saturation patrols, both of which can be found in the most recent edition of NHTSA's, *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices.* The methodology will include enforcement of traffic laws pertaining to, but not limited to, adult and child occupant protection, speeding, and distracted and impaired driving coupled with enforcement patrols that saturate an identified area or region and are advertised in the local media.

Describe how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the HSP, as applicable (§ 1300.11(d)(5)(i)(B)(ii)):

MeBHS Program Managers will use progress reports, and conduct desk and on-site monitoring to ensure grant funded law enforcement projects are effective. 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 tickets issued. MeBHS uses the Maine Crash Reporting System 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 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.

Planned high-visibility enforcement (HVE) strategies to support national mobilizations (§ 1300.11(d) (6)):

Describe how the State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State:

Together with our law enforcement, MaineDOT, and media partners, Maine participates in three of the National high visibility mobilizations. Participants (sub recipients) are selected with assistance from the Maine DOT, Program Coordinators and the Law Enforcement Liaison using percent of overall problem based on an analysis of crash, injury fatal and citation data, and geographic locations. Once sub recipients are selected, grant applications are sent to those agencies. Further details of the activities are related in the applicable project areas of this Plan under Occupant Protection and Impaired Driving.

Participation in the National high visibility law enforcement mobilizations (§ 1300.11(d) (6) (i)):

Describe the planned high-visibility enforcement strategies to support the national mobilizations shall include not less than three mobilization campaigns in each fiscal year to reduce alcohol-impaired or drug-impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Strategies by sub recipients include saturation patrols based on crash data (who, what, when, where) and checkpoint operations surrounding large gatherings, events and activities known to including drugs and/or alcohol. The Bureau's Roadside Testing Vehicle will support the high-visibility activities of the participating agencies. In addition to enforcement, agencies will utilize mobile messaging signs to raise public awareness, and visit schools and other community's centers to discuss seat belt usage.

Select National campaigns the State will participate in:

Select National campaigns the State will participate in:

- [x] Drive Sober or Get Pulled Over National Enforcement (August)
- [x] Click It or Ticket National Enforcement Mobilization (May)
- [x] Drive Sober or Get Pulled Over (Holiday Season)
- [ ] Drive Sober or Get Pulled Over (Fourth of July)
- [ ] Other

Submission of information regarding mobilization participation (§ 1300.11(d) (6) (ii)):

See above information and planned projects.

Appendix A – Section 402 Certifications and Assurances

APPENDIX A TO PART 1300 –
CERTIFICATIONS AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS
(23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59,
AS AMENDED BY SEC. 4011, PUB. L. 114-94)

[*Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.*]

State: Maine Fiscal Year: 2018

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

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

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
  (i) the entity in the preceding fiscal year received—
    (I) 80 percent or more of its annual gross revenues in Federal awards;
    (II) $25,000,000 or more in annual gross revenues from Federal awards; and
  (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION
(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination ("Federal Nondiscrimination Authorities"). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.,* 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies** Act of 1970, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973,** (23 U.S.C. 324 *et seq.),* **and Title IX of the Education Amendments of 1972,** as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973,** (29 U.S.C. 794 *et seq.),* as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975,** as amended, (42 U.S.C. 6101 *et seq.),* (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987,** (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, sub-recipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.

- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;

- Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;

- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;

- Insert in all contracts and funding agreements with other State or private entities the following clause:

  "During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

  a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;

c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;

d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and

e. To insert this clause, including paragraphs a through e, in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
b. Establishing a drug-free awareness program to inform employees about:
    - The dangers of drug abuse in the workplace.
    - The grantee's policy of maintaining a drug-free workplace.
    - Any available drug counseling, rehabilitation, and employee assistance programs.
    - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
    - Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
    - Abide by the terms of the statement.
    - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction.
e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –

- Taking appropriate personnel action against such an employee, up to and including termination.
- Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

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

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who

fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

RESTRICTION ON STATE LOBBYING
(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to subrecipients as well as States)

Instructions for Primary Certification (States)

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, as used in this clause, have the

meaning set out in the Definitions and coverage sections of 2 CFR Part 180. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

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

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

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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

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

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

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

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.

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

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

4. The terms *covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification

Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

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

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

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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

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

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

BUY AMERICA ACT
(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase only steel, iron and manufactured products produced in the United States with Federal funds, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase

foreign produced items, the State must submit a waiver request that provides an adequate basis and justification to and approved by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.

2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably

equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

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

4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)

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

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

7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
    - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
        - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
        - Increase use of seatbelts by occupants of motor vehicles;
    - Submission of information regarding mobilization participation in accordance with 23 CFR part 1300.11(d)(6)(ii);
    - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
    - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
    - Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
    - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).
    (23 U.S.C. 402(b)(1)(F))

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

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

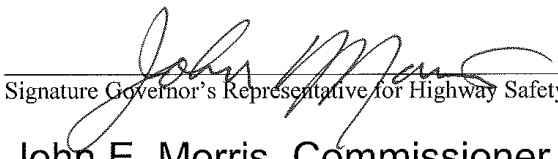
The State: [***CHECK ONLY ONE***]

■ Certifies that automated traffic enforcement systems are not used on any public road in the State;

OR

□ Is unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 CFR 1300.13(d)(3) AND will submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.



Signature Governor's Representative for Highway Safety — Date

06/12/2017

John E. Morris, Commissioner

Printed name of Governor's Representative for Highway Safety

Appendix B – Section 405 Certifications and Assurances

APPENDIX B TO PART 1300 –
APPLICATION REQUIREMENTS
FOR SECTION 405 AND SECTION 1906 GRANTS

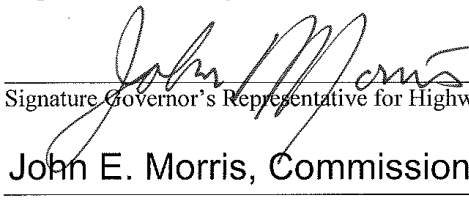
[*Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Pub. L. 109-59, as amended by Section 4011, Pub. L. 114-94, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.*]

State: Maine Fiscal Year: 2018

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

- I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.



Signature Governor's Representative for Highway Safety — Date: 06/12/2017

John E. Morris, Commissioner

Printed name of Governor's Representative for Highway Safety

Appendix C – Maine Traffic Records Strategic Plan

Maine
Traffic Records Strategic Plan for FFY2018

July 1, 2017

State Traffic Safety Information System Improvement

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Table of Contents

Maine Traffic Records Strategic Plan

1. Executive Summary

The State of Maine Traffic Records Coordinating Committee (TRCC) is comprised of stakeholders in the traffic safety community. These stakeholders include highway safety, traffic safety data collectors, managers, and law enforcement. Each of the core traffic records data systems are represented within the State of Maine TRCC. These data systems consist of Crash, Driver, Vehicle, Roadway, Citation/Adjudication, and Injury Surveillance.

The State of Maine completed the NHTSA Traffic Records Assessment on April 25, 2016 and has accepted the various recommendations related to improving the State's traffic records data systems. The TRCC has since reviewed and responded to each recommendation (see Section 7) and will use the recommendations to plan improvements to related systems during the course of the next several plan years.

The Public Access Reports – Traffic project launched the Maine Crash Public Query Tool website in early 2017. The website has been well received by users and is accessible to the public (no login required) or via advanced user functionality (login required). The website currently has 40 advanced users ranging from law enforcement to MaineDOT users. The site provides Crash Statistics, Mapping, and High Crash Location analysis. This project has increased the accessibility of Maine's crash data to the public and highway safety stakeholders (a core NHTSA performance area).

The Electronic Collection of EMS Run Report Data project (MEMSRR) has deployed a system upgrade in the first half of 2017 that brings the EMS run reporting system to NEMSIS 3 (National EMS Information System) compliance. This deployment increases the uniformity of the MEMSRR system with the latest NEMSIS standards (a core NHTSA performance area).

Maine's progress in improving the State's traffic records data systems are detailed in Section 3 of this plan. The performance measures in Section 3.1 demonstrate improvements in Crash Timeliness and Crash Completeness. The average timeliness of all crash report submissions has improved to 6.48 days. Additionally, the completeness of Maine's crash reports submissions with regard to officer entry of latitude and longitude has increased to 64.14%

Any grant funds awarded under FAST Act, Section 405c shall be used to make quantifiable, measurable progress improvements in the accuracy, completeness, timeliness, uniformity, accessibility, or integration of data in a core highway safety database.

2. Traffic Records Coordinating Committee

2.1 Traffic Records Improvement Program Coordinator

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

2.2 TRCC Charter

MAINE

TRAFFIC RECORDS COORDINATING COMMITTEE

CHARTER

Whereas various state and local government agencies have recognized the need to work together to integrate Highway Safety Information Systems to enhance decision making and save lives and injuries on Maine's highways.

And whereas various state and local government agencies have agreed to collaborate in the development and implementation of a Highway Safety Information System improvement program to provide more timely, accurate, complete, uniform, integrated, and accessible data to the traffic safety community.

And whereas various state and local government agencies have agreed to collaborate in the development and implementation of a Highway Safety Information System strategic plan that insures that all components of state traffic safety are coordinated.

Therefore the following Charter is created to establish a Traffic Records Committee in accordance with the requirements of FAST Act, Section 405c and as agreed upon by the participating agencies.

Objective:
To establish a multi-agency Traffic Records Committee composed of voting members from the Maine Department of Motor Vehicles, Maine EMS, Maine Department of Transportation, Maine Judicial Branch, State and local law enforcement agencies, local Emergency Medical Services, and other federal and non-federal partners, whose purpose is to provide direction on all matters related to the Maine Highway Safety Information System.

Traffic Records Committee Goal:
To improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of traffic related data needed to identify priorities for national, state, and local highway and traffic safety programs.

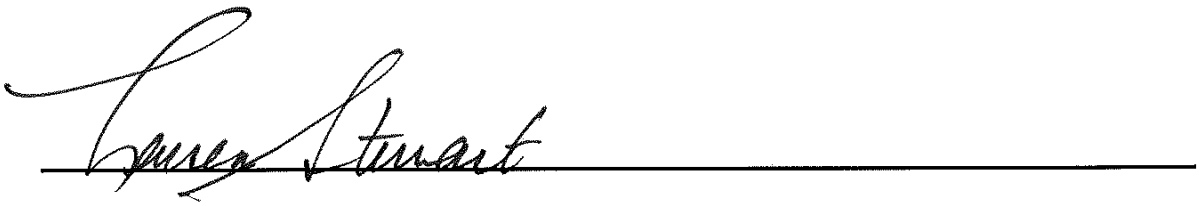
Traffic Records Committee Functions:
The Traffic Records Coordinating Committee shall-

Have authority to review any of the State's highway safety data and traffic records systems and any changes to such systems before the changes are implemented;

Consider and coordinate the views of organizations in the State that are involved in the collection, administration, and use of highway safety data and traffic records systems, and represent those views to outside organizations;

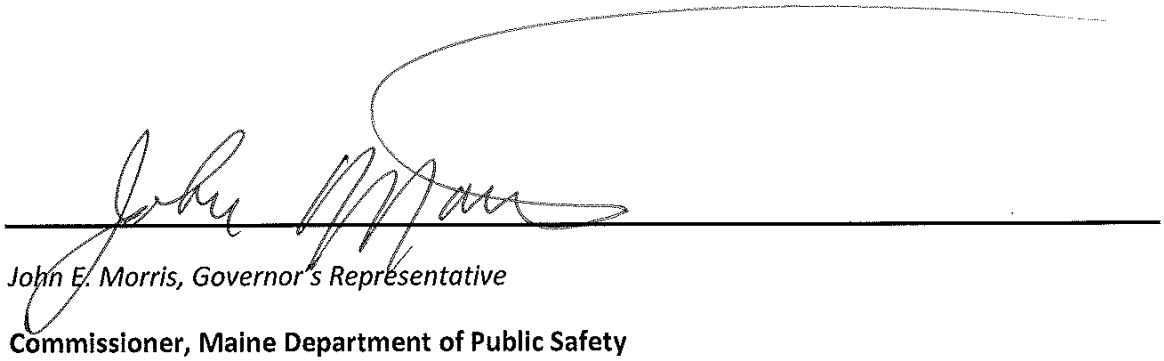
Review and evaluate new technologies to keep the highway safety data and traffic records systems current;

Approve annually the membership of the TRCC, the TRCC coordinator, any changes to the State's multi-year Strategic Plan required under paragraph (c) of this section, and performance measures to be used to demonstrate quantitative progress in the accuracy, completeness, timeliness, uniformity, accessibility, or integration of a core highway safety database.



Lauren V. Stewart, Chair Traffic Records Coordinating Committee

Director, Maine Bureau of Highway Safety



John E. Morris, Governor's Representative

Commissioner, Maine Department of Public Safety

2.3 TRCC Committees

2.3.1 Executive Committee

Name / Title	Organization	Function
James Glessner State Court Administrator	Maine Judicial Branch	Citation
Matthew Dunlap Secretary of State	Office of the Secretary of State	Driver/Vehicle
David Bernhardt Commissioner	Maine Department of Transportation	Crash/Roadway
John Morris Commissioner	Maine Department of Public Safety	Crash/Citation/ Highway Safety/ Injury Surveillance System

2.3.2 Technical Committee

Name / Title	Organization	Function
Douglas Bracy Chief	Maine Chiefs of Police Association	Law Enforcement
Shaun St. Germain Director	Department of Public Safety, Maine EMS	Injury Surveillance System
Duane Brunell, P.E. Safety Performance Analysis Manager	Maine Department of Transportation Safety Office	Crash/Roadway
Linda Grant Senior Section Manager	Maine Bureau of Motor Vehicles	Driver/Vehicle
Al Leighton CODES and Data Analyst	University of Southern Maine, Muskie School	Highway Safety
Emile Poulin Senior Information System Support Specialist	Maine Office of Information Technology	Information Technology
Bruce Scott Lieutenant, Traffic Safety	Maine State Police	Crash/Citation TRCC Co-Chair
John Smith Manager	Maine Violations Bureau	Citation
Lauren Stewart Director	Maine Bureau of Highway Safety	Highway Safety TRCC Co-Chair TRCC Coordinator
Jaime Pelotte Contract Grants Specialist	Maine Bureau of Highway Safety	Highway Safety

2.4 TRCC Operation

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

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

If so, how often does it meet? As Needed.

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

If so, how often does it meet? Three times a year minimum.

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

Yes	*The TRCC has the authority to approve the Strategic Plan.*
Yes	*The TRCC has the authority to review any of the State's highway safety data and traffic records systems and to review changes to such systems before the changes are implemented.*
Yes	*The TRCC includes representative from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control and motor carrier agencies and organizations.*
Yes	*The TRCC provides a forum for the discussion of highway safety data and traffic records issues and report on any such issues to the agencies and organizations in the State that create, maintain, and use highway safety data and traffic records.*
Yes	*The TRCC considers and coordinates the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records systems.*
Yes	*The TRCC represents the interests of the agencies and organizations within the traffic records system to outside organizations.*
Yes	*The TRCC reviews and evaluates new technologies to keep the highway safety data and traffic records systems up-to-date.*

2.5 Past TRCC Meeting Dates

Past TRCC meetings were held on the following dates:

November 3, 2016

February 8, 2017

May 3, 2017

2.6 Future TRCC Meeting Schedule

Future TRCC meetings are tentatively scheduled for:

November 8, 2017

February 7, 2018

May 9, 2018

3. Progress

3.1 Traffic Records Performance Measures

3.1.1 Crash Timeliness

Label: C-T-01B
Status of Improvement: Demonstrated Improvement
Active Status: Active
***Last Updated*:** 02-May-2017

Narrative

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

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

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

The state will show measureable progress using the following method: The average number of days from the crash date to the date the crash report is entered into the crash database using a baseline period of April 1, 2015 to March 31, 2016 and a current period of April 1, 2016 to March 31, 2017. **Note:** Both the baseline and current periods are limited to reports entered into the database by April 30, 2016 (baseline) and April 30, 2017 (current).

