

Buckle Up. *No Excuses!*



**Maine Highway Safety Plan
Federal Fiscal Year 2008**

*John Elias Baldacci, Governor
Anne H. Jordan, Commissioner, Department of Public Safety
and Governor's Highway Safety Representative*

Message from the Commissioner

It was recently reported that Maine's death and injury rate for impaired driving related crashes was up over the last year. That is disturbing news, but news that many of our compatriots in our sister states are experiencing. Most of us are seeing the increase in alcohol-related and speed-related traffic crashes and the resulting injuries and deaths. I believe that a combination of strong enforcement and effective education are two necessary elements to effect change for the positive.

Maine's Law Enforcement community continues to rise to the challenge and support our yearly speed, seat belt and impaired driving enforcement programs. Their efforts really do make a difference and I would personally like to thank them for their continued support.

I am pleased to report that Maine is celebrating the passage of a bill allowing for primary enforcement of our seat belt law. Our 2007 Observational Seat Belt Survey showed voluntary seat-belt usage at 80%. I anticipate that the primary enforcement together with a targeted educational program will raise that rate significantly.

Finally, I look forward to working with all of our partners in highway safety toward achieving fewer motor vehicle crashes and fatalities and saving more lives. Governor Baldacci's goal is to make Maine the safest state in the nation. Continued expansion of our outreach programs, increased participation by our partner State, county and municipal police departments, and work with our partners in DOT, the Maine Children's Cabinet and our schools will all bring us closer to that goal.

Anne H. Jordan, Commissioner, Maine Department of Public Safety
and Governor's Highway Safety Representative

Summary

This Highway Safety Performance Plan outlines the State of Maine strategy to achieve our overall goal of reducing fatalities, injuries and property damage resulting from motor vehicle crashes. It also serves as our application for Section 402 Federal Funds for fiscal year 2008.

This Plan addresses the program areas outlined by the National Highway Traffic Safety Administration and those identified by the Maine Bureau of Highway Safety. Initiatives and projects to be undertaken in FFY 2008 will include continued focus on safety belt usage including implementation of educational efforts for our new primary safety belt enforcement law, which takes effect in September of 2007, with a grace period allowing for warnings until April of 2008. The Bureau will once again support the May/June national campaign "*Click It or Ticket*" with our "Buckle Up. No Excuses!" campaign. Law enforcement will continue to enforce seat belt usage in their usual manner for the remainder of the year in conjunction with news, radio and television media schedules. We will continue to address the issue of increased alcohol-related crashes and fatalities by joining with law enforcement statewide to implement our summer-long OUI enforcement. Special emphasis will be given to areas of the state where data indicates the greatest problem. We will support the National "*Drunk Driving. Over the Limit. Under Arrest?*" campaign during Labor Day and Impaired Driving efforts during December.

We will continue our dedicated speed enforcement details in much the same manner as the OUI enforcement, using data analyzed from the crash reporting system and plotted on a state map for the areas with the highest speed-related crashes. Finally, we will continue our focus on reducing the number of motorcycle fatalities through our partnership with the Bureau of Motor Vehicles and various motorcycle rider associations. The Bureau continues to work with the MeDOT Strategic Highway Safety Plan and the MTSC Strategic Plan to be sure that all highway safety/traffic safety efforts compliment each other.

Of particular concern both in Maine and nation-wide is the increased incidence of deaths due to young, inexperienced drivers. For 2008, we will continue our successful partnership with WCSH6, AAA and the MeDOT to promote the Get Out Alive program for teens.

In an effort to make information readily available to as many Maine residents as possible, the Bureau has listed information about our Child Passenger Seat fitting stations and free car seat program on the health and human services information and referral telephone service directory. Residents can access this information at any time by dialing 2-1-1.

BHS is concerned about the availability of information for the growing number of residents whose primary language is not English. As a result, we are preparing educational materials and programming to alert the non-English speaking population of all the available programs and services we provide, such as the Child Passenger Safety seat fitting stations.

About the Maine Bureau of Highway Safety

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

MeBHS is a five-person bureau with the responsibility for effectively administering and utilizing Section 402 State and Community Highway Safety Funds and related grants received from NHTSA and FHWA. These funds are to be used for planning, implementing and evaluating short-term behavioral highway safety programs and projects with the intent that other sources of funding will sustain these programs over the long-term. The bureau is the leader in coordinating the safety efforts of federal, state and local organizations involved in Maine traffic safety. Our programs are intended to improve the human behavior of drivers, passengers, pedestrians and cyclists. Our goal is to ultimately reduce the number of fatalities, injuries and property damage caused by highway crashes. In 2006, the MeBHS joined with other Maine highway safety partners in adopting the statewide Strategic Highway Safety Plan.

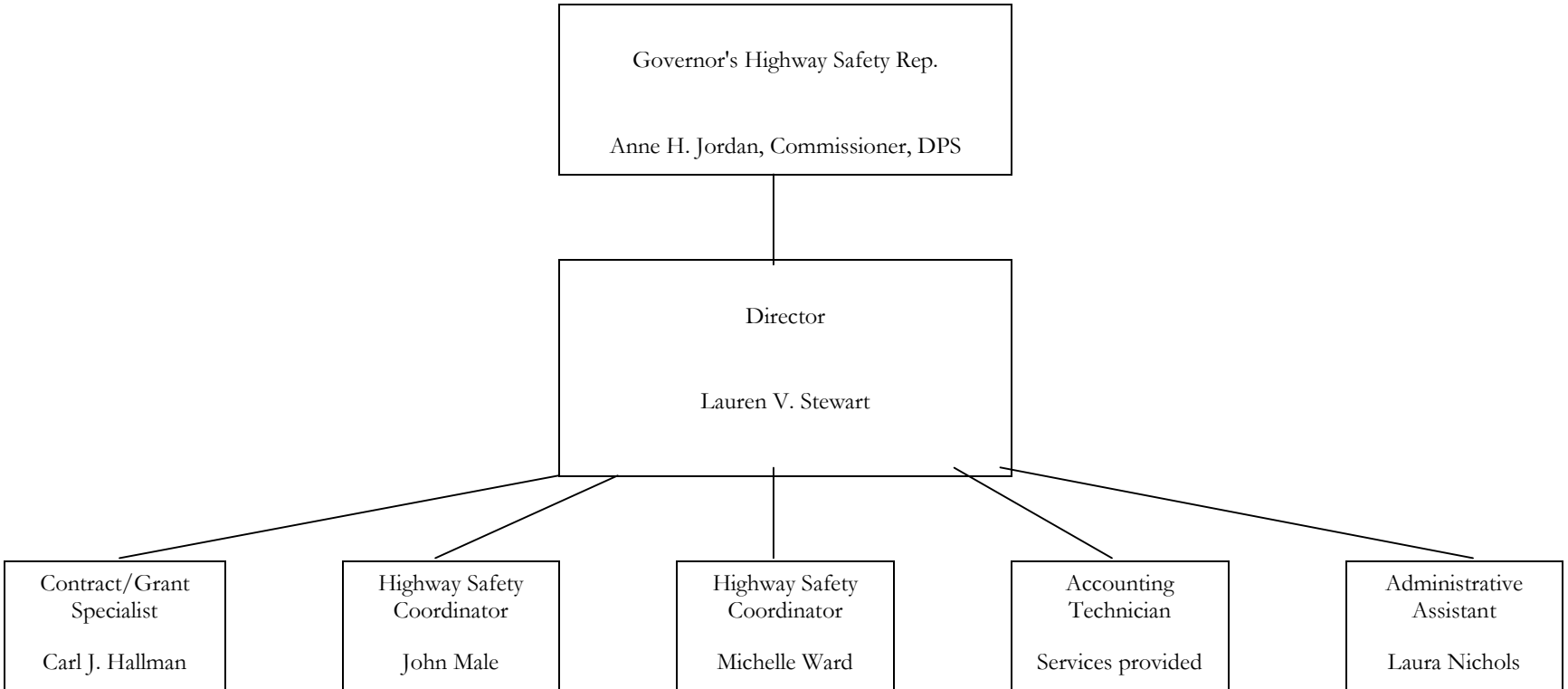
In addition to administering federal grant funds, the MeBHS is also responsible for:

- **Managing Maine's Implied Consent Program.** This is a statewide program that tests drivers suspected of being impaired by alcohol or other drugs. Maine's Implied Consent and Operating Under the Influence laws mandate that all drivers arrested for suspected OUI must take a blood alcohol test. Failure to do so results in even longer mandatory license suspension periods. Just last week, the Maine Supreme Judicial Court ruled that our law mandating the testing of all individuals involved in fatal accidents was both constitutional and enforceable. This ruling will certainly help us in our efforts to curb drunk driving and enforce our laws.
- **The Maine Driving Dynamics Program.** This is a five-hour driver improvement course that allows for point reduction on a driver's record. In 2006, more than 5,200 people attended Maine Driving Dynamics classes.
- **The Federal Fatal Analysis Reporting System (FARS).** This system records data on fatal crashes in Maine for input into a larger national record-keeping system of statistical data. FARS data is also used by MeBHS and the Maine State Police to analyze enforcement priorities and schedules.

