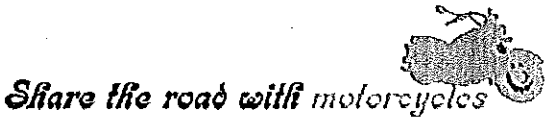
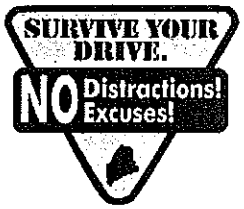
STATE OF MAINE

FEDERAL FISCAL YEAR 2013

HIGHWAY SAFETY PLAN





MAINE DEPARTMENT OF PUBLIC SAFETY
BUREAU OF HIGHWAY SAFETY

Paul R. LePage, Governor

John E. Morris, Commissioner

Lauren V. Stewart, Director

TOWARD ZERO DEATHS: EVERY LIFE COUNTS!

MISSION

To save lives and reduce injuries on Maine roads and highways through strong leadership, partnerships with other public and private organizations, innovation, facilitation, project and program support, and through the effective and efficient administration of traffic safety grant funds.

PREPARED FOR:

U.S. Department of Transportation

National Highway Traffic Safety Administration

PREPARED BY:

Maine Bureau of Highway Safety

Paul R. Lepage
Governor

STATE OF MAINE
Department of Public Safety
Bureau of Highway Safety
164 State House Station
Augusta, Maine
04333-0164

John E. Morris
Commissioner

Lauren V. Stewart
Director

Dear Maine Citizens:

The Maine Bureau of Highway Safety (MeBHS) strives to eliminate traffic deaths and injuries. We do this by making grants available to local and state organizations for programs that help them enforce traffic laws, educate the public in traffic safety, and provide a varied and effective means of reducing fatalities, injuries and economic losses from traffic crashes.

The MeBHS draws funds from several federal government funding sources for these grants. We mount public awareness campaigns and act as the primary traffic safety resource in order to enlist the help of the general public and the media to encourage traffic safety on all of our roads and highways.

The MeBHS strives to be results-oriented in all that we do and to be a leader in the traffic safety arena. We proactively respond to emerging traffic safety issues through innovative and evidential-based programs and technologies. Through extensive data analysis, we are able to pin-point Maine's top traffic safety problems, such as impaired driving, distraction and speed, and implement programs and projects that will ultimately reduce the incidence of fatalities, crashes and injuries associated with these driver behaviors. Also, we work more effectively through public and private partnerships with key stakeholders, and continue to explore methods that enable traffic safety practitioners to do their jobs more efficiently.

With the support of Governor Paul LePage and Commissioner John Morris, the Governor's Representative for Highway Safety, our legislature, and through the efforts of all of our partners in traffic safety, we have seen a steady decrease in traffic fatalities over the past several years. However, one fatality will always be too many.

We maintain the vision of *Toward Zero Deaths: Every Life Counts!* The 2013 Highway Safety Plan details the State of Maine's strategies to achieve our overall goals of continuing to reduce fatalities, injuries, and property damage costs resulting from motor vehicle crashes. It also serves as our application for Section 402 federal funds for Federal Fiscal Year 2013 as required by 23CFR 1200.10–1200.13.

We are proud of the success realized here in Maine in traffic safety and will continue to strive toward coordinating, funding and implementing programs that will make significant impacts on traffic safety in Maine.