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

There were 37,935 crash reports during the baseline period with an average timeliness of 6.69 days. There were 40,833 crash reports during the current period with an average timeliness of 6.48 days.

Measurements

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

Supporting Materials (Backup)

--Maine Crash Timeliness Query Supporting Details

--2013

```
SELECT   Round(SUM(case when DATEDIFF(day,  a.crashdate, b.uploaddatetime )<0 then 0 else DATEDIFF(day,
a.CrashDate, b.uploaddatetime ) end),3) as DayCount,
 round(AVG(case when DATEDIFF(day,  a.crashdate, b.uploaddatetime )<0 then 0.00 else DATEDIFF(day,
a.CrashDate, b.uploaddatetime ) end),1) AS "Avg Number of Days for Submittal",
  count(*) "Number of Report"
FROM        CrashReport AS a INNER JOIN
                  (SELECT     Min(ReceivedDateAndTime) AS uploaddatetime, ReportingAgency, ReportNumber
                    FROM         UploadLog
                    GROUP BY ReportingAgency, ReportNumber) AS b ON a.ReportingAgency = b.ReportingAgency
AND a.ReportNumber = b.ReportNumber INNER JOIN
               refReportingAgency ON a.ReportingAgency = refReportingAgency.Id
 where CrashDate between '04/01/2012' and '03/31/2013' and uploaddatetime<'04/30/2013'
```

--2014

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

--2015

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

--2015 - Total crashes during current period

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

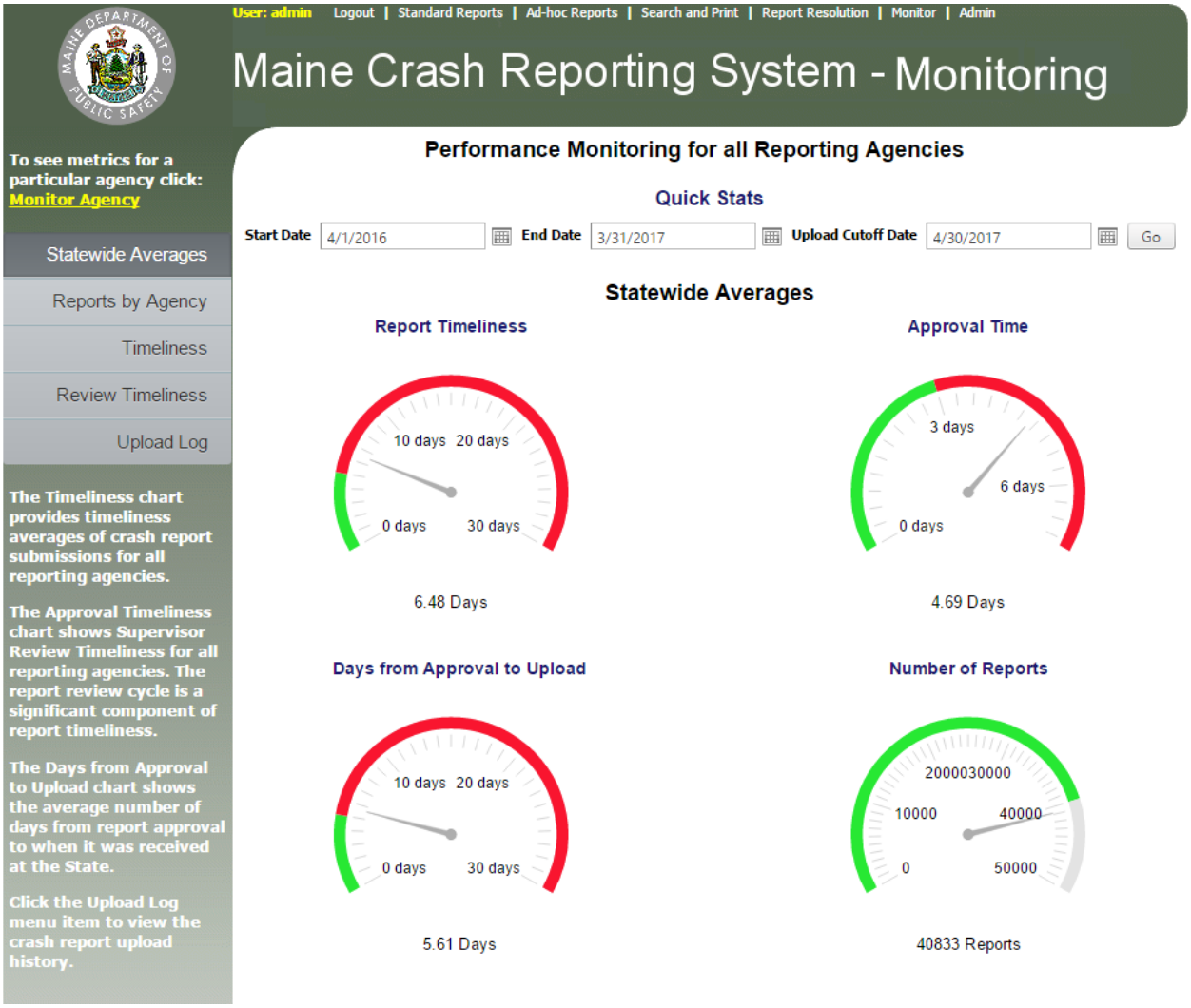
```
  and v.MaxReceivedDateAndTime < '04/30/2015'
--2016
 SELECT   Round(SUM(case when DATEDIFF(day,  a.crashdate, b.uploaddatetime )<0 then 0 else DATEDIFF(day,
a.CrashDate, b.uploaddatetime ) end),3) as DayCount,
 round(AVG(case when DATEDIFF(day,  a.crashdate, b.uploaddatetime )<0 then 0.00 else DATEDIFF(day,
a.CrashDate, b.uploaddatetime ) end),1) AS "Avg Number of Days for Submittal",
  count(*) "Number of Report"
FROM        CrashReport AS a INNER JOIN
                    (SELECT     Min(ReceivedDateAndTime) AS uploaddatetime, ReportingAgency, ReportNumber
                      FROM         UploadLog
                      GROUP BY ReportingAgency, ReportNumber) AS b ON a.ReportingAgency = b.ReportingAgency
AND a.ReportNumber = b.ReportNumber INNER JOIN
                 refReportingAgency ON a.ReportingAgency = refReportingAgency.Id
 where CrashDate between '04/01/2015' and '03/31/2016' and uploaddatetime<'04/30/2016'

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

--2017
 SELECT   Round(SUM(case when DATEDIFF(day,  a.crashdate, b.uploaddatetime )<0 then 0 else DATEDIFF(day,
a.CrashDate, b.uploaddatetime ) end),3) as DayCount,
 round(AVG(case when DATEDIFF(day,  a.crashdate, b.uploaddatetime )<0 then 0.00 else DATEDIFF(day,
a.CrashDate, b.uploaddatetime ) end),1) AS "Avg Number of Days for Submittal",
  count(*) "Number of Report"
FROM        CrashReport AS a INNER JOIN
                    (SELECT     Min(ReceivedDateAndTime) AS uploaddatetime, ReportingAgency, ReportNumber
                      FROM         UploadLog
                      GROUP BY ReportingAgency, ReportNumber) AS b ON a.ReportingAgency = b.ReportingAgency
AND a.ReportNumber = b.ReportNumber INNER JOIN
                 refReportingAgency ON a.ReportingAgency = refReportingAgency.Id
 where CrashDate between '04/01/2016' and '03/31/2017' and uploaddatetime<'04/30/2017'

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

Screenshot of query run


User: admin Logout | Standard Reports | Ad-hoc Reports | Search and Print | Report Resolution | Monitor | Admin
Maine Crash Reporting System - Monitoring
To see metrics for a particular agency click: Monitor Agency
Statewide Averages
Reports by Agency
Timeliness
Review Timeliness
Upload Log
The Timeliness chart provides timeliness averages of crash report submissions for all reporting agencies.
The Approval Timeliness chart shows Supervisor Review Timeliness for all reporting agencies. The report review cycle is a significant component of report timeliness.
The Days from Approval to Upload chart shows the average number of days from report approval to when it was received at the State.
Click the Upload Log menu item to view the crash report upload history.
Performance Monitoring for all Reporting Agencies
Quick Stats
Start Date 4/1/2016 End Date 3/31/2017 Upload Cutoff Date 4/30/2017 Go
Statewide Averages
Report Timeliness
10 days 20 days
0 days 30 days
6.48 Days
Approval Time
3 days
6 days
0 days
4.69 Days
Days from Approval to Upload
10 days 20 days
0 days 30 days
5.61 Days
Number of Reports
2000030000
10000 40000
0 50000
40833 Reports

3.1.2 Crash Completeness

Label: C-C-02
Status of Improvement: Demonstrated Improvement
Active Status: Active
***Revision Date*:** May 30, 2017
Related Project: Maine Crash Reporting System

Narrative

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

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

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

The state will show measureable progress using the following method:

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

The baseline period is from April 1, 2015 to March 31, 2016 limited to reports entered into the database by April 30, 2016.

The current performance period is from April 1, 2016 to March 31, 2017 limited to reports entered into the database by April 30, 2017.

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

The baseline period had 23,837 reports with latitude and longitude values out of a total 37,929 reports resulting in 62.85% completeness.

The current period had 26,189 reports with latitude and longitude values out of a total 40,833 reports resulting in 64.14% completeness.

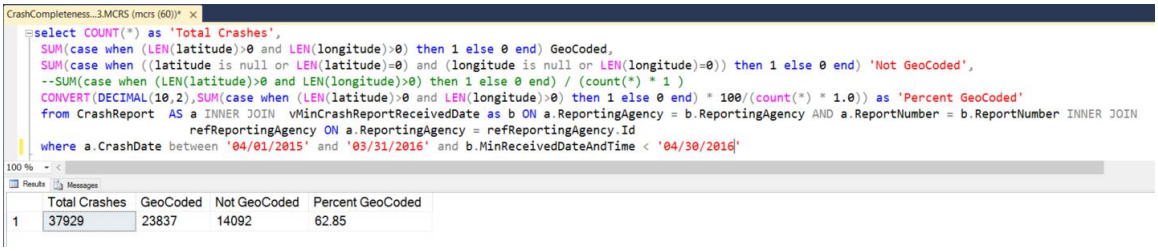
The result is an increase in completeness of 1.29%.

Measurements

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

Supporting Materials (Backup)

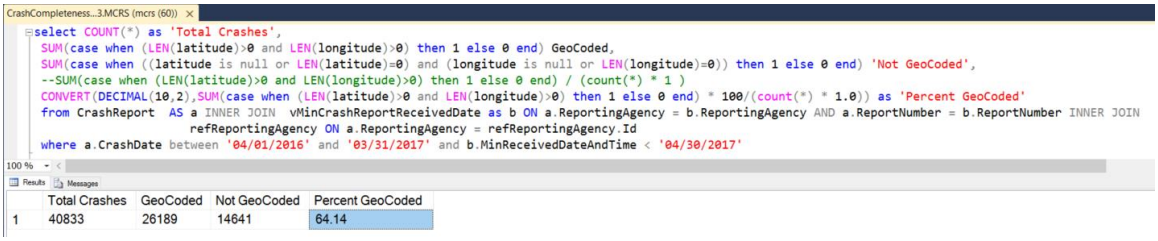
2016



```
select COUNT(*) as 'Total Crashes',
 SUM(case when (LEN(latitude)>0 and LEN(longitude)>0) then 1 else 0 end) GeoCoded,
 SUM(case when ((latitude is null or LEN(latitude)=0) and (longitude is null or LEN(longitude)=0)) then 1 else 0 end) 'Not GeoCoded',
 --SUM(case when (LEN(latitude)>0 and LEN(longitude)>0) then 1 else 0 end) / (count(*) * 1 )
 CONVERT(DECIMAL(10,2),SUM(case when (LEN(latitude)>0 and LEN(longitude)>0) then 1 else 0 end) * 100/(count(*) * 1.0)) as 'Percent GeoCoded'
 from CrashReport  AS a INNER JOIN  vMinCrashReportReceivedDate as b ON a.ReportingAgency = b.ReportingAgency AND a.ReportNumber = b.ReportNumber INNER JOIN
                    refReportingAgency ON a.ReportingAgency = refReportingAgency.Id
 where a.CrashDate between '04/01/2015' and '03/31/2016' and b.MinReceivedDateAndTime < '04/30/2016'
```

	Total Crashes	GeoCoded	Not GeoCoded	Percent GeoCoded
1	37929	23837	14092	62.85

2017