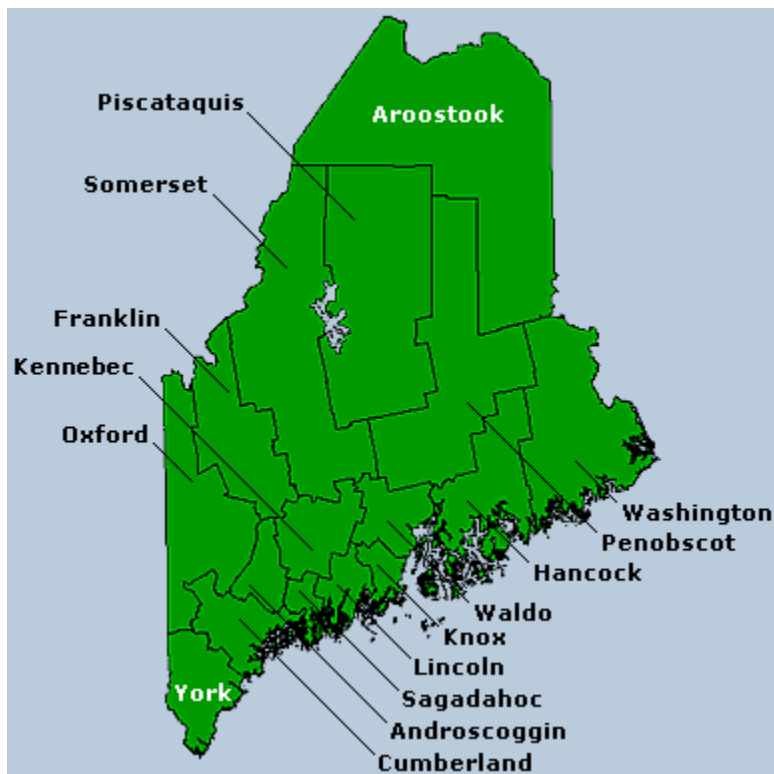
Mission of the Bureau

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 public and private organizations.

Highway Safety Organizational Chart



Maine Facts



- Population of Maine in 2000: 1,321,574
- Land Area: 30,862 square miles
- Length of coastline: 3,500 miles
- Forest: 17 million acres
- Persons per square mile: 41.3
- Home ownership rate (2000): 71.6%
- Largest city by population: Portland
- 1,005,160 licensed drivers plus 94,331 licensed motorcyclists (2006)
- 1,492,893 registered vehicles
- State Capital: Augusta
- 16 Counties
- Nearly 500 municipalities
- 146 law enforcement agencies: 123 local agencies, 16 county sherriffs offices, and 7 Maine State Police troops
- 5.2% under age 5; 78.5 % 18 years and over; 14.1% age 65 and over
- 96.6% white; .7% African American; .5% American Indian and Alaska Native; .8% Asian; .4% other; .9% Hispanic or Latino

The Highway Safety Planning Process

The Bureau of Highway Safety provides leadership and financial resources that develop, promote and coordinate programs designed to influence public and private policy, make systemic changes and heighten public awareness of highway safety issues. The highway safety problems outlined in this document were identified by analyzing available data that include traffic crashes, traffic citation information, OUI arrests, FARS data, CODES data, surveys and other input from state, county and local agencies interested in addressing highway safety issues. This analysis helps to identify when, where, why and to whom specific safety problems occur. We analyze our data using mapping capabilities from the Maine Department of Transportation, Injury data from Maine CDC, CODES, NHTSA data, Maine Transportation Safety Coalition data and other data sources.

The MeBHS director and highway safety coordinators regularly attend meetings of the Maine Chiefs of Police Association, Maine Sheriffs Association, EMS coordinators and others to further gather input on needs and potential solutions and to explain federal guidelines, MEBHS policy and the application process. In addition to the solicitation, MEBHS considers information developed by staff members through contacts with subgrantees, potential subgrantees and other highway safety professionals and non-profit agencies. Problem identification and solution development are ongoing throughout the year and are described below in the Planning Process Calendar.

Planning Process Calendar

October – June	Obtain input and program ideas for future planning and problem identification process
October – June	Begin implementation of programs approved for October 1 HSP Monitor programs and subgrantees
June – September	Evaluate programs and projects, begin closing out projects Begin HSP for next FFY utilizing problem ID and program ideas received October – June
September 1 st	Annual HSP/402 Application due to NHTSA
September – December	Annual rollover and close out of FFY & Annual Report

Performance Plans

Identify Problems – Summary Report

The Bureau of Highway Safety (in partnership with others) conducts an extensive problem identification process to determine the most effective and efficient plan for the use of federal highway safety funds. Problem identification ensures that the programs address specific crash problems and provide the criteria necessary for proper prioritizing and evaluation. The MeBHS identifies problems through a strong partnership with the MeDOT, the Maine Transportation Safety Coalition (MTSC), CODES, FARS, Maine CDC-Injury Prevention, state, local and municipal law enforcement, and data from the Maine Crash Reporting System.

Each year, the MTSC (and the above named partners) conduct an in-depth analysis of traffic crash data to identify and prioritize Maine traffic safety problems. The primary areas of concern determined from this analysis have become the emphasis areas that are detailed in the *Maine Strategic Highway Safety Plan*. Those areas are: Occupant Protection/Restraints, Lane Departure Crashes, Illegal or Imprudent Speed and Younger/Older Drivers. The MeBHS has taken the lead on portions of these identified problem areas for which our federal funds and regulations allow us to effect driver behavioral changes.

The MeBHS further analyzed the data to determine the highest crash locations for both speed related crashes and alcohol related crashes. With the assistance of the MeDOT, we produced maps of those areas in the state that have the most crashes. We directed our funds to those identified high crash areas and will continue that approach into FFY 2008. In addition to the four areas stated above, the State Traffic Records Coordinating Committee has identified deficiencies in some or all of our traffic record keeping systems. We will focus funds and attention to all of those traffic records systems including: Maine Crash Reporting System; Roadway System, Driver and Licensing Systems, EMS System and the Violations/Citations System as part of our Traffic Records Strategic Plan.

Although we are pleased to note a decrease in motorcycle fatalities so far in 2007, we believe that continued attention to the safety issues affecting motorcyclists will help to push this number down further.

Setting Performance Goals

Occupant Protection: In 2004 the seat belt usage rate in Maine was 59.2%. Through strategic enforcement and education efforts with our “Buckle Up. No Excuses!” campaign (in conjunction with the national “Click It or Ticket” programs) we have successfully increased that usage rate to 79.8% for 2007. The Maine Legislature recently passed a primary enforcement safety belt law that goes into effect September of 2007.

Performance Goal:

The performance goal stated for the FFY2006 Plan was to reduce the percentage of unbelted fatalities from 49% in 2004 to 47% in 2006. We actually reached 47% in 2005, however that percentage has increased slightly to 48% in 2006. The MeBHS has restated the goal to reduce the percentage of unbelted fatalities to 47% for 2008.

Performance Goal:

The Strategic Plan identified a goal of increasing safety belt use from 72.6% in 2004 to 80% in 2006. Our final usage rate in 2006 was 77.2%. Our final usage rate for 2007 is 79.8%. The MeBHS believes that with our “Buckle Up. No Excuses!” campaign and the NHTSA national “Click it or Ticket” enforcement strategy for 2008, and with the passing of Maine’s primary safety belt law, a usage rate of 82% can be achieved in Plan Year 2008.

Performance Measure:

Statewide observational seat belt use surveys will continue annually, in order to measure the overall adult usage rate for drivers and front seat passengers. Continuing to track fatal crashes where seat belts were not used will also give us a way to track progress in our effort to increase the number of drivers and passengers wearing seat belts.

Impaired Driving: The percentage of alcohol-related fatalities has been on a steady incline since 2002.

Performance Goal:

The MeBHS states a performance goal of reducing the percentage of alcohol-related fatalities from 34% in 2006 to 32% in 2008.

Performance Measure:

Ongoing analysis of Maine Crash Reporting crash data and FARS data will be used to measure progress toward reducing the number and percentage of alcohol-related fatalities.

Illegal or Imprudent Speed: Speed-related fatalities have been on the rise since 2002, ending with 86 of 169 fatalities in 2005, or 50% of the total fatal crashes, being speed-related. With a successful speed enforcement grant with the state police and a pilot speed program to local law enforcement, speed related fatalities in 2006 were 72 or 38%, which shows a decline of 12%.

Performance Goal:

In the FFY07 Plan, the MeBHS stated a performance goal of reducing the percentage of speed-related fatalities from 50% to 46% in 2007. We exceeded our goal with a 38% rate. Therefore, we restate our performance goal for 2008 to reduce speed related fatalities to 36%.