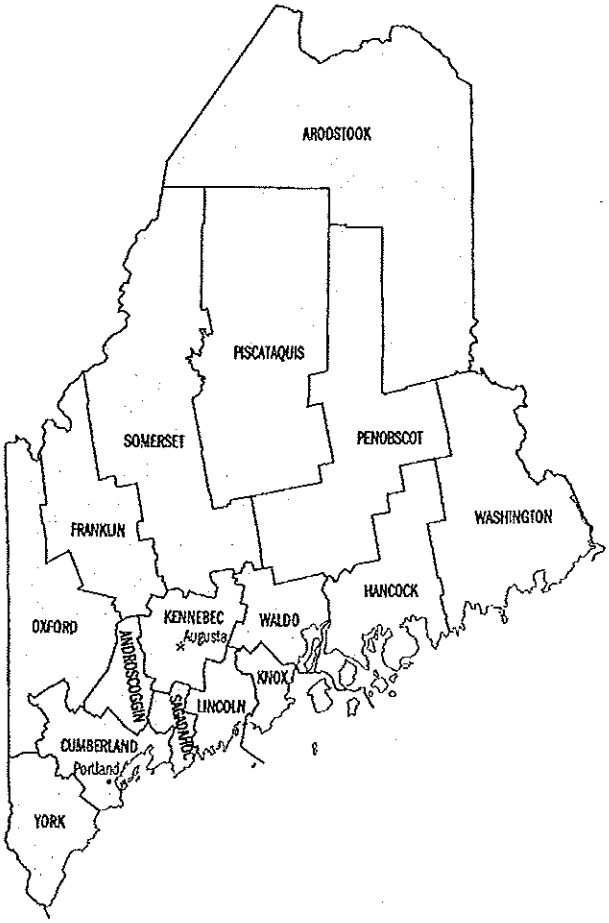
Sincerely,

Lauren V. Stewart, Director

Buckle Up. Drive Safely.

Offices Located At:
Central Maine Commerce Center
45 Commerce Dr, Suite 1
Augusta, ME 04330

Maine Facts



- Population of Maine in 2010: 1,328,361
- Land Area: 33,215 square miles
- Length of coastline: 3,500 miles
- Forest: 17 million acres
- Persons per square mile: 41.3
- Home ownership rate (2010): 71.3%
- Largest city by population: Portland
- 1,014,108 licensed drivers (2011)
- 106,633 licensed motorcyclists (2011)
- 1,550,052 registered vehicles (2011)
- State Capital: Augusta
- 16 Counties
- Nearly 500 municipalities
- 146 law enforcement agencies: 123 local agencies, 16 County Sheriffs' offices, and 7 Maine State Police troops
- 5% under age 5; 63 % 18-64 years; 16% age 65 and over
- 95.2% white; 1.2% African American; .6% American Indian and Alaska Native; 1% Asian; 1.3% Hispanic or Latino

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.

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

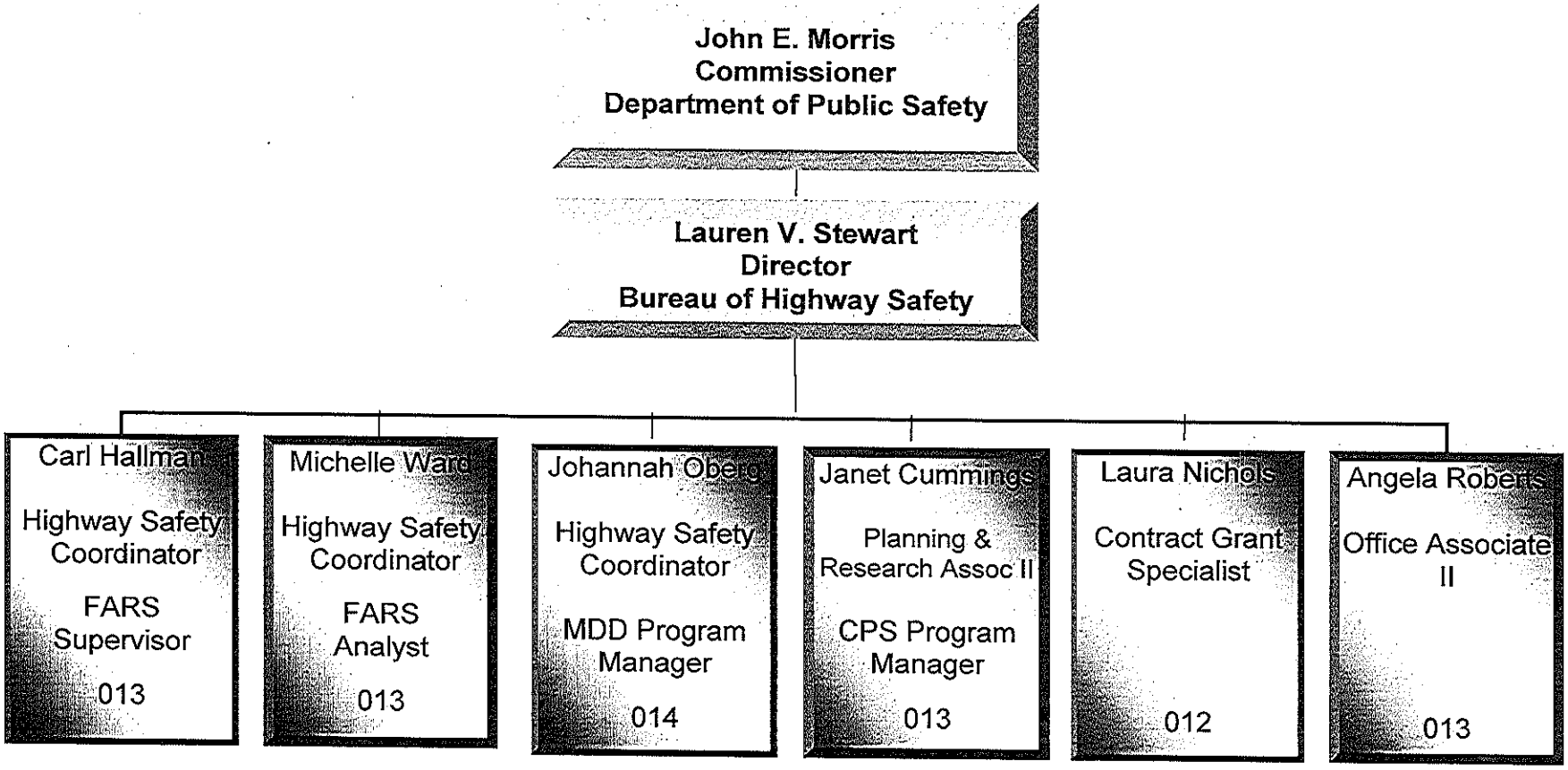
In addition to administering federal grant funds, the MeBHS is also responsible for:

- Managing Maine's Implied Consent Program under Title 29A subchapter 4 §2521- 2528. This is a statewide program that tests drivers suspected of being impaired by alcohol or other drugs. Maine's Implied Consent and Operating Under the Influence laws mandate that all drivers arrested for suspected OUI must take a blood alcohol test. Failure to do so results in even longer mandatory license suspension periods. The Maine Supreme Judicial Court has ruled that our

law mandating the testing of all individuals involved in fatal accidents is both constitutional and enforceable.

- Developing and administering the Maine Driving Dynamics Driver Improvement Program under Title 23 §4208. This is a five-hour driver improvement course that allows for point reduction on a driver's record. Each year, approximately 5,000 people attend a Maine Driving Dynamics class.
- Administration of the Federal Fatal Analysis Reporting System (FARS). This system records data on fatal crashes in Maine for input into a larger national record-keeping system of statistical data. The FARS data is analyzed by the MeBHS and the Maine State Police to determine enforcement priorities and schedules.

Maine Bureau of Highway Safety
2012 Organizational Chart



HSP Planning Process Overview

In accordance with 23 CFR 1200.12, the MeBHS must provide NHTSA with a comprehensive plan to reduce traffic crashes and resulting deaths, injuries and property damage by September 1. The Highway Safety Plan (HSP) serves as Maine's application for available federal funds for these specific purposes. The HSP describes Maine's top highway safety problems, identifies activities and countermeasures, provides qualitative and quantitative performance measures to determine goals and objectives, and gives descriptions of continuing and new projects.

In 2011, the MeBHS instituted a comprehensive Request for Proposal (RFP) process as part of the HSP planning process. The RFP process is used to streamline the projects the MeBHS will focus on, create a definitive evaluation system for RFP projects, and bring in new highway safety partners.

The HSP development calendar is listed on the next page.

HSP Planning Process Cycle

October	Federal Fiscal Year begins Begin implementation of HSP projects approved by NHTSA
November-December	Annual Report prepared and submitted
January-April	Initiate and attend partnership meetings Obtain input and project ideas for future HSP planning and problem identification processes Evaluate and monitor project progress Release RFPs for future HSP projects
May-July	Proposals due and future projects agreed upon On-site grantee visits begin Data compilation and final review
June-August	HSP developed Grantees notified of project acceptance by MeBHS
September *	Annual HSP/402 Application due to NHTSA Federal Fiscal Year ends All grants finalized

*MAP-21 changes the due date for the HSP to July 1 effective for FFY 2014.

The MeBHS solicits input and requests for HSP projects from all eligible state, public and private agencies outlining opportunities to participate in MeBHS programs and releases the requirements to compete for available funds. The RFPs are released and publicized across Maine to alert Maine's communities and organizations of available funding for highway safety related projects. Proposals are submitted from all interested and eligible agencies addressing traffic safety problems.

The MeBHS reviews proposals and selects the most qualified candidates to partner with for the following federal fiscal year. Since the MeBHS may not have sufficient funds for all submitted proposals, a comprehensive review is part of the proposal selection process. We review all proposals against several criteria including: potential traffic safety impact, crash and fatality statistics (specifically high crash locations), seriousness of identified problem(s), and performance on previous grants.