```
select COUNT(*) as 'Total Crashes',
 SUM(case when (LEN(latitude)>0 and LEN(longitude)>0) then 1 else 0 end) GeoCoded,
 SUM(case when ((latitude is null or LEN(latitude)=0) and (longitude is null or LEN(longitude)=0)) then 1 else 0 end) 'Not GeoCoded',
 --SUM(case when (LEN(latitude)>0 and LEN(longitude)>0) then 1 else 0 end) / (count(*) * 1 )
 CONVERT(DECIMAL(10,2),SUM(case when (LEN(latitude)>0 and LEN(longitude)>0) then 1 else 0 end) * 100/(count(*) * 1.0)) as 'Percent GeoCoded'
 from CrashReport  AS a INNER JOIN  vMinCrashReportReceivedDate as b ON a.ReportingAgency = b.ReportingAgency AND a.ReportNumber = b.ReportNumber INNER JOIN
                    refReportingAgency ON a.ReportingAgency = refReportingAgency.Id
 where a.CrashDate between '04/01/2016' and '03/31/2017' and b.MinReceivedDateAndTime < '04/30/2017'
```

	Total Crashes	GeoCoded	Not GeoCoded	Percent GeoCoded
1	40833	26189	14641	64.14

3.2 Traffic Records Performance Targets

3.2.1 Target for Crash Timeliness

The target for average crash report timeliness for reports entered into the database is:

Start Date	End Date	Average Number of Days
April 1, 2017	March 31, 2018	6

3.2.2 Target for Crash Completeness

The target for crash records with latitude and longitude values entered by the officer is:

Start Date	End Date	Completeness (%)
April 1, 2017	March 31, 2018	66%

4. TRCC Project Prioritization and Budget

The State of Maine TRCC reviewed each system's deficiencies and developed goals, projects, and tasks to address the deficiencies identified during the April 25, 2016 Traffic Records Assessment. As a result of this review, the State of Maine TRCC has identified and prioritized the projects listed in the following table.

State of Maine TRCC FFY 2018 Budget

Project	Source	
	MAP-21 405c	**FAST Act 405c**
ME-P-00001 Trauma Registry (No FFY18 Costs)		
ME-P-00004 Online Registration Renewal (State Funded)		
ME-P-00006 MCRS Upgrade	350,000.00	
ME-P-00011 E-Citation	174,664.16	375,335.84
ME-P-00014 Maine CODES	50,000.00	
ME-P-00015 Public Access Reports – Traffic	129,493.59	
ME-P-00024 Electronic Collection of Highway Safety Data		100,000.00
ME-P-00022 Registration Barcode		
ME-P-00009 Traffic Records Data Warehouse		
ME-P-00010 EMS Public Access/Data Mining		
ME-P-00020 CODES EMS Linkage		
Total	**$ 704,157.75**	**$ 475,335.84**

Section 405c estimated carry over	=	$ 879,493.59
Section 405c anticipated FFY 2018 Award	=	$ 300,000.00
Total estimated for project obligation	=	$ 1,179,493.59

5. TRCC Projects

5.1. ME-P-00001 –Trauma Registry

5.1.1 Contact

Mr. Shaun St. Germain
Title: Director
Agency: Maine Emergency Medical Services
Address: 152 State House Station
City, Zip: Augusta 04333
Phone: 207-626-3841
Email: shaun.a.stgermain@maine.gov

5.1.2 Lead Agency

Maine Emergency Medical Services, Department of Public Safety

5.1.3 Status

Active

5.1.4 Project Description

In the Maine EMS Pre-Hospital NEMSIS compliant reporting system, we have access to information related to a crash scene and preliminary information about patients seen by EMS, however, we do not have access to information concerning the medical outcomes of patients injured in traffic-related trauma. We lack a state wide trauma registry to collect this information from Maine's three trauma centers and trauma system participating hospitals.

Maine EMS will contract with a data systems vendor (e.g. Image Trend) to develop a trauma database that all hospitals can access via the web. Each hospital will enter demographic information, incident details, and medical information for each patient whose traumatic injuries lead to death, surgery, admission to the hospital or ICU. Information from the pre-hospital EMS database will automatically carry over into the hospital database report in an effort to facilitate data entry and ensure accuracy and consistency of the record.

The database will be housed and maintained by the vendor. Since the database will be accessible online, hospitals are not required to purchase additional hardware or software. We will provide training to the hospitals and work with them to develop a schedule for data reporting that is mutually convenient. We anticipate that the three trauma centers will directly enter information into the trauma database to allow near real-time reporting of patient status and outcomes.

By linking data in the hospital record to crash scene details, we will have the ability to match patient outcomes to specific locations, crash types, use of safety devices, time of day, etc. We have the opportunity to design the database to include the data elements and create the reports that are most

relevant to our state needs. Instituting a state trauma registry will also allow us to contribute to national trauma research efforts by giving us the opportunity to submit our state data to the National Trauma Data Bank.

The American College of Surgery, the Institute of Medicine, and various federal agencies support the development and implementation of state trauma registries. The 2006 article Are statewide trauma registries comparable? Reaching for a national trauma dataset in the Society for Academic Emergency Medicine found that 32 states already had a centralized trauma registry. Maine is one of the few remaining states that do not have a trauma registry.

The information collected in this database will allow us to see the actual medical impact of traffic related trauma in our state. By linking the information in pre-hospital reports with a trauma registry, we can specifically identify medical risks of various environmental and behavioral factors. This will also aid in our ability to track the health impact of our intervention strategies. Specific benefits to our growing data pool are:

ACCURACY – Since the trauma database will be integrated into our pre-existing EMS data system, it will add an additional layer of verification. The system will flag any data inconsistencies between the two programs. This will prompt the user to confirm with an outside source which is the correct information.

COMPLETENESS – We have been missing the final page of the story on most traffic injury incidents. Unless there is a fatality, the medical costs of traffic-related trauma have not been known. This database will allow us to evaluate the medical impact for every roadway incident.

INTERGRATION – The trauma registry will be designed from the outset to integrate with our existing EMS database. Ultimately we can work to more seamlessly connect these databases to other related systems.

TIMELINESS – The hospitals will enter the information into the trauma registry at frequent intervals. We will have immediate access to that data. We can monitor injury trends and potential response to policy, law, or roadway changes rather than waiting for generic annual reports that may be based on national rather than state data.

UNIFORMITY – Providing a uniform reporting form and training to all hospitals will ensure consistency in the data collected. We will utilize the data dictionary and guidelines already developed by the National Trauma Data Bank so that there is a wealth of consistent, readily-available guidance to hospital data abstractors.

ACCESSIBILITY – Hospitals have a wealth of information within their medical records about the health impacts of roadway trauma. Given the confidential nature of medical

information, access to records tends to be very restricted. To access the records is time consuming and legally confusing. Each request must be made individually. Developing a centralized, HIPAA-compliant data repository will allow public safety experts unprecedented access to valuable patient outcome information.

As described above; a trauma registry will increase the accuracy, completeness, integration, timeliness, uniformity, and accessibility of data concerning traffic related injury. We will have improved ability to monitor the true medical costs of roadway trauma and be able to significantly contribute to the national pool of trauma knowledge.

5.1.5 Schedule

October 1, 2017 through September 30, 2018

5.1.6 Budget

Budget Source	Budget Year	Total Budget
NHTSA 405c	2018	$0

5.1.7 Activity Reporting

Report Start	Report End	Provided By
11-3-2016	11-3-2016	Shaun St. Germain
Activity	*The state-wide Trauma Registry is a new initiative. Shaun St. Germain said Jon Powers is working on a number of projects with a goal of January 1, 2017.*	

Report Start	Report End	Provided By
11-4-2016	05-03-2017	Shaun St. Germain
Activity	*The Trauma Registry is now operational and Maine EMS is actively soliciting hospital participation.*	

5.1.8 Performance Measures

I-C-03 - Trauma Registry Completeness

Status of Improvement: Planned
Active Status: Planned
Last Updated: 10-JUN-2015

This performance measure is based on the I-C-03 model.

Maine will improve the Completeness of the Injury Surveillance / EMS system as measured in terms of a Decrease of:

The percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value. This measure also is also applicable to the following files: State Emergency Dept. File, State Hospital Discharge File, State Trauma Registry File, and State Vital Records.

The state will show measureable progress using the following method:

The percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value. This measure also is also applicable to the following files: State Emergency Dept. File, State Hospital Discharge File, State Trauma Registry File, and State Vital Records.

5.2 ME-P-00004 – Online Registration Renewal

5.2.1 Contact

Ms. Linda Grant
Title: Senior Section Manager
Agency: Bureau of Motor Vehicles, Maine Office of the Secretary of State
Address: 101 Hospital Street
City, Zip: Augusta 04333-0152
Phone: 207-624-9095
Email: linda.grant@maine.gov

5.2.2 Lead Agency

Bureau of Motor Vehicles

5.2.3 Status

Active

5.2.4 Project Description

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

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

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

Basis:

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

Expected Impact:

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

5.2.5 Schedule

System implemented; continually adding municipalities to the service.

5.2.6 Budget

Budget Source	Budget Year	Total Budget
NHTSA 405c	2018	$0

5.2.7 Activity Reporting

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

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

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

Report Start	Report End	Provided By
06-16-2009	09-15-2009	Richard Nickless
Activity	*In 2008, BMV added 4 towns to the Online Registration Renewal project. So far, in 2009, BMV has added five additional towns to the Online Registration Renewal System.*	
Plans	*Efforts are underway to encourage additional towns to join the Online Registration Renewal System. The number of towns offering rapid renewal service is 13, leaving 314 towns that do not. The goal for this year is to increase participation from 132 towns to 150, but the increase may not amount to many renewals because*	

Report Start	**Report End**	**Provided By**
06-16-2009	09-15-2009	Richard Nickless
	populations are likely to be smaller than those already in the program.	

Comments	*Registrants can register their trailer fleets (5 or more) using the online registration renewal system as opposed to registering trailers one at a time. Whether or not the additional functionality will increase the number of renewals is unknown.*

Report Start	**Report End**	**Provided By**
09-16-2009	12-15-2009	Richard Nickless
Activity	*Efforts are underway to encourage additional towns to join the Online Registration Renewal System. The current number of towns offering rapid renewal service is 137 leaving 313 towns that do not, but the increase may not amount to many renewals because populations are likely to be smaller than those already in the program.*	
Plans	*Efforts are underway to encourage additional towns to join the Online Registration Renewal System. The number of towns offering rapid renewal service is 13, leaving 314 towns that do not. The goal for this year is to increase participation from 132 towns to 150, but the increase may not amount to many renewals because populations are likely to be smaller than those already in the program.* *In 2008, BMV added 4 towns to the Online Registration Renewal project. So far, in 2009, BMV has added five additional towns.*	
Problems	*Online Registration Renewals are a well-established customer service within Maine municipalities and the BMV does not anticipate any problems.*	
Plans	*Vehicle database timeliness continues to be a valid measure of project performance. The percentage of registration renewals available in the database within one day is expected to increase again in 2009.*	
Comments	*Registrants can register trailer fleets (5 or more) using the online registration renewal system as opposed to registering trailers one at a time.* *Rapid renewal online registrations completed were 75,528 (for 2007) and 86,972 (for 2008) respectively. Approximately, 96,105 registrations have been renewed for 2009. Of the 2009 total, trailer fleets accounted for 1,564 renewals or 1.6%.*	

Report Start	**Report End**	**Provided By**
12-16-2009	03-15-2010	Richard Nickless
Activity	*Efforts are underway to encourage additional towns to join the Online Registration Renewal System.* *In 2008, BMV added 4 towns to the Online Registration Renewal project.*	

Report Start	**Report End**	**Provided By**
12-16-2009	03-15-2010	Richard Nickless
	In 2009, BMV added 5 additional towns. *The current number of towns offering rapid renewal is 137 leaving 313 towns that do not.* *It is unlikely that adding several towns each year will result in significant increases in the amount of renewals. Populations will be smaller because larger cities and towns are already in the program.* *The number of online renewals as a percentage of total renewals are as follows:* *2009 - 99,795 online renewals divided by 1,144,720 total renewals = 8.7%* *2008 - 86,972 online renewals divided by 1,106,632 total renewals = 7.9%* *2007 - 75,528 online renewals divided by 1,090,467 total renewals = 6.8%.*	
Problems	*Online Registration Renewals are a well-established customer service within Maine municipalities and the BMV does not anticipate any problems.*	
Plans	*The percentage of registration renewals available in the database within one day was 8.7% in 2009 (as shown above), and this percentage is expected to increase again in 2010. The BMV expects the number of participating towns to increase as well.*	
Comments	*Vehicle database timeliness, increasing the number of registration renewals updated on the system within 24 hours, continues to be a valid measure of project performance.* *The total number of renewals is generated directly from the BMV BULL mainframe database each year. A Re-Reg flag (Y/N) on the registration record is used to separate renewals from new registrations.* *Registration renewal yearly totals are selected using the following criteria:* *Re-Reg = Y (Y means the registration type is a renewal).* *Effective Date = (Date range is the calendar year e.g. 01/01/09 to 12/31/09).* *Status = A (A means "Active" registration renewals on the BMV system).* *These yearly totals do not include any non-renewal registrations (such as first-time registrations of newly purchased vehicles, or first-time-in-Maine registrations of vehicles from out of State).* *The BMV relies on Information Resource of Maine (InforME) for the number of yearly online renewals. The yearly totals (as shown above) represent a completed "Rapid Renewal" transaction done by a user of the online application. The totals do not include off-line renewals completed by BMV branch offices which may or may not be updated on the system within a 24 hour period.*	

Report Start	**Report End**	**Provided By**
01-01-2011	03-31-2011	Richard Nickless
Activity	*Efforts are underway to encourage additional towns to join the Online Registration Renewal System.* *In 2008, BMV added 4 towns to the Online Registration Renewal service.* *In 2009, BMV added 5 towns.* *In 2010, BMV added 9 towns.* *The current number of towns offering rapid renewal is 147 leaving 303 towns that do not.* *It is unlikely that adding several towns each year will result in significant increases in the amount of renewals. Populations will be smaller because larger cities and towns are already in the program.* *The number of online renewals as a percentage of total renewals are as follows:* *2007 - 75,528 online renewals divided by 1,090,467 total renewals = 6.8%* *2008 - 86,972 online renewals divided by 1,106,632 total renewals = 7.9%* *2009 - 99,795 online renewals divided by 1,144,720 total renewals = 8.7%* *2010, 108,593 online renewals divided by 1,054,720 total renewals = 10%.*	
Problems	*Online Registration Renewals are a well-established customer service within Maine municipalities and the BMV does not anticipate any problems.*	
Plans	*The percentage of registration renewals available in the database within one day was 10% in 2010 (as shown above), and this percentage is expected to increase again in 2011. The BMV expects the number of participating towns to increase as well.*	
Comments	*Vehicle database timeliness, increasing the number of registration renewals updated on the system within 24 hours, continues to be a valid measure of project performance.* *The total number of renewals is generated directly from the new Vehicle Registration database. Total renewals will be generated on a monthly basis in the future, and we will continue to produce a yearly report showing the number of rapid renewal registrations as a percentage of total renewals captured in the database. A Re-Reg flag (Y/N) on the registration record is the indicator used to separate renewals from new registrations.* *Registration renewal yearly totals are selected using the following criteria:* *Re-Reg = Y (Y means the registration type is a renewal).* *Effective Date = (Date range is the calendar year e.g. 01/01/10 to 12/31/10).* *Status = A (A means "Active" registration renewals on the BMV system).* *Class Code = CO (commercial vehicles registered from 12,001 to 100,000 pounds '21,472 records'). Class Code = TR (Tractor '1,638 records') which are not available for processing online Rapid Renewal transactions.* *These yearly totals do not include any non-renewal registrations (such as first-time*	

Report Start	**Report End**	**Provided By**
01-01-2011	03-31-2011	Richard Nickless
	registrations of newly purchased vehicles, or first-time-in-Maine registrations of vehicles from out of State). *The BMV relies on Information Resource of Maine (InforME) for the number of yearly online renewals. The yearly totals (as shown above) represent a completed "Rapid Renewal" transaction done by a user of the online application. The totals do not include off-line renewals completed by BMV branch offices which may or may not be updated on the system within a 24 hour period.*	

Report Start	**Report End**	**Provided By**
11-04-2012	01-19-2012	Linda Grant
Activity	*Online registration project continues and is steadily adding new towns.*	

Report Start	**Report End**	**Provided By**
01-20-2012	03-15-2012	Linda Grant
Activity	*BMV reports that the Online Vehicle Registration system usage has steadily increased as evidenced by the Interim Progress Report benchmarks.*	

Report Start	**Report End**	**Provided By**
03-15-2012	06-28-2012	Linda Grant
Activity	*Ms. Linda Grant stated that BMV has recently added another town to the online vehicle registration system. The online service, "Rapid Renewal", has recently been improved to handle registrations using mobile devices.* *BMV has also recently improved their processes for people going into town offices for vehicle registrations for those towns that handle registrations electronically.*	

Report Start	**Report End**	**Provided By**
06-29-2012	09-19-2012	Linda Grant
Activity	*Two towns have been added to the Rapid Renewal system.*	

Report Start	**Report End**	**Provided By**
09-20-2012	01-17-2013	Linda Grant
Activity	*An additional two towns have been added to the Rapid Renewal system.*	

Report Start	**Report End**	**Provided By**
01-18-2013	06-12-2013	Linda Grant
Activity	*An additional three towns have been added to the Rapid Renewal system.*	

Report Start	**Report End**	**Provided By**
06-13-2013	02-26-2014	Linda Grant
Activity	*Maine BMV reported that there were 178 towns participating in the online registration rapid renewal program and there were approximately 940,000 renewals processed online.*	