Performance Measure:

The MeBHS and our partners will continue to analyze speed-related crashes and fatalities to better identify the high crash locations in order to specifically target our funds for those identified areas. In addition, the MeBHS will continue its Speed Grant Enforcement Program with law enforcement to target those identified towns, cities and counties with unacceptably high rates of speed-related fatalities and crashes. Analysis of our speed-related crashes will allow us to measure the effectiveness of our campaign. If warranted the Bureau will venture into speed management workshops.

Motorcycle Fatalities: We observed an increase in motorcycle fatalities to 23 in 2006 from a low of 15 in 2005. We addressed this in 2007 by partnering with other state agencies and with motorcycle associations to conduct a comprehensive public awareness campaign of the safety issues in motorcycle riding. As of the date of this report, preliminary statistics are showing a decrease in the number of motorcycle fatalities in 2007. Governor Baldacci, a motorcyclist himself, has demonstrated his support of this program and even sponsored a tea and reception for motorcyclists at the Blaine House Mansion. We will continue our outreach efforts in Plan Year 2008.

Performance Goal:

Reduce the percentage of motorcycle fatalities from 12% of all fatalities in 2006 to 10% in 2008.

Performance Measure:

The MeBHS will continue to monitor the crash specifics such as training, area, experience, age, speed, alcohol and other factors involved in the crash in order to better identify who, when and where we need to target our education efforts. This will allow us to reach the motorcycling community through media and other methods to reduce the percentage of fatalities.

Traffic Records: As a result of the State's Traffic Records Strategic Plan, the Traffic Records Coordinating Committee has identified several deficiencies in our ability to link traffic records from one agency to another, thereby hindering a totally efficient data analysis and problem identification process. We believe that an integrated data collection system will allow for a more comprehensive approach and ultimately improve safety on Maine roads.

Performance Goal:

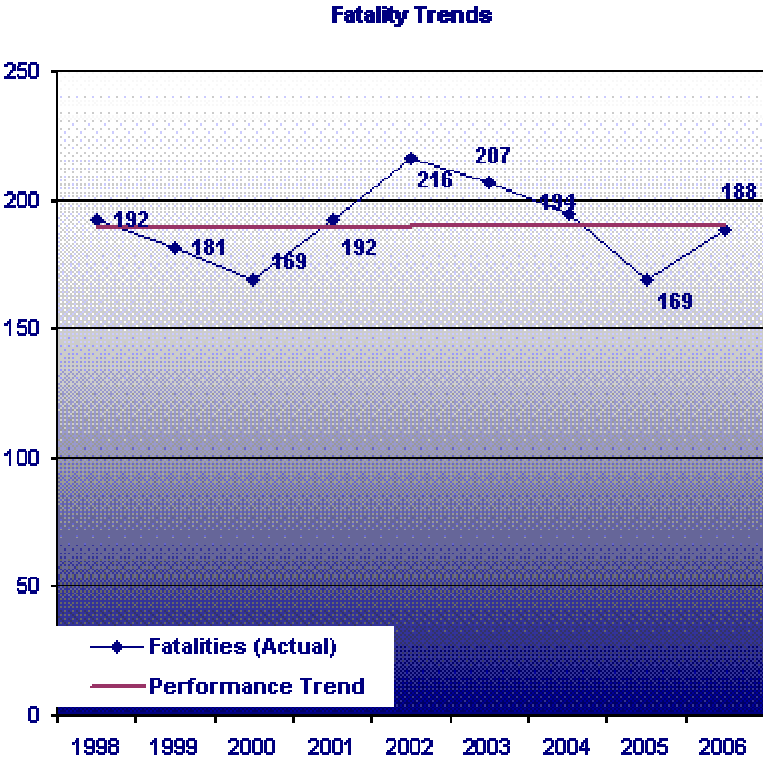
To begin steps to integrate a statewide data collection system to allow for comprehensive analysis and improve completeness of information and greater detailed information.

Performance Measure:

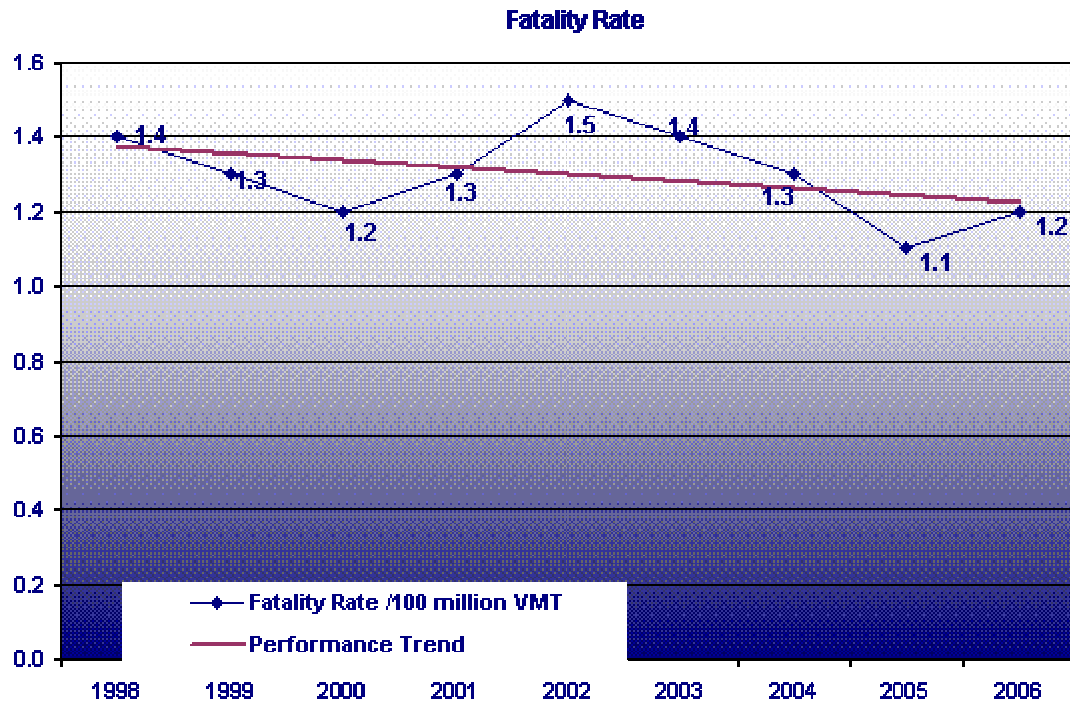
The Traffic Records Coordinating Committee continues to identify steps to begin the integration of a statewide data collection system. Some of the first steps include the purchase of mobile data units for EMS providers and increasing the public use and availability of registration information on-line. Please see the Traffic Records Strategic Plan for additional information regarding the activities in Maine.