Report Start	**Report End**	**Provided By**
02-27-2014	09-24-2014	Linda Grant
Activity	*The number of towns participating in the DMV online registration renewal system has increased since last reported, over a million registrations have been processed online.*	

Report Start	**Report End**	**Provided By**
09-24-2014	01-22-2015	Linda Grant
Activity	*Towns were recently added. There are currently 196 municipalities and over a million registrations done online. A huge percentage of towns have already come on board, now working to get the smaller towns online.*	

Report Start	**Report End**	**Provided By**
01-23-2015	05-03-2016	Linda Grant
Activity	*Linda Grant said 214 municipalities are offering the service, which is not quite 50%. There have been 1,249,719 transactions conducted to date.*	

Report Start	**Report End**	**Provided By**
05-04-2016	11-03-2016	Linda Grant
Activity	*Linda Grant said 220 municipalities are offering the service. There have been 1,319,000 transactions conducted to date.*	

Report Start	**Report End**	**Provided By**
11-04-2016	02-08-2017	Linda Grant
Activity	*Linda Grant said 224 municipalities are offering the service. There have been more*	

Report Start	**Report End**	**Provided By**
11-04-2016	02-08-2017	Linda Grant
	than 1,364,305 transactions conducted to date. Continuing the roll out to new municipalities.	

Report Start	**Report End**	**Provided By**
02-09-2017	05-03-2017	Linda Grant
Activity	*Linda Grant said 226 municipalities are offering the service. There have been more than 1,406,216 transactions processed to date.*	

5.2.8 Performance Measures

V-T-02 – Vehicle Registration Timeliness

Status of Improvement: No new data
Active Status: On Hold
Last Updated: 17-JUN-2015

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

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

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

The state will show measureable progress using the following method:

ME-M-00012 - Vehicle Registration / Timeliness

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

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

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

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

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

5.3 ME-P-00006 – Maine Crash Reporting System Upgrade

5.3.1 Contact

Ms. Lauren Stewart
Title: Director
Agency: Bureau of Highway Safety, Department of Public Safety
Address: 164 State House Station
City, Zip: Augusta 04333
Phone: 207-626-3840
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5.3.2 Lead Agency

Department of Public Safety

5.3.3 Status

Active

5.3.4 Project Description

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

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.

5.3.5 Schedule

October 1, 2017 through September 30, 2018

5.3.6 Budget

Budget Source	Budget Year	Total Budget
MAP-21 405c	2018	$350,000.00

5.3.7 Activity Reporting

Report Start	Report End	Provided By
06-16-2009	09-15-2009	Lauren Stewart
Activity	*The MCRS Upgrade Phase II amendment was signed at the end of August 2009.*	

Report Start	Report End	Provided By
09-16-2009	12-15-2009	Lauren Stewart
Activity	*Began development of the BMV XML Export service.*	

Report Start	**Report End**	**Provided By**
09-16-2009	12-15-2009	Lauren Stewart
	Began development of the MDOT Crash Analysis System Update. *Began development of the MDOT Synchronization Update.*	
Plans	*Continue development of the MDOT and MDPS components of the Maine Crash Reporting System Upgrade project.*	

Report Start	**Report End**	**Provided By**
12-16-2009	03-15-2010	Lauren Stewart
Activity	*Began development of the Crash Analysis System Update.* *Continued development of the BMV XML Export service.* *Continued development of the MDOT Synchronization Update.* *Completed development of the Crash Reports PDF Web Services.*	
Plans	*Continue development of the Maine Crash Reporting System Upgrade.*	

Report Start	**Report End**	**Provided By**
03-16-2010	06-15-2010	Lauren Stewart
Activity	*Continued development of the Crash Analysis System Update.* *Completed development of the MDOT Synchronization Update.* *Completed development of the BMV XML Export service.*	
Plans	*Complete development of the Crash Analysis System Update.* *Complete development of the MCRS Reporting and Analysis components.*	

Report Start	**Report End**	**Provided By**
10-01-2010	12-31-2010	Lauren Stewart
Activity	*Completed development of the MCRS .NET Crash Location Module.* *Completed development of the MCRS .NET Client Upgrade.* *Completed development of the MDOT Synchronization Update.* *Completed development of the BMV XML Export service.* *Completed development of the Search/Print Web Module.* *Completed development of the Crash Reports PDF Web Service.* *Completed development of the Web-based Standard Reports.*	

Report Start	**Report End**	**Provided By**
10-01-2010	12-31-2010	Lauren Stewart
Plans	*With completion of the above activities, Phase II development is complete.* *Moving all modules from test servers to production servers is planned for 1st quarter CY2011.*	
Comments	*Lt. Brian Scott (Maine State Police, Traffic Division) stated that MCRS 2 was well received during the MCJA training. Lt. Scott stated that the mobile training environment was setup and will be used for training of the new MCRS 2 program. Lt. Scott said that IMC build 17 has been sent to local law enforcement agencies that use the IMC Records Management System. IMC Build 17 contains the new crash form data elements. The MCRS 2 Email Processor is currently running in test mode and is ready to receive any data that may be sent to the State. The MCRS 2 mapping features will improve crash location accuracy with the addition of Google satellite imagery.*	

Report Start	**Report End**	**Provided By**
10-01-2010	12-31-2010	Lauren Stewart
Activity	*FMCSA Commercial Vehicle Lookup* *Added capability to MCRS to auto fill commercial vehicle carrier name by querying FMCSA website.* *1. Add an auto-fill button on the commercial screen near where the USDOT number is entered.* *2. This kicks off query to retrieve commercial vehicle information from FMCSA website.* *3. Any data retrieved from the site would be used to populate the commercial screen.* *4. Any information retrieved can be overwritten by the user if need be.* *5. The data elements retrieved for auto populating include:* *Carrier name* *Address* *City* *State* *Zip* *MC/MX number* *Interstate Carrier (checkbox)* *System Management Screen* *Add a screen to the MCRS client that is visible only to administrators that displays basic system information including:* *Total number of reports in system.*	

Report Start	**Report End**	**Provided By**
10-01-2010	12-31-2010	Lauren Stewart
	Total number of reports in system for current calendar year. *Number of approved reports.* *Number of reports pending approval.* *Number of approved reports not exported to the state. Clicking on number will open a window that displays a list of these reports.* *Number of MCRS users in Agency.*	
Plans	*Continue with implementation of remaining Phase III tasks.*	

Report Start	**Report End**	**Provided By**
01-01-2011	03-31-2011	Lt. Brian Scott
Activity	*The MCRS 2 rollout has been going very smoothly with virtually all of the State Troopers trained on the new system. State Police have also conducted Train the Trainer classes with local law enforcement throughout the State. The State Police database currently has 477 crash reports in the new MMUCC compliant data format. Lt Scott reports that the new program is easy to use, collects more data, forces officers to enter information correctly, and that the mapping feature facilitates improved crash location assignments.* *At this point, ten agencies have performed MCRS 2 installations with some already submitting crash reports and others waiting until their personnel are fully trained.*	
Plans	*Continue the rollout of MCRS 2 to local Maine police agencies.*	

Report Start	**Report End**	**Provided By**
04-01-2011	06-08-2011	Lt. Brian Scott
Activity	*Deploying MCRS 2 to local agencies. Currently at 55 agencies installed, up from 10 agencies on April 14th. Agencies are coming online in anticipation of the June 30th cutoff date for using the old MCRS system.*	
Plans	*Continue local deployments until all agencies are submitting MCRS 2 data.*	

Report Start	**Report End**	**Provided By**
04-01-2011	11-03-2011	Lauren Stewart
Activity	*Continued deployment of MCRS 2 to local law enforcement agencies by remotely installing the Maine Crash Reporting System server and client components.* *Completed development of the Alcohol and Drug Alert Notification module for MCRS.* *The notification service automatically notifies MDPS personnel when:* *1. BAC Test results coded as Pending and are 30 days past the date of the crash*	

Report Start	**Report End**	**Provided By**
04-01-2011	11-03-2011	Lauren Stewart
	report *2. Drug Test Results coded as Pending and are 8 weeks past the date of the crash report.* *Candidate crash reports must be formally submitted to the state. The notification service will query the State Crash Data Repository for crash data meeting the conditions above. Any crash reports meeting those conditions will be summarized in a report and emailed to MDPS personnel in a timely fashion.* *The notification service will be developed to execute as a stand-alone scheduled task and be configurable. The notification service will have its own event log to store and report any generated exceptions. The notification service will be configurable to control the location of the State Crash Data Repository, event log name, and SMTP address.*	

Report Start	**Report End**	**Provided By**
11-04-2012	01-19-2012	Lauren Stewart
Activity	*Continued deployment of MCRS 2 to local law enforcement agencies by remotely installing the Maine Crash Reporting System server and client components for four local police agencies.* *Continued development and testing of data migration from MCRS 1 to MCRS 2.* *Completed development of the VIN Decoding module for MCRS. The VIN Decoding module fills an auxiliary Units VIN table containing all data retrieved from a VIN decoding web service query. The following data can be retrieved for valid VINs:* *VIN, VehicleMake, Model, ModelYear, Trim, BodyStyle, EngineType, CountryOfManufacture, DecodeStatus, DecodeMessage, DecodeStatusCode, VINWasCorrected, TankCapacity, MPGCity, MPGHighway, DriveLine, ABS, Seating, Length, Width, Height.* *Modified the MDOT Crash Synchronization service and Ad Hoc Reporting tools to include the UnitVINData database table.*	
Plans	*Complete production data migration from MCRS 1 to MCRS 2.*	

Report Start	**Report End**	**Provided By**
01-20-2012	03-15-2012	Lt. Brian Scott
Activity	*Lt. Brian Scott stated that the rollout of MCRS 2 has completed and is deployed statewide.*	
Comments	*Mr. Duane Brunell added that it was the goal to get all the police departments signed on to the new crash system by the end of 2011 and that goal was achieved.*	

Report Start	**Report End**	**Provided By**
01-20-2012	03-15-2012	Lt. Brian Scott
	Also, MDOT and Deep River LLC are in the process of migrating historical data and should have that completed shortly.	

Report Start	**Report End**	**Provided By**
03-16-2012	06-28-2012	Lt. Brian Scott
Activity	*Duane Brunell stated that the MCRS project is essentially complete. Recent efforts included work on the MCRS legacy data migration and internal IT work on MDOT side to work with the in-house query system. Mr. Brunell said they were overall satisfied with the results of the migration.*	
Problems	*Lt. Scott said that there is a need for the addition of a delete feature so that MSP Traffic Division could delete duplicate and other types of problem reports from the system. The delete function would need to work across systems from MSP Traffic Division to MDOT MaineCRASH system as well as notification to BMV.*	

Report Start	**Report End**	**Provided By**
03-26-2013	06-17-2013	Duane Brunell
Activity	*All departments adopted the Maine Crash Reporting System upgrade in 2011. There have been no system issues with the statewide provided system or any of the vendor products. The overall upgrade was a complete success as well as the data migration effort.* *The upgrade has gone according to plan and is now reaching a mature state.*	

Report Start	**Report End**	**Provided By**
06-18-2013	02-26-2014	Lt. Brian Scott
Activity	*Maine Crash Reporting System Phase 4 development report: All crash software has been upgraded to the latest version of Visual Studio (.net), implemented FIPS Security Standard 140-2. Next will be adding the client based standard reports. Google maps stopped supporting the older mapping API used in the MCRS client application and this resulted in satellite images not being displayed on the location map component; a fix is currently being worked on.*	

Report Start	**Report End**	**Provided By**
02-27-2014	05-07-2014	Lt. Brian Scott
Activity	*The development environment for Maine Crash has been updated to the latest version of Visual Studio (2013). Dan also mentioned that the MCRS application now*	

Report Start	**Report End**	**Provided By**
02-27-2014	05-07-2014	Lt. Brian Scott
	includes the following enhancements: *Standard reports displaying various statistics.* *FIPS 140-2* *Ambulance Codes Favorites* *Enhance Search* *License Endorsements and Restrictions Audit check* *Auto Update* *Barcode Enhancements* *An update is being done to the Map feature in MCRS to allow the officer to enter the offset from an intersection.*	
Plans	*An update is being done to the Map feature in MCRS to allow the officer to enter the offset from an intersection.*	

Report Start	**Report End**	**Provided By**
05-07-2014	09-24-2014	Lt. Brian Scott
Activity	*Updated the group on Maine Crash Phase 4 development.* *The mapping tool within MCRS has been updated to use the new Google Maps API.* *The Latitude/Longitude can be saved for any location including off roadway. The barcode reader interface has been improved.* *All deleted reports are now automatically archived.* *Installation software for servers supporting MCRS has been improved.* *Lt. Scott also asked about including the date of birth in the report for the owner. This is affecting data matching for the Bureau of Motor Vehicles. Owner records from crash reports are not matching up with BMV records because of no date of birth provided.* *Dan Schuessler suggested making the owner date of birth required.*	

Report Start	**Report End**	**Provided By**
09-25-2014	01-22-2015	Lt. Brian Scott
Activity	*The MCRS upgrade is nearing completion, including the client application. The web site upgrades are also being worked on including the integrated delete functionality between the Highway Safety and DOT databases. This process will replace the current manual process and will be administered by Deb McMaster as the central authority.*	

Report Start	**Report End**	**Provided By**
01-22-2015	04-23-2015	Lt. Brian Scott
Activity	*Lt. Scott said that the BMV had requested changes to the license restrictions and endorsements at one of the prior meetings. The new AAMVA standard list is in effect beginning July 8th. The Crash system is being modified to accommodate those changes, as well as the requirement for date of birth on owner records for crash. Appriss is currently working with Lt. Scott and Linda on developing those changes.*	

Report Start	**Report End**	**Provided By**
04-24-2015	01-19-2016	Lauren Stewart
Activity	*Appriss gave a brief demo of the additional features added to the MCRS Website. Appriss added support for the FARS Group to designate a crash report as being a FARS fatality. For instance, when FARS analysts go into the system, they can check off the FARS button and search for FARS reports. Once Highway Safety designates all FARS reports, then users can run a set of FARS related Standard Reports selected by the Bureau of Highway Safety. This will replace the spreadsheets that FARS analysts have been using.* *Appriss also added the ability to manage deletion of crash reports. Reviewers at DOT can log in and search and click on a crash and request to delete. It doesn't delete the crash report, but it goes to MSP Traffic Division to view the request for deletion.* *Major Scott asked if an email will be sent back to the PD when a request was made. Dan said a notification will go to anyone in the email list, but is not typically the PD's at this point. Currently, there isn't an email for every PD. Appriss said that would be a good thing to add in. Any deletions will be listed with the report number, date and time of deletion, who requested it, and the reason for deletion.* *MSP Traffic Division can now manage the POC's for any agency. MSP Traffic Division can go in and fill in any gaps that currently exist in the email contacts in the system.* *The Police Departments can now go in and view their own status. They can view crash timeliness performance measures and track crash reports by year or any date range. MSP Traffic Division and PD's can also click on the upload log to see the status of what was uploaded. Users can also view the upload log crash data XML for troubleshooting purposes.*	

Report Start	**Report End**	**Provided By**
01-20-2016	05-03-2016	Lauren Stewart
Activity	*There is a new MCRS release out. It will be rolling out to some of the smaller towns,*	

Report Start	**Report End**	**Provided By**
01-20-2016	05-03-2016	Lauren Stewart
	as well as the State Police soon. The release has the latest maps and also includes the DOB and the new restrictions and endorsement codes.	

Report Start	**Report End**	**Provided By**
05-04-2016	11-03-2016	Lauren Stewart
Activity	*Updated the Distracted Driver technology to be MMUCC compliant. Even though Maine added one additional attribute (non-MMUCC) to the Driver Distracted By list, NHTSA determined that the Driver Distracted By element was MMUCC compliant.*	

Report Start	**Report End**	**Provided By**
11-04-2016	02-08-2017	Lauren Stewart
Activity	*The MCRS client update is ready to send out for deployment. Lt. Bruce Scott will notify Sgt. Darren Foster to get the client out over the network or by laptop deployment. Note: It is important to update the troopers in the field first or do the deployment simultaneously to all. Otherwise, the audit function will go into a continuous loop if the DOB field is not filled in for vehicle owners.*	

Report Start	**Report End**	**Provided By**
02-09-2017	05-03-2017	Lauren Stewart
Activity	*Several updates were done over the last several months. The latest change was to the public access website. State police are deploying the latest version.*	

5.3.8 Performance Measures

See *Section 3.1.1 Crash Timeliness* for performance measure.

Crash Accuracy

Label: C-A-01
Status of Improvement: On Hold
***Revision Date*:** 02-MAY-2016

Narrative

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

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

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

The state will show measureable progress using the following method: The percentage of crash records with no errors in critical data elements. An error is defined as a crash report not meeting the State's MMUCC-compliant data standard.

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

The baseline period is from April 1, 2015 to March 31, 2016 limited to reports entered into the database by April 30, 2016.

The current performance period is from April 1, 2016 to March 31, 2017 limited to reports entered into the database by April 30, 2017.

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

The baseline period had 3 reports with critical errors plus 37,932 reports with no errors for a total 37,935 reports resulting in an accuracy of 99.992%.

The current period had 16 reports with critical errors plus 40,811 reports with no errors for a total 40,827 reports resulting in an accuracy of 99.960%.

The result is a decrease in accuracy of 0.032%; however, the last accuracy measurement still indicates an extremely high accuracy of 99.96%.

Measurements

Start Date	End Date	Errors	Total Reports	Accuracy (%)
April 1, 2012	March 31, 2013	296	34,271	99.14%
April 1, 2013	March 31, 2014	24	37,588	99.94%
April 1, 2014	March 31, 2015	12	38,811	99.97%
April 1, 2015	March 31, 2016	3	37,935	99.992%
April 1, 2016	March 31, 2017	16	40,827	99.960%

Supporting Materials (Backup)