Performance Goals and Trends

Goal: Reduce Fatalities



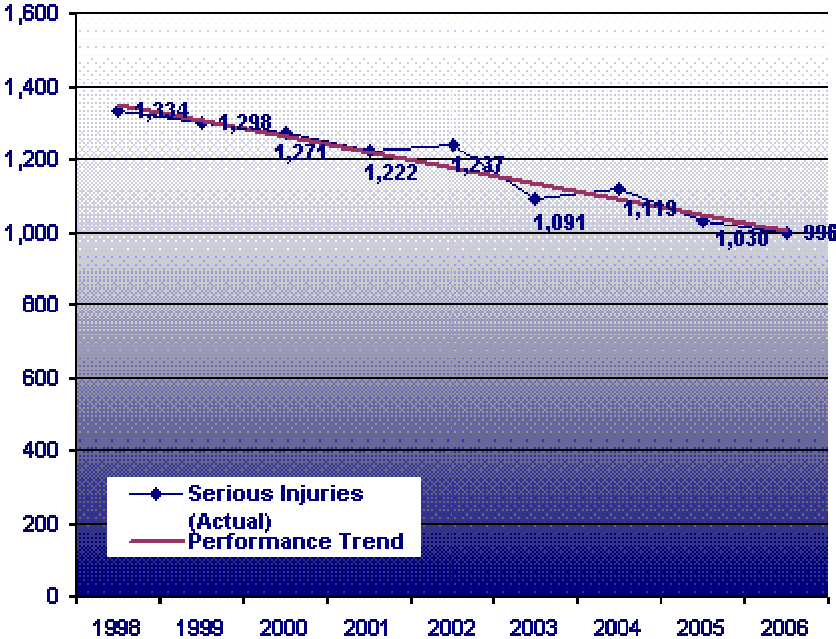
Goal: Reduce Fatality Rate/VMT



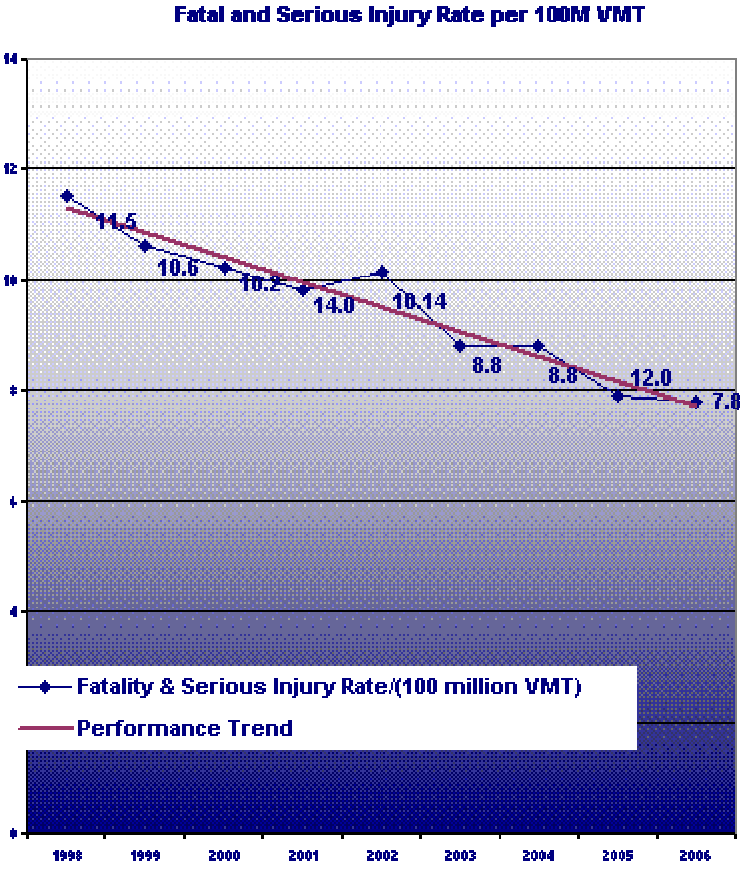
Goal: Reduce Injuries

Maintain downward trend

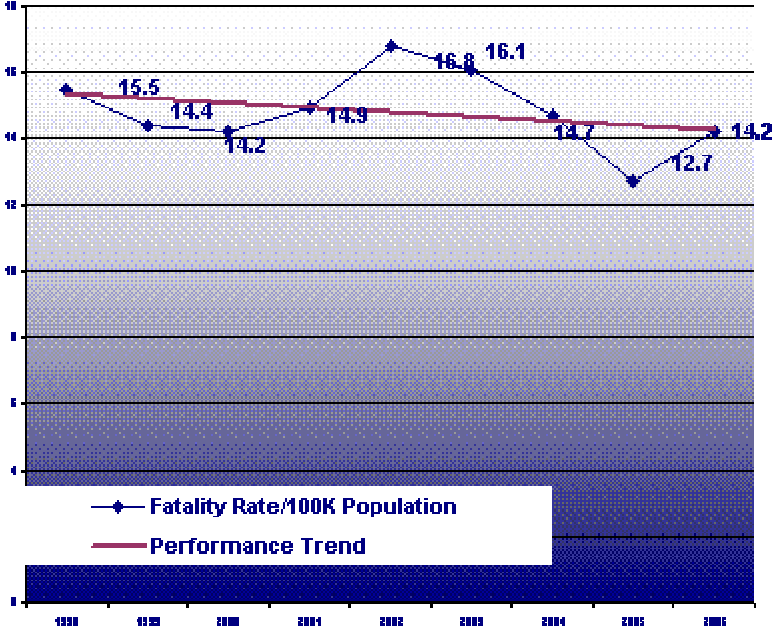
Injury Trends



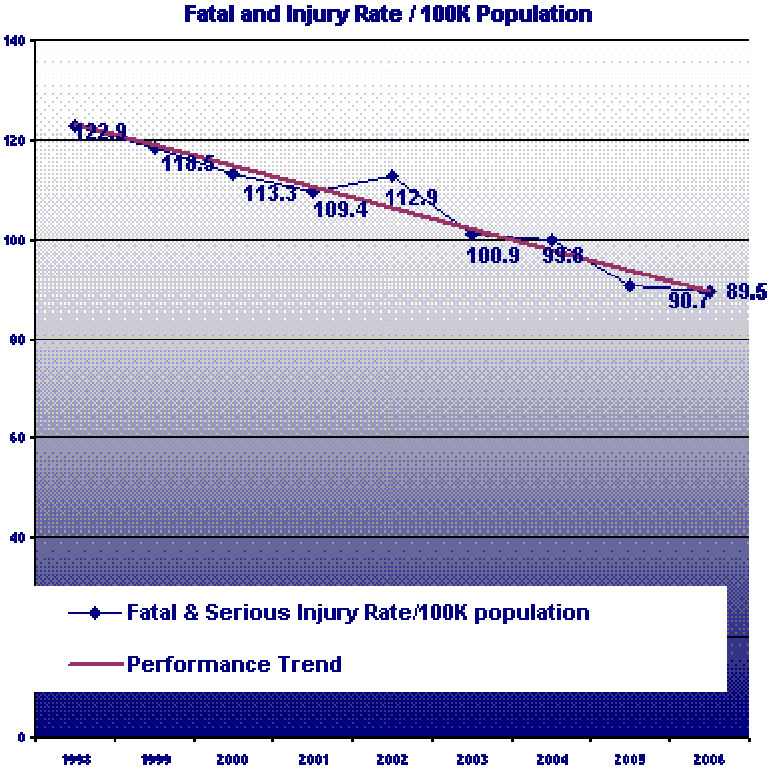
Goal: Reduce Fatal and Injury Rate/VMT
Maintain downward trend