```
--2014 Errors
select COUNT(*) from
(
select  ReportingAgency + ReportNumber as ReportNumber, COUNT(*) as NumberOfErrorsPerReport from
UploadLog where
```

```
cast(convert(varchar(10),substring(REPLACE(REPLACE(CAST(CAST( OriginalCrashReport as
XML).query('/MaineCrashReport/CrashReport/CrashDate') as
VARCHAR(MAX)),'<CrashDate>',''),'</CrashDate>',''),1,10),101) as DateTime)
 between '04/01/2013' and '03/31/2014' and ReceivedDateAndTime < '04/30/2014' and  UploadStatus in  (4,5)
 group by ReportingAgency + ReportNumber
) a

--2015 Errors
select COUNT(*) from
(
select  ReportingAgency + ReportNumber as ReportNumber, COUNT(*) as NumberOfErrorsPerReport from
UploadLog where
cast(convert(varchar(10),substring(REPLACE(REPLACE(CAST(CAST( OriginalCrashReport as
XML).query('/MaineCrashReport/CrashReport/CrashDate') as
VARCHAR(MAX)),'<CrashDate>',''),'</CrashDate>',''),1,10),101) as DateTime)
 between '04/01/2014' and '03/31/2015' and ReceivedDateAndTime < '04/30/2015' and  UploadStatus in  (4,5)
 group by ReportingAgency + ReportNumber
) a

--2016 Errors
select COUNT(*) from
(
select ReportingAgency + ReportNumber as ReportNumber, COUNT(*) as
NumberOfErrorsPerReport from UploadLog where
cast(convert(varchar(10),substring(REPLACE(REPLACE(CAST(CAST( OriginalCrashReport as
XML).query('/MaineCrashReport/CrashReport/CrashDate') as
VARCHAR(MAX)),'<CrashDate>',''),'</CrashDate>',''),1,10),101) as DateTime)
between '04/01/2015' and '03/31/2016' and ReceivedDateAndTime < '04/30/2016' and
UploadStatus in (4,5)
group by ReportingAgency + ReportNumber
) a
```

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

--2017 Errors

select COUNT(*) from

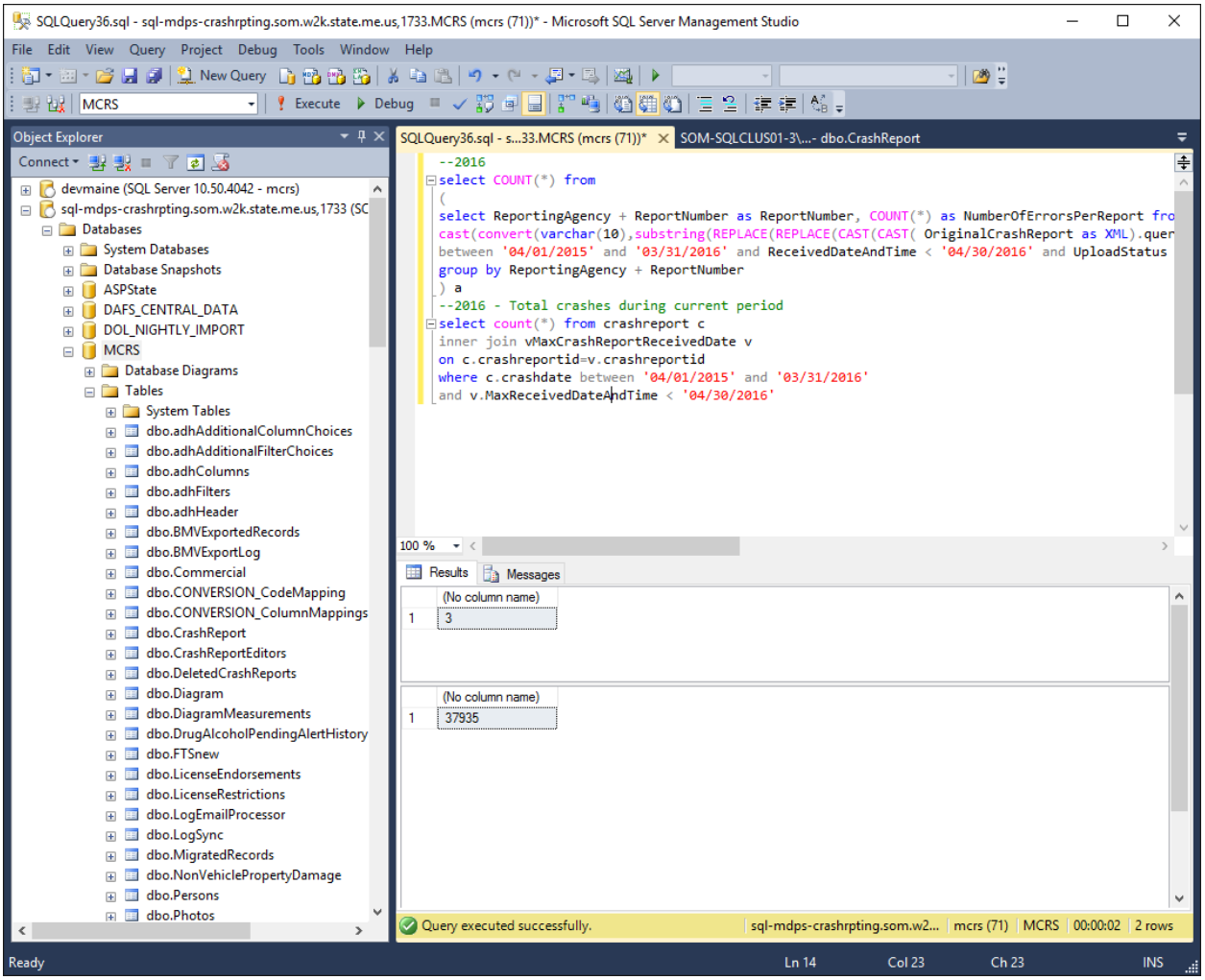
(

select ReportingAgency + ReportNumber as ReportNumber, COUNT(*) as NumberOfErrorsPerReport from UploadLog wherecast(convert(varchar(10),substring(REPLACE(REPLACE(CAST(CAST(OriginalCrashReport as XML).query('/MaineCrashReport/CrashReport/CrashDate') as VARCHAR(MAX)),'<CrashDate>',''),'</CrashDate>',''),1,10),101) as DateTime)between '04/01/2016' and '03/31/2017' and ReceivedDateAndTime < '04/30/2017' and UploadStatus in (4,5) group by ReportingAgency + ReportNumber

) a

--2017 - Total crashes during current period

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


SQLQuery36.sql - sql-mdps-crashrpting.som.w2k.state.me.us,1733.MCRS (mcrs (71))* - Microsoft SQL Server Management Studio
File Edit View Query Project Debug Tools Window Help
New Query
MCRS
Execute
Debug
Object Explorer
Connect
devmaine (SQL Server 10.50.4042 - mcrs)
sql-mdps-crashrpting.som.w2k.state.me.us,1733 (SC
Databases
System Databases
Database Snapshots
ASPState
DAFS_CENTRAL_DATA
DOL_NIGHTLY_IMPORT
MCRS
Database Diagrams
Tables
System Tables
dbo.adhAdditionalColumnChoices
dbo.adhAdditionalFilterChoices
dbo.adhColumns
dbo.adhFilters
dbo.adhHeader
dbo.BMVExportedRecords
dbo.BMVExportLog
dbo.Commercial
dbo.CONVERSION_CodeMapping
dbo.CONVERSION_ColumnMappings
dbo.CrashReport
dbo.CrashReportEditors
dbo.DeletedCrashReports
dbo.Diagram
dbo.DiagramMeasurements
dbo.DrugAlcoholPendingAlertHistory
dbo.FTSnew
dbo.LicenseEndorsements
dbo.LicenseRestrictions
dbo.LogEmailProcessor
dbo.LogSync
dbo.MigratedRecords
dbo.NonVehiclePropertyDamage
dbo.Persons
dbo.Photos
SQLQuery36.sql - s...33.MCRS (mcrs (71))*
SOM-SQLCLUS01-3\...- dbo.CrashReport
--2016
select COUNT(*) from
(
select ReportingAgency + ReportNumber as ReportNumber, COUNT(*) as NumberOfErrorsPerReport fro
cast(convert(varchar(10),substring(REPLACE(REPLACE(CAST(CAST(OriginalCrashReport as XML).quer
between '04/01/2015' and '03/31/2016' and ReceivedDateAndTime < '04/30/2016' and UploadStatus
group by ReportingAgency + ReportNumber
) a
--2016 - Total crashes during current period
select count(*) from crashreport c
inner join vMaxCrashReportReceivedDate v
on c.crashreportid=v.crashreportid
where c.crashdate between '04/01/2015' and '03/31/2016'
and v.MaxReceivedDateAndTime < '04/30/2016'
100 %
Results
Messages
(No column name)
1
3
(No column name)
1
37935
Query executed successfully.
sql-mdps-crashrpting.som.w2...
mcrs (71)
MCRS
00:00:02
2 rows
Ready
Ln 14
Col 23
Ch 23
INS

5.4 ME-P-00011 – E-Citation

5.4.1 Contact

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

5.4.2 Lead Agency

Maine Department of Public Safety

5.4.3 Status

Active

5.4.4 Project Description

The E-Citation project is comprised of several phases including:

E-Citation legislative efforts,
E-Citation TRCC Working Group,
E-Citation Data Collection,
E-Citation Reporting

The E-Citation Legislation effort will survey E-Citation legislation used in other states to facilitate and authorize collection of citation data electronically. The goal is to develop any needed legislative language recommendations to support E-Citation in the State of Maine.

The E-Citation TRCC Working Group will develop a State of Maine E-Citation Data Standard that defines the E-Citation data elements, relationships, edit criteria, and business rules to allow for the exchange of E-Citation data within the State. The E-Citation data standard will be platform independent and will take advantage of the latest XML Schema Definition (XSD) and Extensible Stylesheet Language (XSL) standards. The XSD technology will be used to define the format and organization of the XML E-Citation data document. The XSL technology will be used to programmatically validate the XML E-Citation data document and identify any errors in the citation at the point of entry. The E-Citation Data Standard will take advantage of any existing national E-Citation standards based on the National Information Exchange Model or Global JXDM.

The E-Citation TRCC Working Group will examine the existing citation paper-based data flow from the writing of the citation to submission and handling at the courts and ultimately the disposition and sharing of data with other state agencies. The study will make recommendations concerning handling of data security, electronic signature requirements, data exchange methods, law enforcement business rules and workflow.

The E-Citation Data Collection component will develop a law enforcement E-Citation data collection information system. The E-Citation system will support mobile ticketing and issuing of citations via

laptop computers. The E-Citation system will be capable of creation, printing, and electronic wireless transmission of ticket data to the centralized E-Citation database.

The E-Citation system will comply with the State of Maine E-Citation Data Standard which details the data format and business rules. Data validation will occur at the point of data entry. The Data Standard will be the basis for data exchange with external systems such as any future Violations Bureau citation management system. The E-Citation system will include an interface to the Violations Bureau system for the transfer of electronic citation data.

The E-Citation Reporting component will augment the E-Citation Data Collection system by providing a set of standard web-based reports with filtering capabilities. The E-Citation Reporting component will add 15 Standard Reports with the capability to filter on items such as town, law enforcement agency, type of infraction, officer Id, etc. The E-Citation Reporting component will also provide for a web-based Ad Hoc Reporting capability that will allow users to perform "on the fly" report creation capabilities. The system will allow saving of Ad Hoc reports for future use.

5.4.5 Schedule

October 1, 2017 through September 30, 2018

5.4.6 Budget

Budget Source	Budget Year	Total Budget
MAP-21 405c	2018	$174,664.16
FAST Act 405c	2018	$375,335.84

5.4.7 Activity Reporting

Report Start	Report End	Provided By
01-01-2011	03-31-2011	Lauren Stewart
Activity	*The E-Citation TRCC Working Group was officially formed at the April 14, 2011 TRCC Meeting.*	
Plans	*Meet regularly to define E-Citation requirements for the State of Maine.*	

Report Start	Report End	Provided By
04-15-2011	11-03-2011	Lauren Stewart
Activity	*The TRCC E-Citation Working Group met on November 3, 2011 and December 1, 2011. The working group discussed general e-citation high level requirements and began a review of the existing Citation form.*	

Report Start	Report End	Provided By
11-04-2012	01-19-2012	Lauren Stewart
Activity	*The E-Citation TRCC working group has met two times; the first meeting covered the high level objectives of the group while the second meeting began a review of the*	

Report Start	**Report End**	**Provided By**
11-04-2012	01-19-2012	Lauren Stewart
	citation form. *The second meetings goal was to determine whether any revisions to the form were necessary prior to deploying an electronic system. The meeting made a lot of progress and made it most of the way through the forms data elements.* *The goals of the working group are to come up with a set of requirements and a data standard for E-Citation within the State of Maine. The intent of the data standard is to define the data elements to be collected and to define a common format for data transfer and exchange within the state.*	

Report Start	**Report End**	**Provided By**
01-20-2012	03-15-2012	Lauren Stewart
Activity	*On February 16th, the E-Citation TRCC working group met. The working group and is in the process of developing a set of base requirements; including form data element review, print requirements, RMS E-Citation requirements, and electronic signatures.*	

Report Start	**Report End**	**Provided By**
03-15-2012	06-28-2012	Lauren Stewart
Activity	*The working group reviewed a draft of the NIEM-based data standard, e-citation system requirements, and e-citation vendor certification requirements.*	

Report Start	**Report End**	**Provided By**
06-29-2012	03-05-2013	Lauren Stewart
Activity	*The working group has met several times and continues to develop and refine E-Citation requirements, including; electronic signature, printing, software and hardware, and business requirements.*	

Report Start	**Report End**	**Provided By**
03-06-2013	06-12-2013	Lauren Stewart
Activity	*The working group is nearing completion. The group is refining their specifications for such items as the printed form. The draft for the general requirements will be reviewed by the group. Comments will be provided by each member at the next meeting.* *John Smith indicated that the legislation required for e-citation will be approved by September.*	

Report Start	**Report End**	**Provided By**
06-13-2013	02-26-2014	Lauren Stewart
Activity	*The Maine TRCC E-Citation Working Group has developed a draft set of recommendations and requirements. One of the requirements developed was a data exchange standard for transferring e-citations. Other requirements revolved around paper specifications and formats, security, and signature requirements. There were several phone conferences revolving around security. Legislation has been enacted to enable e-citation. The defendant's signature was no longer required on the citation. A key issue was the signature requirement of the officer. The Chief Judge was provided various options regarding security requirements for an ecitation system.*	

Report Start	**Report End**	**Provided By**
02-26-2014	05-07-2014	Lauren Stewart
Activity	*The TRCC Working Group meeting held on May 7, 2014 established a timeline for the entire e-citation project which will provide a roadmap for completion.* *There were also comments and suggestions that were discussed and will be incorporated into the final requirements and RFP.*	

Report Start	**Report End**	**Provided By**
05-07-2014	04-23-2015	Lauren Stewart
Activity	*Lauren Stewart asked John Smith if there were any updates. John said no significant updates. John said at the last group meeting back in December, there were a couple of emerging questions that needed to be resolved. After the data definition phase was completed the phase of the project has shifted. Next, the group needs to revisit project management for the next phase of the project. Lauren asked what needs to be done to get E-Citation back on track. John said we need to clearly identify what outstanding E-Citation questions remain. Two big components of whose going to own it and where will it reside. On the application side, who will be issuing the RFP? A level of effort is needed to write the RFP.*	

Report Start	**Report End**	**Provided By**
04-24-2015	01-19-2016	Lauren Stewart
Activity	*John Smith discussed the court case management system. He is working with partner agencies to understand how that will impact them. They have many interfaces or data interchanges currently and some that they do not have; E-Citation is one of them. In the RFP, there are specific requirements for those data exchanges (some optional, some not). It is also a requirement for the vendor to develop the*	

Report Start	**Report End**	**Provided By**
04-24-2015	01-19-2016	Lauren Stewart
	interface to take that data into the system. The courts are in the process of reviewing proposals and this will be a multi-year role out. John asked Major Scott about the Records Management System (RMS). Major Scott said they contracted with Spillman, and the go live date is 2017.	

Report Start	**Report End**	**Provided By**
01-04-2016	05-03-2016	Lauren Stewart
Activity	*A meeting was held on May 3, 2016 regarding e-citation interfacing with the courts. The meeting went over a draft project document by Chris Oberg detailing the responsibilities of each organization and timeline. The vendor is in the initial design phases of the web site and the database design. John Smith asked if an e-Citation working group could reconvene. The vendor suggested that a core project team should decide when milestones have been met and then present status and progress to the e-Citation working group members. At that point, the working group members will have something to review and comment on. The last general requirements document will be updated and sent out to everyone.*	

Report Start	**Report End**	**Provided By**
05-04-2016	11-03-2016	Lauren Stewart
Activity	*A meeting was held on November 2, 2016. A demonstration of the system was given to the working group members. John Smith brought up some good points on the different violations and calculated amounts of the citations. John developed a new draft of the citation form that will print out on an 8 ½ x 11. Lt. Bruce Scott will coordinate with John Smith to run a print test of the citation on thermal printer to see what needs to be tweaked. More work needs to be done with the form. There were some questions of what happens when an officer signs; not about what they are signing, but what they are certifying. Lt. Scott will give John additional clarification on the roadside identification process and what the procedures are. Lt. Scott wrote up some procedures on gathering credentials roadside and will pass it along to the Chief Judge for review.*	

Report Start	**Report End**	**Provided By**
11-04-2016	02-08-2017	Lauren Stewart
Activity	*An e-Citation meeting was held in the morning of February 8, 2017. LexisNexis gave a demonstration of the client system to the working group members. The schedule has been pushed out about one month timeframe, because the form has not been finalized. The courts are working on that and should be done in a couple of weeks. The testing period will be reduced from 6 weeks down to about 2-3 weeks.*	

Report Start	**Report End**	**Provided By**
02-09-2017	05-03-2017	Lauren Stewart
Activity	*The courts requested the addition of License Class and the updates to the eCitation client software have been completed. There are three outstanding issues:* *1. The courts need to finalize form.* *2. There is no tasking for the interface between state repository and the DPS Citation database and for exporting to the courts. We need to define the interface and provide tasking on the DSP side.* *3. Interface with the Spillman and the METRO message switch.*	

5.4.8 Performance Measures

CA-C-01 – Citation Completeness

Status of Improvement: Planned
Status: Planned
Revision Date: 17-June-2015

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

The State will improve the Completeness of the Citation / Adjudication system as measured in terms of an Increase of:

- The percentage of citation records with no missing critical data elements. This measure is also applicable to the adjudication file.

5.5 ME-P-00014 – Maine CODES

5.5.1 Contact

Ms. Lauren Stewart
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5.5.2 Lead Agency

University of Southern Maine, Muskie School of Public Service

5.5.3 Status

Active

5.5.4 Project Description

The Crash Outcome Data Evaluation System (CODES) system gives States and local Safe Community projects information about resources needed to develop capabilities for linking crash, injury outcome, and other traffic records data.

5.5.5 Schedule

October 1, 2017 through September 30, 2018

5.5.6 Budget

Budget Source	Budget Year	Total Budget
MAP-21 405c	2018	$50,000.00

5.5.7 Activity Reporting

Report Start	Report End	Provided By Joseph Riddick
Activity	*The Maine CDC CODES project has received 2009 hospital data and ED data from the Maine Health Data Organization.*	
Problems	*Initial plan was to have all of the computational issues worked out by the end of December 2010; but due to software upgrade and vendor issues that are also affecting other states was are now in April and can't move forward until these issues are resolved. The current projection is for mid-summer before analysis can begin on the Maine CODES project.*	
Plans	*Maine CDC is in final negotiations with MHDO on hospital discharge data.*	
Comments	*In August, CODES will be finishing up a three-year cooperative agreement with NHTSA.*	

Report Start	**Report End**	**Provided By**
04-15-2012	01-19-2012	Joseph Riddick
Activity	*Maine CDC reported that their annual review with NHTSA in December focused on their presentation at the annual grantee meeting in September. The presentation was a formative analysis on a startup of a CODES state.* *Maine CDC had difficulties in getting the system to work for them; it may be related to the newer CODES 2000 software. The amount of available technical support from CODES may not be adequate for getting a new state online with the system. Maine CDC had started off with one month of data; did all of the analysis and could not get the numbers to work.*	

Report Start	**Report End**	**Provided By**
01-20-2012	03-15-2012	Joseph Riddick
Activity	*Maine CODES has recently completed one year of data linkage and are waiting on feedback on that linkage.*	
Problems	*Mr. Riddick was informed the CODES program will have to cut back one-third of their project states and since Maine is one of the newest project states that they are in that one-third. Mr. Riddick explained that although Maine was one of the first states to participate in CODES approximately 20 years ago that since Maine CDC took over the Maine CODES project and since no data records have been carried over from the previous Maine CODES project, NHTSA considers Maine a new CODES state.*	
Plans	*Mr. Riddick stated that between now and July 31st they will be focusing on elder driver issues and will be using the multiple data sets on hand for that purpose.*	
Comments	*There has been some discussion of performing linking using other means besides CODES software.*	

Report Start	**Report End**	**Provided By**
03-15-2012	06-28-2012	Joseph Riddick
Activity	*Mr. Joseph Riddick stated the Maine CODES project has linked hospital ED deaths to crash data and they have also provided data to the University of Maryland to obtain scores on drug/alcohol use from all of the hospital and ED data. The University of Utah will perform imputation on missing variables in the data set. It will calculate and give us what the best score should be.* *Mr. Riddick said that by the end of July, Maine CODES will have a report on elder drivers focusing on three research questions including injury severity scores, ED, and hospital records to see if there is a variance between injury severity and medical outcomes. CODES will also be looking at trauma to different body regions in that population.*	

Report Start	**Report End**	**Provided By**
03-15-2012	06-28-2012	Joseph Riddick
Problems	*Mr. Riddick stated that the national CODES program's future is in question. Although, the CODES efforts at the state level does not have to end if a state continues funding.*	

Report Start	**Report End**	**Provided By**
03-26-2013	06-12-2013	Al Leighton
Activity	*The University of Maine, Muskie School is currently in discussions with personnel involved with the prior implementation of CODES and is setting up a discussion with a CODES user from Utah who worked with the Maine CODES personnel. They are interesting in finding out the positives and negatives regarding the previous CODES project. The group is looking to see if there are alternatives to CODES as opposed to trying to recreate or re-establish CODES. Re-creating CODES would be a large effort due to its level of complexity.*	

Report Start	**Report End**	**Provided By**
06-13-2013	02-26-2014	Al Leighton
Activity	*Muskie School is planning to have a conference call with CODES users in Nebraska and Rhode Island. This will assist in developing a strategy on how to link the various data sources.* *The Northeast Mobile Health ambulance service and South Portland are in the process of implementing a data linkage between EMS and hospital data.*	

Report Start	**Report End**	**Provided By**
02-27-2014	05-7-2014	Al Leighton
Activity	*Muskie School is in various discussions with CODES personnel from other states and is evaluating all of the variables for the process of linking data with the assistance of a statistician to create a CODES system.* *Muskie School is currently evaluating the latest version of CODES versus developing a customized in-house system.*	

Report Start	**Report End**	**Provided By**
05-08-2014	09-24-2014	Al Leighton
Activity	*Al Leighton indicated that his statistician data analytics specialist will be building a database to examine ways to determine match cases when all data fields do not match.*	

Report Start	**Report End**	**Provided By**
05-08-2014	09-24-2014	Al Leighton
	Al said that his group was unable to get in touch with the CODES personnel to review the CODES design. Lauren Stewart offered to get in touch with the Region 1 administrator to help get in touch with CODES personnel.	

Report Start	**Report End**	**Provided By**
09-25-2014	04-23-2015	Al Leighton
Activity	*Al Leighton said they were at a standstill and need to contact the CODES support person. Charlene was going to find out the status/contact info of the CODES support person.*	

Report Start	**Report End**	**Provided By**
04-24-2015	05-03-2016	Al Leighton
Activity	*Al Leighton said there are three options to start CODES again. 1) Go with original designer of CODES; 2) Use another program that other states are using or 3) Design our own program. Al talked with states using the CODES program and with states that developed their own. So far the design your own is the weakest approach. The cost of the CODES program is not as high as anticipated - $3,000 for a license. Al is still investing the best option to move forward.*	

Report Start	**Report End**	**Provided By**
05-04-2016	02-08-2017	Robyn Dumont
Activity	*Robyn Dumont said that CODES is not part of the current contract, but prior to the old contract ending we talked with two states who tried to develop their own CODES-like program. They had very limited success, at best. We spoke with Mike McGlincy about his CODES program. We now know most of the costs and the services he could provide. We had discussions with CA and UT about their experiences with his program (which were generally favorable). We reached out to a couple of states using other programs. If we're awarded a new contract, we'll be ready to quickly finish contacting other states and prepare an explanation of what programs offer what services, how much they cost, etc.*	

5.5.8 Performance Measures

Crash/EMS Integration

Label: I-I-1
Status of Improvement: Planned
Active Status: Planned
Revision Date: 09-APRIL-2015

This performance measure is based on the I-I-1 standard performance measure from NHTSA document "Model Performance Measures for State Traffic Records Systems".

The state will improve the Integration of the Crash/EMS systems as measured in terms of an increase of the percentage of appropriate records in the EMS system that are linked to the crash system. Specifically, the percentage of records linked between Maine's pre-hospital electronic patient care reporting system and crash system.

The state will show measureable progress using the following method: The percentage of records from the pre-hospital electronic patient care reporting system that is linked with crash report records.

5.6 ME-P-00015 – Public Access Reports – Traffic

5.6.1 Contact

Mr. Duane Brunell
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5.6.2 Lead Agency

Maine Department of Transportation

5.6.3 Status

Active

5.6.4 Project Description

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

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

5.6.5 Schedule