Goal: Reduce Fatality Rate/
100K Population

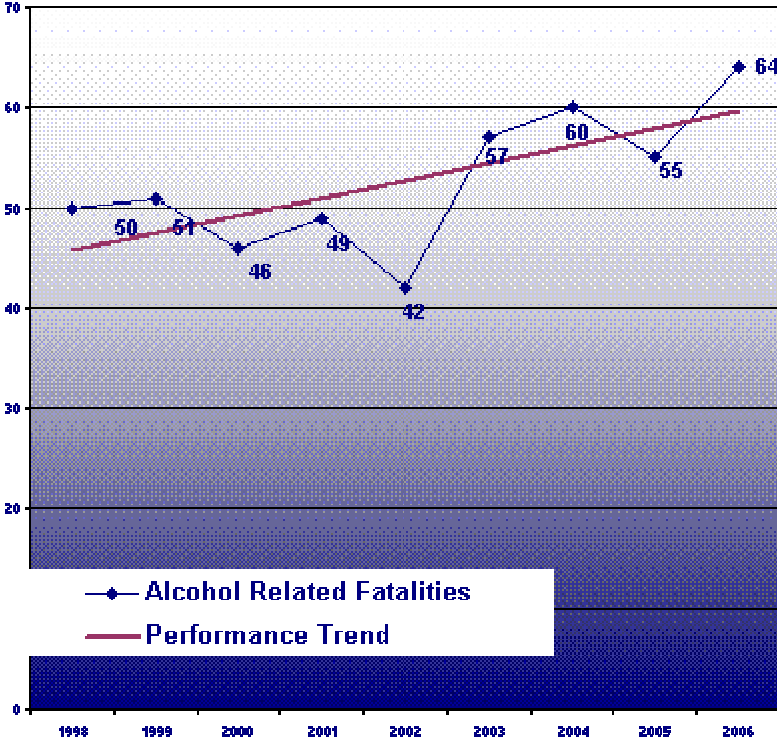


**Goal: Reduce Fatal/Injury Rate/
100K Population
Maintain downward trend**

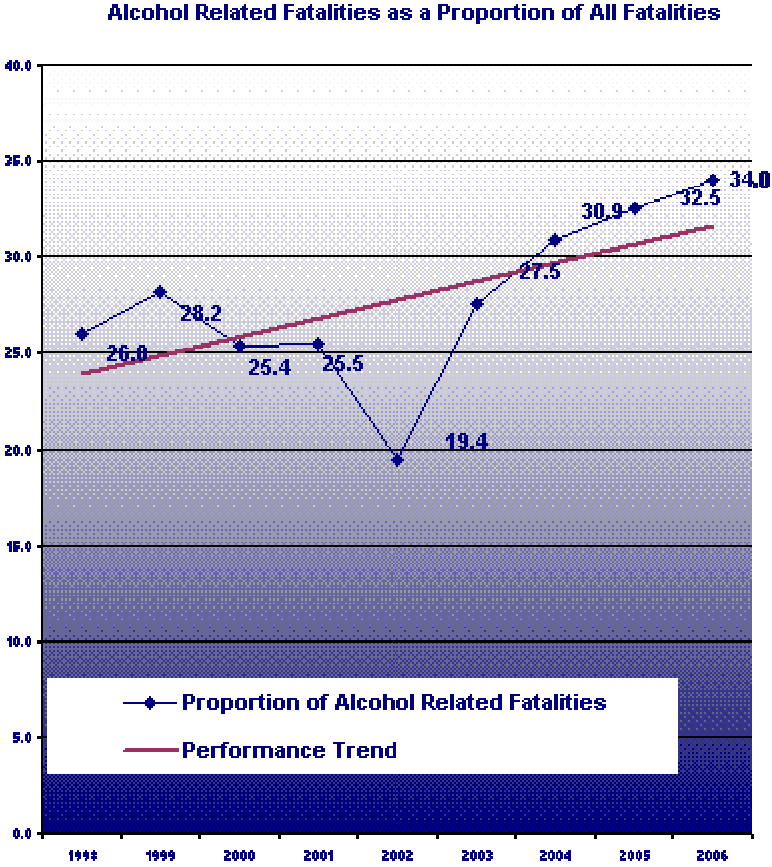


Goal: Reduce Alcohol Fatalities

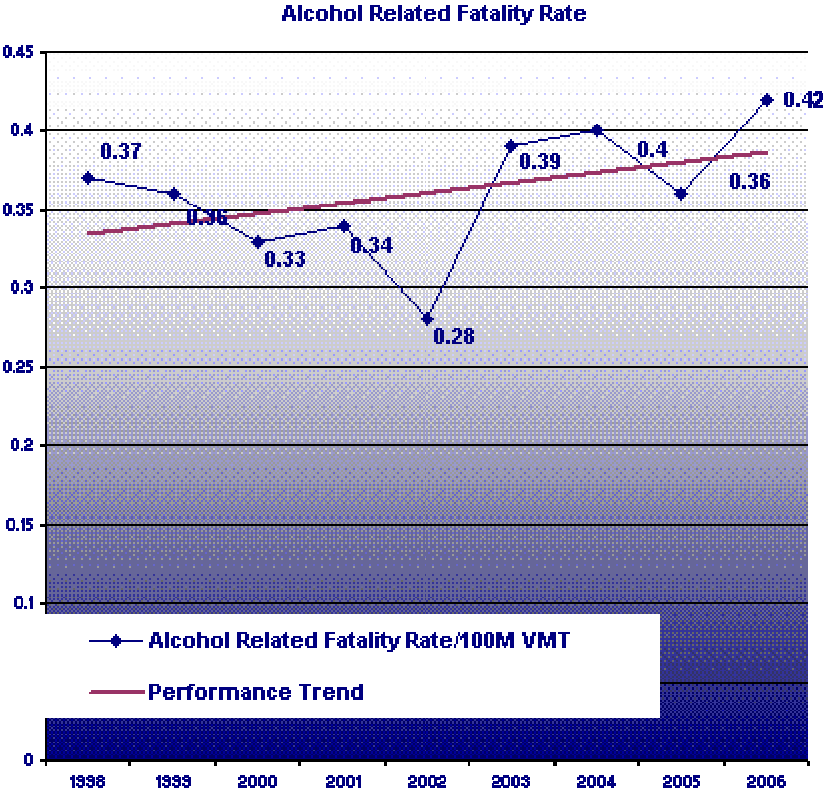
Alcohol Related Fatalities



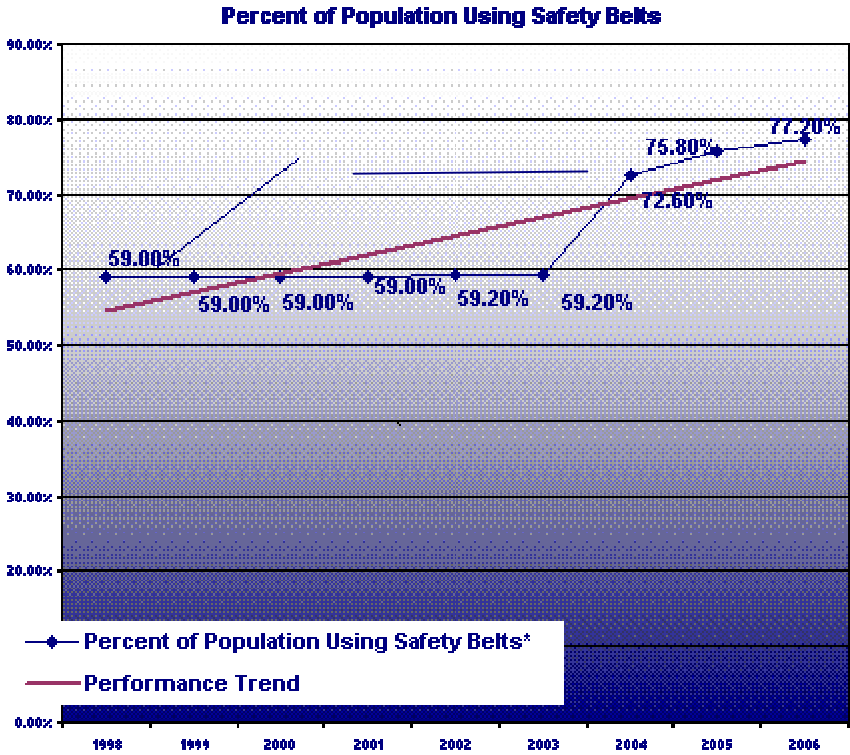
Goal: Reduce Alcohol Fatality Proportion
Baseline



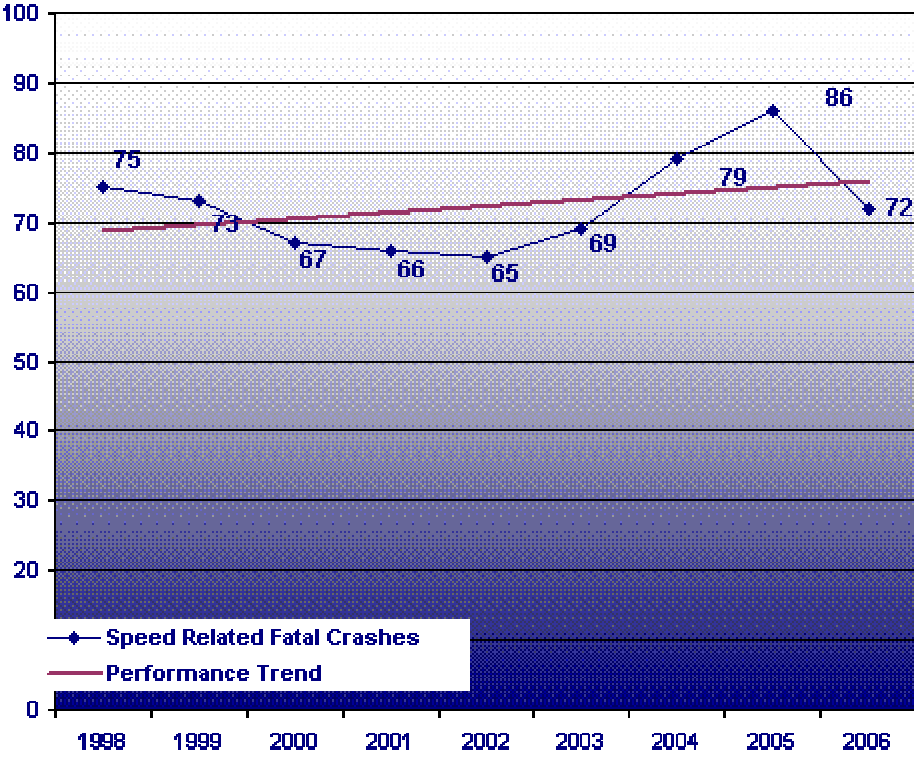
Goal: Reduce Alcohol Fatality Rate/VMT



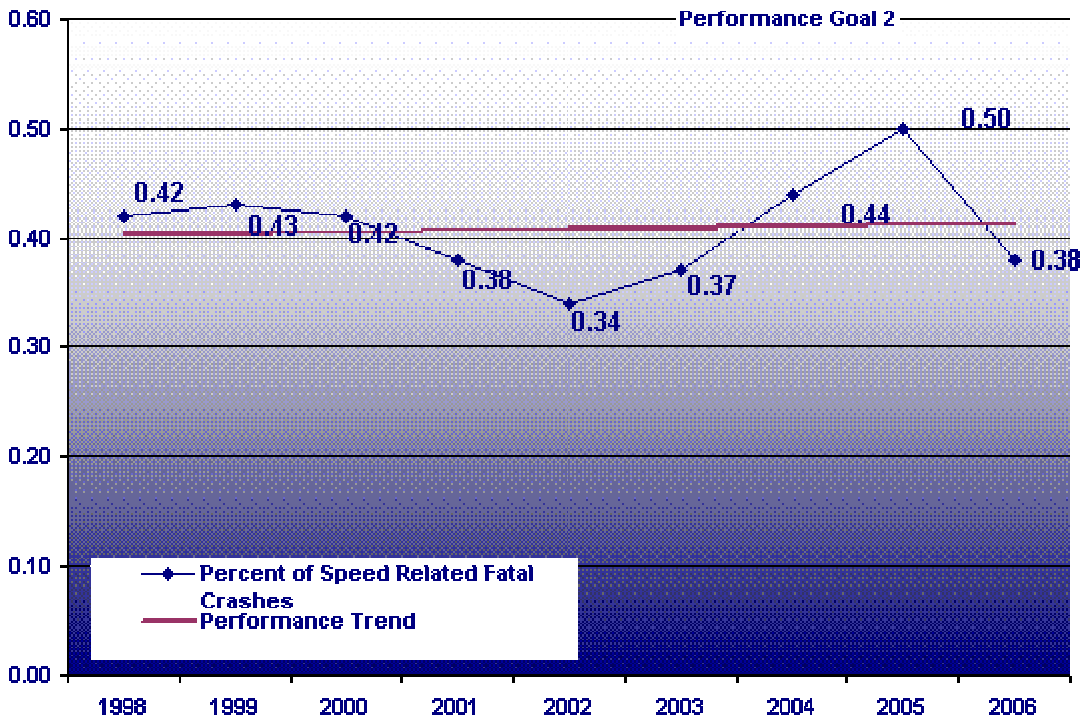
Goal: Increase Safety Belt Use
Maintain upward trend