October 1, 2017 through September 30, 2018

5.6.6 Budget

Budget Source	Budget Year	Total Budget
MAP-21 405c	2018	$129,493.59

5.6.7 Activity Reporting

Report Start	Report End	Provided By
03-15-2012	06-28-2012	Duane Brunell
Activity	*Mr. Duane Brunell provided background on the need for public access to basic traffic records analysis. Mr. Brunell said that there is a need for a working group to further define the requirements for increasing the accessibility of the data. Ms. Stewart stated that there is a need for having end-users (e.g. NPOs, DHS, and county and*	

Report Start	**Report End**	**Provided By**
03-15-2012	06-28-2012	Duane Brunell
	municipal law enforcement) involved in the working group. *Mr. Brunell said that they have a starting point for this effort with the existing MCRS Standard Reports and also the mapping tools.* *Ms. Stewart said she and Duane would work on forming the working group.*	
Comments	*Ms. Stewart said she and Duane would work on forming the working group.*	

Report Start	**Report End**	**Provided By**
06-29-2012	03-05-2013	Duane Brunell
Activity	*There have been two meetings with the working group looking into what types of public access reports would be available. Duane Brunell has drafted a set of data elements for public access.*	

Report Start	**Report End**	**Provided By**
03-06-2013	06-12-2013	Duane Brunell
Activity	*The working group described the current process for getting crash statistics. Personnel at BHS or DOT manually query the data systems and provide the results back to the asking party.* *The existing query tools were not intended for the general public.* *Interviews have been conducted with police, local and metropolitan planning organizations to identify various crash needs. The group has now defined the scope of the project and is close to developing an RFP.* *A number of solutions are being reviewed including ones from both Michigan and Connecticut.*	

Report Start	**Report End**	**Provided By**
06-13-2013	02-26-2014	Lauren Stewart
Activity	*The site will be designed to allow public access to crash data. Other data users with special permissions will have access to more functionality and analysis. The State intends to amend the existing Crash contract to complete the work.*	

Report Start	**Report End**	**Provided By**
02-27-2014	05-07-2014	Lauren Stewart
Activity	*Purchasing has approved an amendment to the existing contract with Appriss, Inc.*	

Report Start	**Report End**	**Provided By**
02-27-2014	05-07-2014	Lauren Stewart
	for developing the Public Access Web Site. *Some of the features in the new site include a mapping feature that will display crashes on a Google Map.* *The development will begin sometime in July and will be focused on ease-of-use for public users.* *Lt. Scott told the group that he hopes the site will help explain the strategy for law enforcement in terms of resources used in areas of high crash locations. It was decided by the group that the data source for the public access web site will be the DOT crash repository.*	

Report Start	**Report End**	**Provided By**
05-08-2014	09-24-2014	Lauren Stewart
Activity	*Appriss, Inc. is developing the new Public Access Reports web site including using new technologies and storyboarding the site flow and navigation.*	

Report Start	**Report End**	**Provided By**
09-25-2014	01-22-2015	Lauren Stewart
Activity	*Appriss, Inc. demonstrated the Public Access Crash Report web site. The site was designed to operate by both novice and advanced users. The three primary components of the site that were demonstrated are:* *Statistics – Provides various statistics in chart (line, bar, pie) formats based on location, Injury degree, and time constraints. Shows statistics for both a single year and trends.* *Mapping – Presents crash locations in map format based on location, type of crash, Injury degree, and time constraints. The map automatically clusters crashes together based on the zoom level.* *High Crash Location – Provides high crash location statistics in matrix format both section and intersections. Sections and intersections are ranked across town, county, and state.* *Dan suggested running the site in-house for a period of time before exposing the site to the public.*	

Report Start	**Report End**	**Provided By**
01-23-2015	04-23-2015	Lauren Stewart
Activity	*Duane Brunell stated that Appriss demo'd the system at the last TRCC meeting.*	

Report Start	**Report End**	**Provided By**
01-23-2015	04-23-2015	Lauren Stewart
	Appriss then re-demo'd the system to the stakeholders at DOT; Greg Costello and IT people were in attendance. Duane stated that the system was well received. Duane said that there were several things to still work through; one is how to get a pilot up and running relatively quickly. Once the system is out there and online, the question is who will maintain it.	

Report Start	**Report End**	**Provided By**
04-24-2015	11-04-2015	Duane Brunell
Activity	*Duane Brunell asked Appriss when the Public Access Reports website will be completed. Appriss said the update to the Public Access website will be done by the end of December 2015.*	

Report Start	**Report End**	**Provided By**
11-05-2015	01-19-2016	Duane Brunell
Activity	*Duane Brunell said the Public Access website is in the final stage of development. The system is designed for people beyond the state police, DOT, and BHS; for users that can access fatality or other crash information and obtain basic information from the public access site. It has data capabilities; where you can drill down to towns and particular locations and determine types of crashes, etc. You can report on multiple areas of interest with one query. The system has mapping capabilities, which allows you to find where fatalities, moose crashes, etc. are occurring. The system also has the ability to display and filter crashes using Google Maps. The system still has to go through a security review from OIT, but is expected to go live June 30th.*	

Report Start	**Report End**	**Provided By**
01-20-2016	05-03-2016	Duane Brunell
Activity	*Duane Brunell gave an update on the Crash Data Public Access website. They are shooting for a July 1st release. The website has three modules: Crash Statistics, Mapping, and identifying High Crash Locations. All modules are query able by location or crash type. None of it is downloadable yet, just screen displays. A lot of time of was spent on data and map accuracy. Duane shared the website with New Hampshire last week; it's a hot topic for many states to make the data in-house available and accessible to the public. OIT will be doing a security review for vulnerabilities.* *The advanced user can register on site and get the basic access. On the back-end, the system admin will get an email and review the credentials and grant the advanced user access. With this access, they can do study areas and do more*	

Report Start	**Report End**	**Provided By**
01-20-2016	05-03-2016	Duane Brunell
	advanced queries. Duane thanked all the players who made this project successful.	

Report Start	**Report End**	**Provided By**
05-04-2016	11-03-2016	Duane Brunell
Activity	*Duane Brunell gave an update on the Crash Data Public Access website. It is an easy and intuitive system where the basic user can access Maine Crash Data in three modules: Crash Statistics, Mapping, and identifying High Crash Locations. Mapping is available that has a cluster balloon effect that shows accidents in a centralized area. This is a great tool for countermeasures in looking at a specific intersection. The Advanced User capability allows a user to do study areas and more advanced queries. Advance Users are required to sign up and get approved by the system administrator. A few tweaks need to be done before it goes live. The system has not been launched officially, but it is currently being used by a select few test users.*	

Report Start	**Report End**	**Provided By**
11-04-2016	02-08-2017	Duane Brunell
Activity	*The public query website has been well received and going well.* *Lt. Scott requested Advanced User Access. It was suggested he check with Duane Brunell to see if the access was for just the test site.*	

Report Start	**Report End**	**Provided By**
02-09-2017	05-03-2017	Duane Brunell
Activity	*Duane Brunell said the public query website has been well received and Phase 1 is going well. There are 40 advanced users – police departments and DOT users. There is a link now at the top of the screen on the home page for User Notes. Duane is now working on new ideas for Phase 2. It was discussed to incorporate a performance measure of recording the number of user queries to track program usage.*	

5.6.8 Performance Measures

C-X-1 – Crash Accessibility

Status of Improvement: Planned
Status: Planned
Revision Date: 17-June-2015

This performance measure is based on the C-X-1 model. Maine will improve the accessibility of the crash system and its data.

The state will show measureable progress using the following method:

Identify the principal users of crash data, query the users to assess their ability to obtain the data and record their satisfaction with the timeliness of the response to their request.

5.7 ME-P-00024 – Electronic Collection of Highway Safety Data

5.7.1 Contact

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5.7.2 Lead Agency

Maine Bureau of Highway Safety

5.7.3 Status

Active

5.7.4 Project Description

The Highway Safety Office plans to use data from various traffic records sources to collect in databases to facilitate highway safety reports and analyses.

5.7.5 Schedule

October 1, 2017 through September 30, 2018

5.7.6 Budget

Budget Source	Budget Year	Total Budget
FAST Act 405c	2018	$100,000.00

5.7.7 Activity Reporting

Report Start	Report End	Provided By
02-27-2014	05-07-2014	Al Leighton
Activity	*EMS Data Records Review* *Al updated everyone that his group had not received the necessary EMS data from Image Trend to calculate the accuracy and timeliness of EMS reports.* *HVE (High Visibility Enforcement)* *Al indicated that his group is in the external testing phase of the HVE application. The application will ease the recording of HVE information. The State Police/York*	

Report Start	**Report End**	**Provided By**
02-27-2014	05-07-2014	Al Leighton
	County Sheriffs will begin testing the application soon. *Child Passenger Safety Application* *Al told the group the Child Passenger Safety Application is completed and historical data is currently being entered.* *Fatalities Database* *Al indicated that a fatalities database is being created based on the MCRS schema.* *Highway Safety Reports Robyn Dumont has been working on reports using 2013 data which should be completed by the end of June 2014.*	

Report Start	**Report End**	**Provided By**
05-08-2014	09-24-2014	Al Leighton
Activity	*Al Leighton indicated that his group designed web applications for CPS child passenger safety and HVE (High Visibility Enforcement). The sites should be made available soon.* *Al also told the group that a fatalities database is being developed. There are still refinements being performed and the testing phase is also starting.* *All said that all these systems will be tested and recommendations will be considered for future enhancements.* *Lauren Stewart suggested demonstrating the various systems at the next TRCC meeting.* *Lauren Stewart indicated that these new systems will replace manual systems and will provide more accurate and timely information.* *Emile Poulin suggested integrating these systems with the State's new RMS system.* *James Tanner discussed the limitations of the existing FARS system for performing queries. The system is unable to perform queries on a multi-year basis. Each query must be performed for one year and exported to MS-Excel.* *Lauren Stewart indicated that FARS data cannot be used unless all states have submitted their FARS data for a given year.* *It was suggested that the database being created for fatalities could be used to perform advanced queries.* *Al also described to the group their analysis of EMS run report data review. Al's group was able to calculate the number and rate of validation errors for all EMS data elements. Al also told the group that these errors could be quantified to any given service provider.*	

Report Start	**Report End**	**Provided By**
09-25-2014	04-23-2015	Al Leighton
Activity	*Al Leighton stated that Jamar is currently working on the application for the Child Seat project.*	

Report Start	**Report End**	**Provided By**
04-24-2015	05-03-2016	Al Leighton
Activity	*Al Leighton gave a presentation on the electronic collection of Highway Safety Data. Al said they have been looking at a great deal of EMS data over a long period of time. They have begun receiving MEMSRR run report data from ImageTrend to look at the timeliness of data (reports filed as quickly as can be) and the accuracy (if they are filling out the forms properly, clearly, and completely). There were 283,000 reports filed last year and over 40 million individual data entries. Every MEMSRR report has 381 fields. Each field is classified as a data entry. In 2007, 56.6% were on time. In 2013, it was 89%. The trend is getting better every year, except one year. In that particular year, the time to file was cut short.* *Al said the data is coming from years 2007 through 2013, ImageTrend has not supplied data for years 2014 and 2015 yet. Dan suggested if there were current data, it could be used for performance measures in the grant application.*	

Report Start	**Report End**	**Provided By**
05-04-2016	11-08-2016	Lauren Stewart
Activity	*Lauren Stewart said the electronic collection of highway safety data project was completed by the University of Southern Maine for the Maine annual highway safety plan. There were some complications with the data that was presented. The highway safety plan was approved, but the data wasn't comprehensive. As a result, the grant opportunities were significantly decreased. They put together a working group to review the data components to make a final determination of what data should be looked at. Going forward, the application will obtain the same data elements and data analysis. Therefore, we will not worry about leaving any agencies out or not seeing the complete picture. This is an ongoing project.*	

Report Start	**Report End**	**Provided By**
11-09-2016	02-08-2017	Robyn Dumont
Activity	*Robyn Dumont supplied the following status: 1) Muskie has requested the 2016 MEMSRR data; we've requested the full run report, as well as a subset including only those records that are related to crashes; and 2) Submitted the new seatbelt reselection material to NHTSA for certification; and 3) Requested and received (right after the TRCC meeting) the 2015 fatality dataset. Analysis of that data will begin immediately*.	

Report Start	**Report End**	**Provided By**
02-09-2017	05-03-2017	Al Leighton
Activity	*Al Leighton and Robyn Dumont talked with Tim Mangle about the EMS accuracy and timeliness work they had been doing. They have not received any data in a while. Proper approval needs to be in place before the current data can be transferred. Work has been done identifying certain fields at the ambulance service level to see if reports are getting in quicker. Once the data is coming in on a regular basis, performance measures can be done*	

5.8 ME-P-00022 – Registration Barcode

5.8.1 Contact

Ms. Linda Grant
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5.8.2 Lead Agency

Bureau of Motor Vehicles

5.8.3 Status

Planned

5.8.4 Project Description

The Registration Barcode project adds a 2-D Barcode image to motor vehicle registration documents. The 2-D Barcode will adhere to the AAMVA (American Association of Motor Vehicle Administrators) 2-D Barcode standard and will encode the text data found on the registration document into the barcode image. The image will be used by various software programs to reduce data entry errors and to reduce data entry time for various state reporting requirements including motor vehicle crash and citation data collection.

5.8.5 Schedule

Planned

5.8.6 Budget

Budget Source	Budget Year	Total Budget
NHTSA 405c	2018	$0

5.8.7 Activity Reporting

Report Start	Report End	Provided By
04-23-2015	04-23-2015	Linda Grant
Activity	*Linda Grant stated that registrations are currently going through a redesign and she will inquire as to the status of barcodes.*	

Report Start	Report End	Provided By
04-24-2015	02-08-2017	Emile Poulin
Activity	*Project is not active at this time. Emile Poulin and Lt. Bruce Scott suggested revisiting this project as eCitation is being rolled out soon. It would be very helpful to scan the driver's license and import the information directly into the eCitation*	

Report Start	**Report End**	**Provided By**
04-24-2015	02-08-2017	Emile Poulin
	application. Emile also recommends involving BMV in the process.	

5.9 ME-P-00009 – Traffic Records Data Warehouse

5.9.1 Contact

Ms. Lauren Stewart
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Agency: Bureau of Highway Safety, Department of Public Safety
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5.9.2 Lead Agency

Bureau of Highway Safety

5.9.3 Status

Planned

5.9.4 Project Description

Develop a data warehouse into which all traffic records systems submit data; develop linkages between the various data sets and provide data warehouse drill down and reporting capabilities that support highway safety decision making.

5.9.5 Schedule

To be determined.

5.9.6 Budget

Budget Source	Budget Year	Total Budget
NHTSA 405c	2018	$0

5.9.7 Performance Measures

C-I-1 Integration – Crash, Citation, Driver, Vehicle, EMS

The percentage of appropriate records in the crash database that are linked to another system or file. Linking the crash database with the five other core traffic records databases can provide important information. For example, a State may wish to determine the percentage of in-State drivers on crash records that link to the driver file.

The percentage of appropriate records in the crash database that are linked to another traffic records database (e.g. Citation, EMS, Driver, Vehicle, and Roadway).

5.10 ME-P-00010 – EMS Public Access and Data Mining

5.10.1 Contact

Mr. Shaun St. Germain
Title: Director
Agency: Emergency Medical Services, Department of Public Safety
Address: 152 State House Station
City, Zip: Augusta 04333-0152
Phone: 207-626-3860
Email: jay.bradshaw@maine.gov

5.10.2 Lead Agency

Bureau of Highway Safety

5.10.3 Status

Planned

5.10.4 Project Description

The EMS Public Access and Data Mining project will migrate many years of legacy EMS data to the current EMS dataset format creating a combined dataset that will allow for extensive query and comparison opportunities.

The project also includes a data analysis and reporting tool that provides controlled access to the data based on the user's authorization level. Full access users would be able to query all data without restriction, whereas limited access users would be able to query select data for aggregate reports.

The authorization capabilities will consist of a set of roles that allows access to specific reports within the system. New roles include Public Access, EMS Service Provider, Hospital, Local Government, and Maine EMS. The Reporting tool will use these roles to limit access to sensitive data using a set of rules designed to maintain data confidentiality.

The public access reporting portion of this project will provide 10 predefined reports to the public via the web. The public access reports will contain basic filtering capabilities (e.g., the Number of Calls report could be filtered to a particular service). The public access capability will be limited to aggregate reports and would require the report result to contain sufficient numbers to protect patient health information.

5.10.5 Schedule

To be determined.

5.10.6 Budget

Budget Source	Budget Year	Total Budget
NHTSA 405c	2018	$0

5.10.7 Activity Reporting

Report Start	**Report End**	**Provided By**
01-15-2012	03-15-2015	Jay Bradshaw
Activity	*EMS is continuing to explore various software options for the EMS public access & data mining project. Although it appears funding is available for the initial purchase price, we do not have the funds available within our budget for the ongoing software license fees. This continues to be a goal of ours.*	

Report Start	**Report End**	**Provided By**
03-16-2015	11-03-2016	Shawn St. Germain
Activity	*Shaun St. Germain said they are working towards the NEMSIS 3 rollout with an early January 2017 timeframe. Shaun said that they were one of the last States to get onboard with NEMSIS 3.*	

5.10.8 Performance Measures

I-X-1 – EMS Accessibility

Status of Improvement: Planned
Status: Planned
Revision Date: 17-June-2015

This performance measure is based on the I-X-1 model.

Maine will improve the accessibility of the EMS system and its data.

The state will show measureable progress using the following method:

Identify the principal users of EMS data, query the users to assess their ability to obtain the data and record their satisfaction with the timeliness of the response to their request.

The State will also document the method of data collection and the principal users' responses.

5.11 ME-P-00020 – CODES EMS Linkage

5.11.1 Contact

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

5.11.2 Lead Agency

Maine Department of Public Safety

5.11.3 Status

Planned

5.11.4 Project Description

The CODES EMS Linkage project will provide for the inclusion of EMS data into the CODES data set.

5.11.5 Schedule

To be determined.

5.11.6 Budget

Budget Source	Budget Year	Total Budget
NHTSA 405c	2018	$0

5.11.7 Performance Measures

EMS Integration

Label: I-I-1
Status of Improvement: Planned
Active Status: Planned
Revision Date: 09-APRIL-2015

This performance measure is based on the I-I-1 standard performance measure from NHTSA document "Model Performance Measures for State Traffic Records Systems".

The state will improve the Integration of the Crash/EMS systems as measured in terms of an increase of the percentage of appropriate records in the EMS system that are linked to the crash system. Specifically, the percentage of records linked between Maine's pre-hospital electronic patient care reporting system and crash system.

5.12. ME-P-00025 – Electronic Collection of EMS Run Report Data

5.12.1 Contact

Mr. Jay Bradshaw

Title: Director
Agency: Emergency Medical Services, Department of Public Safety
Address: 152 State House Station
City, Zip: Augusta 04333-0152
Phone: 207-626-3860

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

5.12.3 Status
Complete

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

5.12.5 Schedule
Complete

5.12.6 Budget

Budget Source	Budget Year	Total Budget
NHTSA 405c	2018	$0

5.12.7 Activity Reporting

Report Start	Report End	Provided By
06-17-2006	06-16-2007	Jay Bradshaw
Activity	*75 Tablet PC computers were purchased in April 2007 and made available to EMS services utilizing a formula based upon annual call volume. In addition, hundreds of field personnel have been trained in the new system and work continues with other software vendors to make their data compatible with the Maine EMS system.*	
Problems	*Because of the differences between EMS services, each installation requires considerable customization in order for the software to work properly and interface with existing systems (e.g. Computer Aided Dispatch and billing). There are also many EMS providers who have minimal computer skills and as a result, significant discomfort with the change from an established paper form to the new electronic platform. This has required an increase in staff time for training and technical support, which in turn affects expanded deployment efforts. There have also been services, primarily because of their rural location, need more computers than are currently available. Some of these services have decided to forego the e-run report conversion until they are able to obtain all the necessary equipment. Because of the uncertain nature of future grant funding, it remains to be seen what impact this will have on this project.*	