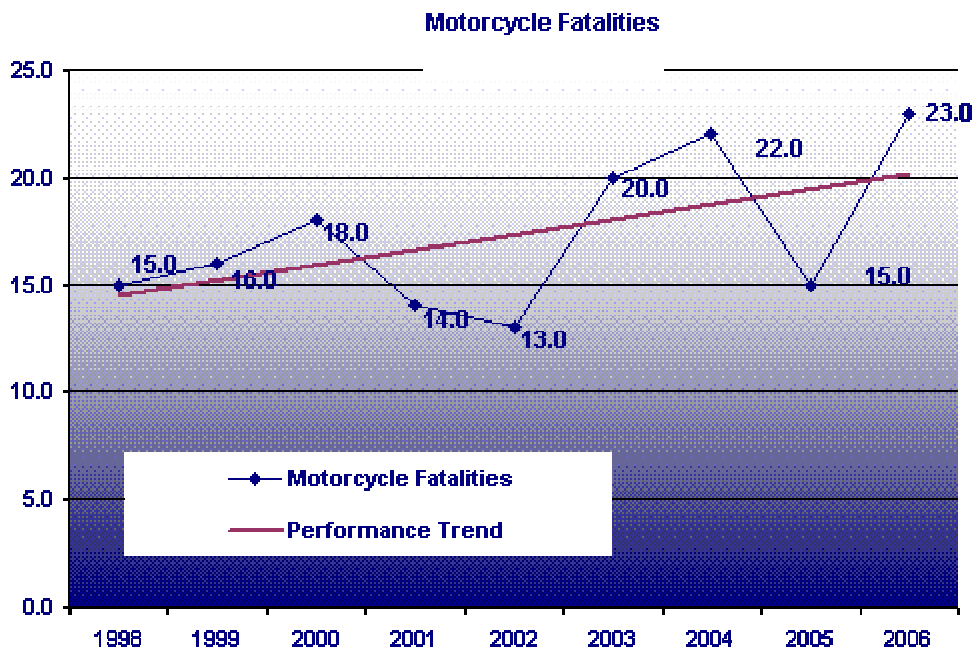
Goal: Reduce Speed Related Fatal Crashes



**Goal: Reduce Percentage of Speed Related
Related Fatal**



Goal: Reduce Motorcycle Fatalities



Strategies

Occupant Protection Program Area

Goal: Reducing unbelted fatalities to 47% by 2008 & Increasing Safety Belt usage to 82% by 2008.

Project Number: 2008-03OP Task 2

Project Title: Safety Belt Education Program

Project Description: This is a full-time salary position for a very successful safety belt education program outreach coordinator. By demonstration of both the Convincer and Rollover interactive machines, we are able to reach many thousands of people to educate them about the benefits of wearing a safety belt. This program provides education state-wide to schools K-12, private and public businesses.

Budget: \$60,000 funded with carry-over 402 funds

Project Number: 2008-03OP Task 1

Project Title: Convincer/Rollover Ops & Maintenance

Project Description: Costs associated with repairs, gasoline, etc for both machines.

Budget: \$5,000.00 funded with carry-over 402 funds

Project Number: 2008-03OP Task 4

Project Title: Observational Safety Belt Survey

Project Description: Annual observational safety belt survey to determine usage percentage.

Budget: \$50,000.00 FFY08 402 funds

Project Number: 2008-03OP Task 6

Project Title: Click It or Ticket/Buckle Up. No Excuses!

Project Description: Overtime enforcement costs for dedicated details for the two-week Click It or Ticket campaign

Budget: \$177,000.00 in carry-over 405 funds

Project Number: 2008-03OP Task 8

Project Title: Public Education/Media

Project Description: Costs associated with radio/television in support of the Click It or Ticket National Campaign and to promote safety belt usage at other times during the year as outlined in the State's Strategic Highway Safety Plan.

Budget: \$60,000.00 FY08 402 funds

Project Number: 2008-03OP Task 7

Project Title: Minority Outreach Efforts

Project Description: Costs associated with outreach to growing minority populations in Maine, in various areas of the state. Costs to include production and dissemination of information and materials in non-English languages known to be most prevalent in Maine.

Budget: \$10,000.00 FY08 402 funds

Project Number: 2008-03OP Task 5

Project Title: Program Management

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

Budget: \$20,000.00 FY08 402 funds and carry-over 402 funds

Project Number: 2008-03OP Task 3

Project Title: Community Grants

Project Description: Costs associated with the support of various community efforts to increase safety belt usage. Projects will include working with the Maine Restaurant Association and Fast-Food Restaurants to post signs at drive-up windows reminding motorists to re-buckle before driving away. Projects will also target non-belt wearing teens through use of materials and presentations available from the Century Council.

Budget: \$28,000.00 FY08 402 funds plus carry-over 402 funds of \$17,000.00

Project Number: 2008-03OP Task 10

Project Title: NHTSA Occupant Protection Assessment

Project Description: The MeBHS will complete an Occupant Protection Assessment

Budget: \$30,000.00 FFY08 402 funds

Project Number: 2008-03OP Task 11

Project Title: PBL Educational/Awareness Campaign

Project Description: The MeBHS will support an educational awareness program to inform Maine motorists about the provision for primary enforcement of our seat belt law and to generally remind them to always buckle up.

Budget: \$25,000.00 FY08 402 funds

Project Number: 2008-03OP Task 9

Project Title: Teen Driver Educator

Project Description: The Teen Driver Educator will schedule and present AAA's "Dare to Prepare" program as well as schedule Project Graduation, Booster Clubs, and other programs throughout the state, and coordinate the Safety Challenge Fairs.

Budget: \$35,000.00

Budget Summary

Project	Task	FY08 402 Requested	Estimated Carry-over	Carry-over funding source
Public Safety Belt Education	2	\$0	\$60,000.00	402
Convincer/Rollover Ops	1	\$0	\$5,000.00	402
Safety Belt Study	4	\$50,000.00	\$0	
CIOT Enforcement	6	\$0	\$177,000.00	405, 402
PI&E Media	8	\$60,000.00	\$0	
Minority Outreach	7	\$10,000.00	\$0	
OP Mgmt	5	\$20,000.00	\$0	
Community Grants	3	\$28,000.00	\$17,000.00	402
NHTSA OP Assessment	10	\$30,000.00	\$0	
PBL Education/Awareness Campaign	11	\$25,000.00	\$0	
Teen Driver Educator	9	\$35,000.00	\$0	
Total		\$258,000.00	\$259,000.00	

Child Passenger Safety Program Area

Goal: Increase child restraint usage

Project Number: 2008-19CR Task 1

Project Title: Child Passenger Safety Educator

Project Description: This is a very successful child passenger safety, bicycle, pedestrian and school bus safety education project supported by the salary of one liaison from the Maine CDC, Injury Prevention Unit. This position will continue to manage safety seat check up events, market the Maine CPS program, disseminate information; coordinate with doctors, nurses and other partners in CPS for the State of Maine. This position also manages and information database for collection and analysis of CPS data. A 2007 Child Passenger Safety study indicated an overall usage rate of 89.5% for age 11 and under.

Budget: **\$89,000.00 funded with carry-over 405 funds.**

Project Number: 2008- 19CR Task 3

Project Title: Maine Child Passenger Training & Instructors

Project Description: Funding for this project will support training more CPS techs and instructors including the law enforcement program at the Maine Criminal Justice Academy.

Budget: **\$20,000.00 (\$1,000.00 FY08 402 funds and \$19,000.00 carry-over 402 funds).**

Project Number: 2008- 19CR Task 4

Project Title: Child Passenger Safety for Buses

Project Description: Funding for this project will support the training and CPS certification of 4 more instructors plus specialized training in special needs.

Budget: **\$10,000.00 FY08 402 funds.**

Project Number: 2008-19CR Task 5

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

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

Budget: \$100,000.00 (\$86,000.00 FY08 2011 funds plus \$14,000.00 in carry-forward 405 funds).