Plans	*There will be several "train the trainer" sessions conducted in the coming months to*	

Report Start	**Report End**	**Provided By**
06-17-2006	06-16-2007	Jay Bradshaw
	significantly increase the overall understanding of the EMS community about the e-run report system and build a cadre of instructors able to provide the first tier of user support in-house. Maine EMS is working with those services whose technology needs exceed available resources to help identify other potential funding sources and to develop alternative implementation plans.	
Comments	*The Board of EMS is considering setting a deadline for making e-run reporting mandatory. This will likely motivate some services into action, but at the same time will cause an element of tension because of the initial startup costs and our limited ability to provide assistance.*	

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

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

Report Start	**Report End**	**Provided By**
09-16-2008	12-15-2008	Jay Bradshaw
	Maine EMS.	

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

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

Report Start	**Report End**	**Provided By**
09-16-2009	12-15-2009	Jay Bradshaw
Activity	*We continue to actively work with EMS services to improve both provider understanding of the system and with service administrators to reinforce why data collection is important. To both groups we provide training about the reports that are available.* *We are also working with service medical directors and potential service medical*	

Report Start	**Report End**	**Provided By**
09-16-2009	12-15-2009	Jay Bradshaw
	directors to help them understand the EMS data system and how quality data relates to quality patient care. *We are working with services exporting data from other systems to assure that the values being submitted are consistent with NEMSIS.* *As of 10/1/09, the EMS Rules require that run reports are entered into our system within 3 business days. This is being monitored by Maine EMS, with regular follow-up to services who are not meeting this deadline.*	

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

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

Report Start	**Report End**	**Provided By**
03-16-2010	06-15-2010	Jay Bradshaw
	Maine EMS continues working with services exporting data from other systems to assure that the values being submitted are consistent with NEMSIS.	

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

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

Report Start	**Report End**	**Provided By**
05-25-2011	11-03-2011	Jay Bradshaw

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

Report Start	**Report End**	**Provided By**
11-4-2011	01-19-2012	Jay Bradshaw
Activity	*The EMS data collection efforts have been to maintain the system and complete updates to the software to make it more user-friendly. There is a new version of the report writer software that makes is easier for users to create ad hoc reports.*	
Plans	*The EMS software vendor is one of the leading providers of EMS software and is compliant with NEMSIS 3.0 which will eventually allow for connecting with Hospital Language 7 (HL7) in the future.* *Maine BEMS is evaluating the degree of mismatch between Maine's NEMSIS version 2.2 system versus what NEMSIS 3.0 specifies. There is currently no specific timeline for implementing NEMSIS 3.0 as they are still evaluating the mismatch and the degree of effort to get the importing services (services that aren't using ImageTrend).*	

Report Start	**Report End**	**Provided By**
01-20-2012	03-15-2012	Jay Bradshaw
Activity	*Maine EMS has a software update for the EMS Run Reporting System's state bridge, which is the software used to collect information from the EMS services.*	
Plans	*Maine EMS is continuing the dialogue with Maine HealthInfoNet, pilot testing their system, which collects patient information around the state. Maine HealthInfoNet is looking for places to test with EMS, which is the first step towards linking EMS records and patient records.*	

Report Start	**Report End**	**Provided By**
03-12-2012	06-28-2012	Jay Bradshaw
Activity	*Mr. Jay Bradshaw stated that they are currently preparing their systems for NEMSIS 3.0. Mr. Bradshaw said there are 7 or 8 systems that are not using the same system as the State. There exist data mapping issues related to how values are translated from one program to the other. NEMSIS 3.0 implementation is about a year or so*	

Report Start	**Report End**	**Provided By**
03-12-2012	06-28-2012	Jay Bradshaw
	away; fortunately the vendor is deeply involved in the NEMSIS 3.0 standard. The goal is to get better data in a timely fashion and to continue the work to link the EMS system with HealthInfoNet.	

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

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

Report Start	**Report End**	**Provided By**
01-18-2013	06-12-2013	Jay Bradshaw
	(June 14th). The survey will be available to providers as the computers are deployed. Jay said that the survey will be available online via SurveyMonkey.	

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

Report Start	**Report End**	**Provided By**
02-27-2014	09-24-2014	Jay Bradshaw
Activity	*The State is currently planning for NEMSIS 3.0.* *The State is working with ImageTrend to complete the transition to NEMSIS 3.0 by April 1st, 2015.* *The move to NEMSIS 3.0 will help the linkage of EMS data with health info-net and discharge data statewide.* *EMS is currently working with the Muskie School. The Muskie School is mining EMS data and is focused on improving data quality for EMS records.*	

Report Start	**Report End**	**Provided By**
09-25-2014	01-22-2015	Al Leighton
Activity	*Al Leighton presented to the group the statistics based on EMS Run Report Data provided by Image Trend and Maine EMS.* *Al first presented statistics based on timeliness of filed run reports. Al described the improvements from 2007 to 2013.* *Al then presented the group with timeliness statistics based on the number and percent of services reporting on time. Al showed the changes since 2007.* *Al's final presentation was based on 2014 data. This presentation described statistics showing data entry error validation rates based on approximately 19 million data items.*	

Report Start	**Report End**	**Provided By**
01-23-2015	06-04-2015	Jay Bradshaw
Activity	*NEMSIS 3 implementation. Data elements have been selected and approved by the Maine Board of EMS. The Maine EMS Run Reporting System is integrated with the licensing system and online learning management system, and during a beta test of the new v3 software, compatibility issues were identified. These issues are being resolved and the current plan is to implement v3 in the fall 2015.* *There are two EMS services pilot testing accessing Maine Health InfoNet. Integration of Maine EMS Run Reports into the Maine Health InfoNet will resume after implementation of NEMSIS 3 is complete.* *Work continues to assess and improve the data quality and timeliness of reports. Maine EMS Rules require reports be submitted within one business day, and efforts continue to help services get closer to real time.* *See the current system summary –we're closing in on 2,000,000 records.*	

5.12.8 Performance Measures

I-A-01 - EMS Accuracy

Status of Improvement: No new data
Active Status: On Hold
Last Updated: 17-JUN-2015

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

Maine will improve the Accuracy of the Injury Surveillance / EMS system as measured in terms of an increase of the percentage of EMS patient care reports with no errors in critical data elements.

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

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

The state will show measureable progress using the following method:

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

6. Traffic Records Data Standards Compliance

6.1 MIRE Compliance

In this section, Maine has incorporated specific quantifiable and measureable anticipated improvements for the collection of MIRE fundamental data elements.

6.1.1 Mire Data Collection Status

Which MIRE fundamental data elements are currently being collected and which MIRE fundamental data elements are not being collected? On which functional classes of roads are/are not they being collected?

All MIRE fundamental data elements are currently being collected on all required roads except the Unique Interchange Identifier (MIRE number 178).

Which business office(s) in the State DOT collect, receive, and maintain the MIRE fundamental data elements? How are the data stored and managed?

Most MIRE fundamental data elements are received, stored, managed and maintained in the MaineDOT Linear Referencing System (LRS). The LRS is managed by the Results and Information Office at MaineDOT.

Who can access the MIRE fundamental data elements for safety analyses, and what steps are necessary to access the data? Are systems planned or already implemented to facilitate access to the data (e.g. online portals)?

Internal MaineDOT staff can access the MIRE fundamental data elements for safety analyses through the GIS-enabled data warehouse known as TIDE. Most users of TIDE have attended formal or informal trainings and user support is continuously available. External users of the data can access all elements through custom data requests and can access many of the MIRE FDEs through online applications and the Maine Office of GIS data catalog. There are plans to expand online data capabilities through an online open data portal.

Which agency/office/individual/committee(s) have authority and responsible for determining the improvements needed to achieve compliance with the MIRE fundamental data elements requirement?

The MaineDOT Safety Office helps to identify and manages project candidates for submittal to the annual MaineDOT capital work plan process.

6.1.2 Data Collection Methodology

For the MIRE fundamental data elements that are already being collected:

- *What methods are being used to collect the MIRE fundamental data elements?*
- *How often do they collect the data?*
- *What Quality Control/Quality Assurance processes are performed before the data is entered into the database.*

MIRE FDEs are maintained in information systems of record (mainly the LRS) and updated as necessary with changes identified in capital improvement projects, occasional error reporting and regular inventories. Information is verified through use of design plans and remote sensing (orthoimagery, ARAN van cameras, etc.).

6.1.3 Coordination with Other Agencies

For MIRE fundamental data elements that are NOT currently being collected:

- *Who owns the roads where the elements are not being collected (e.g., State, local government agencies, Trial Governments, Federal Land Management Agencies, etc.)?*
- *Do the agencies that own those roads collect any of the MIRE fundamental data elements?*
- *What mechanisms are needed to share data among those agencies that collect, store, maintain, and use the MIRE fundamental data elements?*

The Maine Turnpike Authority owns a certain section of the interstate and associated interchanges and appurtenances. Roads not covered by MIRE FDEs are private.

6.1.4 Prioritization of MIRE Fundamental Data Elements Collection

For additional data that needs to be collected to meet the MIRE fundamental data element requirement:

- *What data elements will be collected in the short (1-3 years), medium (4-6 years), and long (7-9 years) term?*

The underlying data is already collected and in the LRS. These highway sections (ramps, cuts) associated with the interchanges just need to be assigned a unique interchange identifier.

- *What collection technologies and/or methodologies are anticipated to be used?*

MaineDOT intends to use the spatial interface and tools associated with the LRS. Currently, the spatial component of our LRS is ArcGIS Desktop.

- *Who is responsible for collecting the data?*

The LRS System Administrator (Devon Witherell) is responsible for making this change before the deadline.

- *How will it be made available to the State DOT?*

N/A

- *What will be the update cycle for the collection of the data?*

The data is updated as necessary (as changes occur).

6.1.5 Costs and Resources for MIRE FDE Data Collection

What are the estimated costs, staffing, and other resource requirements to collect and maintain the MIRE fundamental data elements?

Who will incur those costs?

Costs to maintain MIRE fundamental data elements are included in MaineDOT continual costs for maintaining GIS base GIS network, associated data and tools.

6.2 Model Minimum Uniform Crash Criteria (MMUCC) Compliance

Maine's crash repository is currently designed according to MMUCC V3 guidelines with an update to the *Driver Distracted By* element to MMUCC V4 compliance. Once MMUCC Version 5 is released, Maine plans to perform a MMUCC-compliance review.

Maine will ensure adoption of the definition for "Suspected Serious Injury (A)" from the MMUCC 4th edition by April 15, 2019. These plans include the following:

- Collecting and accurately aggregating MMUCC v4 attribute "Suspected Serious Injury (A)"
- The State's crash database, data dictionary, and crash report user manual employs the verbatim terminology and definitions for this attribute from the MMUCC v4 standard.
- The State's crash form employs the verbatim MMUCC v4 "Suspected Serious Injury (A)" attribute
- Ensure the seven serious injury types covered by the attribute are not included in the other attributes listed in the State's injury status data elements.

6.3 National Emergency Medical Services Information System (NEMSIS) Compliance

The Maine EMS Run Reporting System (MEMSRR) is currently NEMSIS 3 compliant.

6.4 National Trauma Data Standard (NTDS) Compliance

The Maine Statewide Trauma Registry is maintained within Maine Emergency Medical Services (Maine EMS), a Bureau of the Maine Department of Public Safety. The trauma registry is in initial deployment and is National Trauma Data Standard (NTDS) compliant.

6.5 NIEM Compliance – eCitation

Maine's eCitation system is currently under development and is National Information Exchange Model (NIEM) compliant. The eCitation data standard is based on a NIEM-compliant eCitation XML Schema.

7. Traffic Records Assessment Update

7.1 State of Maine Traffic Records Assessment Update – 5/30/2017

The State completed a NHTSA Traffic Records Assessment on April 25, 2016. The State's response to each recommendation is listed below. If a project plans to address a recommendation within the next FFY plan year, the related project is listed. See related project for performance measures.

7.1.1 Crash Recommendations

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

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

   Maine is also planning to schedule a NHTSA Go Team MMUCC review to determine compliance and find improvement opportunities with the next release of the MMUCC standard. In 2017, Maine did add additional elements for distracted driving in accordance with current MMUCC guidance.

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

   Related Project: ME-P-00006 MCRS Upgrade

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

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

   In order to improve data integration and accessibility of crash safety data (a key goal of the TRCC), Maine has released the new State of Maine Public On-Line Crash Query Tool. This new website is getting wide spread use by DOT, LEA's, MPO's, etc. and receiving positive reviews. Discussions are already underway for additional features to include in a phase two release.

   Related Project: ME-P-00006 MCRS Upgrade

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

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

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

Related Project: ME-P-00006 MCRS Upgrade

7.1.2 Vehicle Recommendations

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

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

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

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

The Bureau will attempt to further evaluate the effectiveness of a customer-based Vehicle system. However, the Bureau cannot regard an agency evaluation effort as a system integration goal; it would be premature to establish that goal at this point.

Additionally, the Maine TRCC is promoting the implementation of a 2D standard barcode for vehicle registrations. Like the TRCC, it is a BMV goal to implement a 2D barcode on registrations which would contain information that supports traffic safety management and traffic records data systems.

The BMV believes it has made progress towards implementation of a 2D barcode for vehicle registrations by changing from (4-part) NCR impact printed forms to laser printed forms. This goal is still identified in the Bureau's strategic plan.

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

As mentioned, the agency has recently revised registration forms to accommodate laser printing. Accordingly, vendors have changed their systems to allow for laser printing to comply with BMV business requirements and print specifications. Consequently, towns are in the process of changing from impact printers to laser printers.

For manual towns, BMV is in process of finding a solution to discontinue use of 4-part NCR forms and move to laser printed registrations.

Related Project: Not directly addressed in FFY18 funded projects.

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

State Accepts Recommendation. State Response: The Bureau has undertaken a major project to improve its data quality control program by adding a status reason of Inactive/Expired to the Vehicle database. Currently, when registrations expire, they remain in "Active" status and the system can show more than one active record for the same vehicle. The Bureau will be changing the status of "active" registrations which have been expired for more than one year to "inactive."

Based on the data in test, it should be about 3.7 million records initially updated. For the initial update, that's 26% to 27% of records.

Then the monthly expirations would vary according to the number of registrations in each expiration month. Based on 2015's registrations in test, that amounts to from around 12 thousand to 27 thousand for 11 of the months, and then about 56 thousand for the exceptional February registrations that include Trailers. If other years are like 2015, ongoing updates would affect about 17% of records.

These updates will significantly improve the accuracy and reliability of data in our vehicle registration database. The updates also improve the ability to retrieve the applicable record for analysis, including accident reporting. For example, a person's registration expires, but the record remains active. The vehicle is sold, another person registers, and the new registration for that vehicle becomes active. After the database updates, the Active status will change to Inactive/Expired. The accuracy of reporting based on Active registration status will improve.

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

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

The BMV recognizes the importance of ongoing sample-based audits as demonstrated in our recent update of 3.7 million vehicle registration records, and subsequent periodic updates.

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

- Plate configurations and plate corrections (global analysis and manual updates).
- Trends in Registration plate type/class counts by source & geographic location.
- Trends in Registrations counts by year, make, model, and fuel type.
- Timeliness – The amount of time it takes to make registrations available to users by source.
- Make code standardization (sample-based audits).
- Standardization to models and fuel type for hybrid and electric vehicles (sample-based audits).

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

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

There are critical variables that confound the premise that the BMV could successfully integrate a "customer-based" Vehicle/Driver system. Relatedly, as mentioned, questions have surfaced as to whether a single customer record, for driver, registrant, titled owner, company, motor carrier, etc., would better enable the BMV to retrieve consistent and reliable data to perform sample-based audits, trend analysis, and measurable performance standards.

Related Project: Not directly addressed in FFY18 funded projects.

7.1.3 Driver Recommendations

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

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

   Related Project: Not directly addressed in FFY18 funded projects.

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

   State Accepts Recommendation. State Response: The Maine TRCC encourages the Bureau of Motor Vehicle to integrate sample-based audits, trend analysis, and performance measures into the State's Driver Records system.

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

   Related Project: Not directly addressed in FFY18 funded projects.

7.1.4 Roadway Recommendation

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

   State Accepts Recommendation. State Response: The ME TRCC will promote the establishment of Roadway performance measures as a tool to measure improvements to the roadway data system.

   Related Project: Not directly addressed in FFY18 funded projects.

7.1.5 Citation/Adjudication Recommendations

1. ***Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.***

   State Accepts Recommendation. State Response: The Maine TRCC has developed a citation schema and is the process of developing a statewide citation system. The TRCC will promote the updating of the formal data dictionary that will list all citation data elements, business rules and edit checks, and links to other State datasets.

   Related Project: ME-P-00011 E-Citation

2. ***Improve the procedures/process flows for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.***

State Accepts Recommendation. State Response: As part of the eCitation effort, the State will be updating the procedures/process flows for the Citation and Adjudication system.

Related Project: ME-P-00011 E-Citation

3. ***Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.***

State Accepts Recommendation. State Response: The State has initiated an effort to interface the eCitation law enforcement data collection system with the court's new court case management system.

Related Project: ME-P-00011 E-Citation

4. ***Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.***

State Accepts Recommendation. State Response: The State will use NHTSA Standard Performance Measures to document the improvements resulting from the new eCitation system. The State has also planned for inclusion of Key Performance Indicators in their new court case management system.

Related Project: ME-P-00011 E-Citation

7.1.6 EMS/Injury Surveillance Recommendations

1. ***Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.***

State Accepts Recommendation. State Response: The Maine TRCC will review the elements of its Injury Surveillance System and evaluate opportunities for integration of the various data sets for the goal of increasing safety-related analysis.

Related Projects: ME-P-00014 Maine CODES, ME-P-00025 EMS Trauma Registry

2. ***Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.***

State Accepts Recommendation. State Response: The Maine TRCC will identify goals for the various elements of the Injury Surveillance System to track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State.

Related Project: ME-P-00024 Electronic Collection of Highway Safety Data

7.1.7 Data Use and Integration Recommendation

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

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

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

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