Project Number: 2007-19CR Task 2

Project Title: Maine SafeKids CPS Program Support

Project Description: Safe Kids of Maine will conduct five child safety seat check up events throughout the state of Maine during 2008; maintain 5 car seat inspection stations; conduct 2 NHTSA CPS Technician trainings; conduct 3 CPS refresher trainings; manage the Transporting Children Safety in Ambulances program; attend exhibits, workshops and other safety events to promote CPS in Maine

Budget: \$23,500.00 in FY2008 402 funds

Budget Summary

Project	Task	FY08 402 Requested	Estimated Carry-over	Carry-over funding source
CPS Educator	1	\$0.00	\$89,000.00	405
CPS Training & Instr	3	\$1,000.00	\$19,000.00	402
CPS for Buses	4	\$10,000.00	\$0	
CPS Fitting & Voucher Seats	5	\$0.00	\$0	2011/405
SafeKids CPS Support	2	\$23,500.00	\$0	
Total		\$34,500.00	\$108,000.00	

Alcohol and Impaired Driving Program Area

Goal: Reduce percentage of alcohol-related fatalities from 34% to 32% by 2008.

Project Number: 2008-04AL Task 1

Project Title: OUI High Visibility Enforcement efforts

Project Description: Funding for this project will support overtime for law enforcement to participate in Impaired driving enforcement details and checkpoints for the “Drunk Driving. Over the Limit – Under Arrest” campaign and the MeBHS summer OUI program.

Budget: \$300,000.00 (\$100,000.00 in 2007 410 funds and \$200,000.00 in carry-over 402 funds)

Project Number: 2008-04AL Task 3

Project Title: Impaired Driving Program Management

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

Budget: \$10,000.00 FY08 402 funds & carry-over 402 funds

Project Number: 2008-04AL Task 4

Project Title: Public Information & Education/Media

Project Description: Funding will support radio/television promotion against impaired driving during the two-week national campaign and at other times during the year as outlined in the State’s Strategic Highway Safety Plan.

Budget: \$35,000.00 (\$25,000.00 FY08 402 funds and \$10,000.00 carry-over FY07 402 funds)

Project Number: 2008-04AL Task 2

Project Title: Community Grants/Youth Alcohol

Project Description: Funding will support community efforts to reduce the incidence of impaired driving for adults and minors/teens (“Every Fifteen Minutes Project” and potential partnerships with the Maine Office of Substance Abuse, the Maine Children’s Cabinet, SADD and MADD, and the Century Council).

Budget: \$25,000.00 in carry-over 402 funds.

Budget Summary

Project	Task	FY08 402 Requested	Estimated Carry-over	Carry-over funding source
OUI Enforcement	1	\$0	\$200,000.00	402
AL Mgmt	3	\$10,000.00	\$0	
PI&E/media	4	\$25,000.00	\$10,000.00	402
Community Grants/Youth Alcohol	2	\$0	\$25,000.00	402
Total		\$35,000.00	\$235,000.00	

Police Traffic Services Program Area

Goal: Reduce the percentage of speed-related crashes from 38% to 36%

Project Number: 2008-07PT Task 2

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

Project Description: Funds will support law enforcement in the procurement of radar equipment and other tools necessary to enforce speed and aggressive driving risk behaviors.

Budget: \$450,000.00 (\$150,000.00 in FY08 402 funds plus 2007 410 funds, plus \$300,000.00 in carry-over 402 funds)

Project Number: 2008-07PT Task 1

Project Title: PTS Program Management

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

Budget: \$10,000.00 in FY08 402 funds & carry-over 402 funds

Project Number: 2008-07PT Task 3

Project Title: MSP Enforcement (Speed, Alcohol and OP)

Project Description: Funds will support one grant for the year-long efforts of the Maine State Police (MSP) to target specific areas identified for speed and alcohol related crashes. The MSP will also conduct the two-week Buckle Up, No Excuses/Click It or Ticket campaign for OP using these funds.

Budget: \$100,000.00 (\$30,000.00 in FY08 402 funds and \$70,000.00 in carry-over FY07 402 funds)

Project Number: 2008-07PT Task 4

Project Title: Local & County Law Enforcement Speed Enforcement

Project Description: Funds will support overtime for dedicated speed details throughout the year, for local and county law enforcement.

Budget: \$500,000.00 (\$200,000.00 in FY08 402 funds and \$200,000.00 in carry-over FY07 402 funds, plus 410 funds)

Project Number: 2008-07PT Task 5

Project Title: Specialized Law Enforcement Reconstruction Training and Equipment

Project Description: Funds will support specialized training, travel and/or materials for state, local and county law enforcement in Crash Reconstruction as well as use in law enforcement equipment (radars, lasers, etc) necessary for the enforcement of speed and aggressive driving behaviors.

Budget: \$25,000.00 (\$10,000.00 in FY08 402 funds and \$15,000.00 in carry-forward 402 funds)

Project Number: 2008-07PT Task 9

Project Title: Chiefs Challenge

Project Description: Funds will provide traffic safety equipment to Maine law enforcement agencies that participate in the Chiefs Challenge. The Chiefs Challenge is an assessment tool on LE traffic safety programs.

Budget: \$40,000.00 in FY08 402 funds

Project Number: 2008-07PT Task 6

Project Title: Specialized LE Training- DRE

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

Budget: \$15,000.00 (\$10,000.00 in FY08 402 funds and \$5,000.00 in carry-over FY07 402 funds)

Project Number: 2008-07PT Task 7

Project Title: Fox23 and WCYY Speed and Safety Belt Media Campaign

Project Description: Funds will support a 24 week media campaign based on educating the public on speeding and safety belt compliance.

Budget: \$50,000.00 in FY08 402 funds

Budget Summary

Project	Task	FY08 402 Requested	Estimated Carry-over	Carry-over funding source
Equipment	2	\$150,000.00	\$300,000.00	402
PTS Mgmt	1	\$10,000.00	\$0	
MSP Enforcement	3	\$30,000.00	\$70,000.00	402
Speed Enforcement	4	\$200,000.00	\$200,000.00	402
LE Training	5	\$10,000.00	\$15,000.00	402
Chiefs Challenge	9	\$40,000.00	\$0	
LE Training-DRE	6	\$10,000.00	\$5,000.00	402
Fox23 campaign	7	\$50,000.00	\$0	
Total		\$500,000.00	\$590,000.00	

Traffic Records Program Area

Goal: Begin integration of state systems to improve data collection and analysis

Project Number: 2008-10TR Task 3

Project Title: Traffic Records Coordinating Committee

Project Description: Funds will support meeting materials, travel and other expenses associated with the Traffic Records Coordinating Committee.

Budget: **\$15,000.00 in carry-over FY07 402 funds**

Project Number: 2008-10TR Task 2

Project Title: Maine Crash Reporting System Maintenance

Project Description: Funds will support maintenance and necessary updates to the electronic Maine Crash Reporting System.

Budget: **\$152,000.00 (\$60,000 in FY08 402 funds and new Traffic Records Section 408 funds plus \$40,000.00 in carry-over 402 funds)**

Project Number: 2008-10TR Task 1

Project Title: Traffic Records Program Management

Project Description: Funds will support MeBHS employees at meetings, trainings and workshops associated with Traffic Records.

Budget: **\$10,000.00 in FY08 plus carry-over 402 funds**

Project Number:

Project Title: Fatality Analysis Reporting System (FARS)

Project Description: Funds will support all FARS travel and activities for the FARS analyst and FARS supervisor.

Budget: **Funded with FARS contract**

Project Number: 2008-10TR Task 4

Project Title: GMIS System Upgrades

Project Description: Maintenance and support for the Maine BHS Grants Management Information Systems.

Budget: \$7,000.00 in carry-over FY07 402 funds

Project Number: 2008-10TR Task 5

Project Title: TR Data Analyst

Project Description: Position to provide technical assistance related to TR projects and to provide data analysis of existing information.

Budget: \$50,000.00 in FY08 402 funds

Budget Summary

Project	Task	FY07 402 Requested	Estimated Carry-over	Carry-over funding source
TRCC	3	\$0	\$15,000.00	402
MCRS Maintenance	2	\$60,000.00	\$40,000.00	402
TR Mgmt	1	\$10,000.00	\$0	
FARS				FARS
GMIS upgrades	4	\$0	\$7,000.00	402
TR Data Analyst	5	\$50,000.00	\$0	
Total		\$120,000.00	\$62,000.00	

Planning and Administration Program Area

Goal: Efficient management of the highway safety office.

Project Number: 2008-01PA Task 1

Project Title: Planning and Administration

Project Description: Funds will support a portion of the costs associated with administering the highway safety office and performance plan projects. The costs include salaries, operation expenses, training, etc. Funds will also support the upgrade of the new highway safety office website and fixes and maintenance to the Grants Management Information System.

Budget: \$107,350.07 in FY08 402 funds (10% allowable) and carry-over 402 funds

Budget Summary

Project	Task	FY08 402 Requested	Estimated Carry-over	Carry-over funding source
P&A	1	\$107,350.07	\$193,598.00	402

EMS Program Area

Goal: Support EMS related activities

Project Number: 2008-07EM Task 1

Project Title: Training materials

Project Description: Provide needed training materials to support local EMS providers

Budget: \$10,000.00 in carry-over 402 funds

Budget Summary

Project	Task	FY07 402 Requested	Estimated Carry-over	Carry-over funding source
Training Materials	1		\$10,000.00	402

Motorcycle Program Area

Goal: Reduce Motorcycle Fatalities to 10% in 2008

Project Number: 2008-06MC Task 1

Project Title: Share The Road

Project Description: Funds will support a motorcycle specific media campaign with the Bureau of Motor Vehicles and Motorcycle Rider Association.

Budget: \$100,000.00 in new FY07 2010 motorcycle funds.

Budget Summary

Project	Task	FY08 402 Requested	Estimated Carry-over	Funding source
Share the Road	1			2010

Safe Communities Program Area

Goal: Partner with various community safety organizations on highway safety issues

Project Number: 2008-20SA Task 1

Project Title: Community Grants

Project Description: Funds will support community efforts for bicycle, pedestrian, occupant protection, impaired driving, speed, motorcycle and other highway safety issues.

Budget: \$33,657.00 (\$8,657.00 in FY08 402 funds plus \$25,000.00 in carry-over 402 funds)

Project Number: 2008-20SA Task 2

Project Title: SafeKids of Maine – Share the Road

Project Description: The SafeKids of Maine will partner with the MeBHS to educate, purchase, and distribute helmets and educate in partnership with the Bicycle Coalition of Maine.

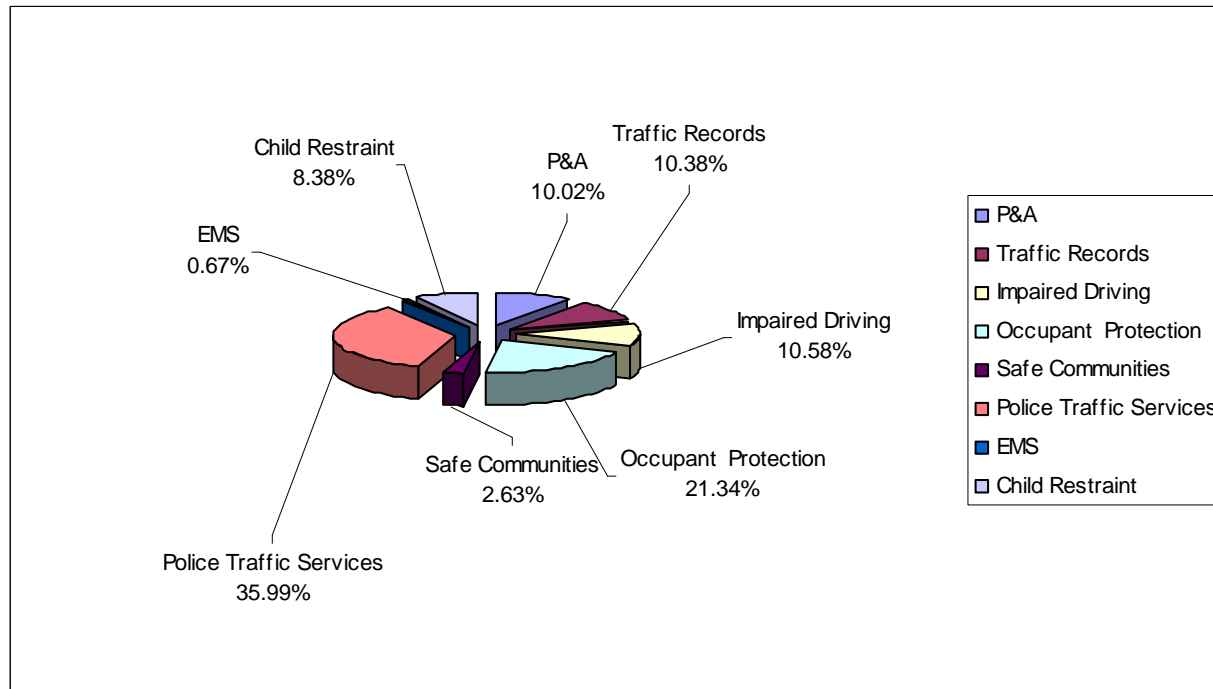
Budget: \$10,000.00 in FY08 402 funds

Budget Summary

Project	Task	FY07 402 Requested	Estimated Carry-over	Carry-over funding source
Community Grants	1	\$8,657.00	\$25,000.00	402
SafeKids	2	\$10,000.00	\$0	
Total		\$18,657.00	\$25,000.00	

Financial Summary

	402	402 Carryover	405 Carryover	406 Carryover	163	Total	% of Total
P&A	\$107,350	193,599				\$300,949	10.0%
Traffic Records	\$120,000	191,745				\$311,745	10.4%
Impaired Driving	\$35,000	282,811				\$317,811	10.6%
Occupant Protection	\$258,000	382,777				\$640,777	21.3%
Safe Communities	\$18,657	60,362				\$79,019	2.6%
Police Traffic Services	\$500,000	580,729				\$1,080,729	36.0%
EMS		20,160				\$20,160	0.7%
Child Restraint	\$34,500	217,204				\$251,704	8.4%
<u>TOTAL 402 requested</u>	\$1,073,507	\$1,929,387				\$3,002,894	100.000%



Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs			Federal Share to Local	Current Balance
				Previous Balance	Increase/ (Decrease)		
PA	107,350.00			252,402.56	(58,803.79)	0.00	193,598.77
AL	35,000.00			310,532.10	(27,720.63)	128,000.00	282,811.47
EM	0.00			20,160.24	0.00	20,160.24	20,160.24
OP	258,000.00			676,469.51	(293,693.00)	396,000.00	382,776.51
PT	500,000.00			713,283.66	(132,554.68)	396,000.00	580,728.98
TR	120,000.00			240,192.20	(48,446.84)	122,800.00	191,745.36
SA	18,657.00			89,126.22	(28,764.51)	83,126.22	60,361.71
CR	34,500.00			274,905.34	(57,701.52)	163,000.00	217,203.82
J2				221,107.23	0.00	221,107.23	221,107.23
K2				321,602.00	0.00	225,678.00	321,602.00
K9				300,000.00	(152,454.00)	150,000.00	147,546.00
K8				530,578.00	(1,350.00)	530,578.00	529,228.00
K6				100,000.00	(74,827.38)	100,000.00	25,172.62
K3				196,063.00	(35,123.00)	196,063.00	160,940.00
Total NHTSA	1,073,507.00			4,246,422.06	(911,439.35)	2,732,512.69	3,334,982.71*
Total FHWA	0.00			57,632.48	(37,451.86)		20,180.62
Total NHTSA & FHWA	1,073,507.00			4,301,555.06	(948,891.45)		3,355,163.33

***NOTE: Additional expenditures will be reflected as grantee payments are made.**

State Official Authorized Signature:

Federal Official Authorized Signature:
NHTSA

NAME: _____
TITLE: _____
DATE: _____

NAME: _____
TITLE: _____
DATE: _____
Effective Date: _____

CERTIFICATIONS AND ASSURANCES

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

Certifications and Assurances

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

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

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

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

National law enforcement mobilizations,

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

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

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

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

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

Cash draw downs will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

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

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

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

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

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

1. The STATE OF MAINE certifies that it will provide a drug-free workplace by:

Publishing a statement notifying employees that the unlawful manufacture, Distribution, dispensing, possession, or use of a controlled substance is prohibited in the Applicant's workplace and specifying the actions that will be taken against employees for violations of such prohibition;

Establishing an on-going drug-free awareness program to inform employees
About:

the dangers of drug abuse in the workplace;

the Applicant's policy of maintaining a drug-free workplace;

any available drug counseling, rehabilitation, and employee assistance programs; and

the penalties that may be imposed upon employees for drug abuse violation occurring in the workplace;

Making it a requirement that employee be engaged in the performance of the Grant/project be given a copy of the statement required by paragraph (a);

Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant/project, the employee will:

abide by the terms of the statement; and

notify the employer in writing of his/her conviction for a violation of a criminal drug statute occurring in the workplace no later than five (5) calendar days after such conviction;

Notifying the federal agency in writing, within ten (10) calendar days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title, to every project office or other designee on whose grant/project activity the convicted employees

were working, unless the federal agency has designated a central point for the receipt of such notices. Notice shall include the identification number(s) of each affected grant/project.

Taking one of the following actions, within thirty(30) calendar days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted:

taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or

requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a federal, state or local health, law enforcement or other appropriate agency;

Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e) and (f).

Buy America Act

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

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

Political Activity (Hatch Act)

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

Certifications Regarding Federal Lobbying

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

Restriction on State Lobbying

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

Certification Regarding Debarment and Suspension

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

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

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

Environmental Impact

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year **2006** highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

**Anne H. Jordan, Commissioner, DPS and
Governor's Representative for Highway Safety**

August 27, 2007