The MeBHS coordinators function as liaisons with private and public sector traffic safety leaders to track successful programs and encourage collaborative efforts. This approach encourages widespread participation in MeBHS programs and gives us a broad base from which to select the most effective and cost-efficient countermeasure programs possible. The Governor's Representative for Highway Safety, the MeBHS Director and highway safety coordinators regularly attend meetings of the Maine Chiefs of Police Association, Maine Sheriffs Association, Maine Chiefs Traffic Safety Committee, among others, to gather input on needs and potential solutions and to explain federal guidelines, MeBHS policy and the application process. In addition to the RFP solicitation process, the MeBHS considers information developed by staff members through contacts with grantees, potential grantees, and other highway safety professionals and non-profit agencies.

The MeBHS program goals help local communities develop traffic safety programs which will contribute toward the reduction in traffic crashes, injuries and deaths. Our grants touch as many state and local agencies as possible. The grants are distributed statewide.

Priority Program Areas

The National Highway Traffic Safety Administration has identified eight priority program areas for eligible grant funding. These programs, administered by the MeBHS, are:

Alcohol/Drugs and Impaired Driving: The program goal is to reduce deaths and injuries attributable to alcohol and drug involvement, by adults and teens, by removing alcohol- and drug-impaired drivers from the roads.

Occupant Protection and Child Passenger Safety: These two programs share a goal to increase compliance with both adult and child safety restraint laws including the correct and consistent use of infant and child safety seats.

Pedestrian and Bicycle Safety: The program goal is to increase safety awareness among pedestrians, bicyclists and motorists through various approaches including education, enforcement and engineering.

Traffic Records: The program goal is to establish/improve record systems that aid in identifying existing and emerging traffic safety problems and aid in evaluating program performance. Accurate and current records are needed to support problem identification and to evaluate countermeasure effectiveness.

Emergency Medical Services: The program goal is to ensure that persons involved in motor vehicle collisions receive rapid and appropriate medical treatment through a coordinated system of emergency medical care.

Police Traffic Services: The program goal is to reduce motor vehicle collisions through selective enforcement, education and deterrence. PTS programs seek to encourage compliance with safety belt use, impaired driving, speed limit and other traffic laws.

Motorcycle Safety: The program goal is to improve motorcycle safety by training and educating motorcycle riders on the effectiveness and need for safety equipment and educating the motoring public on the presence of motorcycles in the traffic environment.

Teen Drivers and Senior Drivers: These two programs share a common goal of keeping our most vulnerable drivers safe, reducing the number of crashes and injuries by teen and elder drivers and providing alternate means of transportation when necessary.

In addition to these priority program areas, distracted driving has become a major concern nationwide. Recognizing the need for education and awareness, the MeBHS included **Distracted Driving** as a program area that receives increasing attention. In September 2011, the Maine Legislature passed a no texting while driving law that prohibits a person from operating a motor vehicle while engaging in text messaging.

This Highway Safety Plan addresses these national priority program areas as they are administered by the MeBHS. Activities to be undertaken in FFY 2013 for these priority areas will include:

- various activities and programs that counter the incidence of impaired driving by adults and teens, including enforcement, education, support of the National Campaigns, and continued actions toward supporting a Traffic Safety Resource Prosecutor;
- continuing our focus on increasing adult, teen and child safety restraint usage through support of the National Campaigns, child passenger safety technician training, and educational outreach through new partnerships and well publicized enforcement mobilizations;
- enhancing partnerships that increase our opportunity for data analysis and evaluation;
- increasing participation of law enforcement in our enforcement activities through use of the MeBHS Law Enforcement Liaison;
- identifying activities to decrease the incidence of speed related fatalities and crashes and providing opportunities for enforcement and education;

- using crash data to understand the distracted driving problem in Maine;
- activities to decrease the incidence of crashes related to distractions;
- continuing our focus on reducing the number of motorcycle fatalities through our partnerships with the Bureau of Motor Vehicles, Maine DOT, Maine Transportation Safety Coalition, and various motorcycle rider associations;
- Other activities identified in Maine's Strategic Highway Safety Planning Process.

The MeBHS developed a community grant program in 2012. The program follows MeBHS's goal of identifying more highway safety partners at the community and grassroots level for emphasis in those areas of the state where data indicates the greatest problem in all behavioral highway safety areas. FFY2013 will be the implementation year for this new program.

The MeBHS, the Commercial Motor Vehicle Division and the MeDOT Safety Office continue to update the Strategic Highway Safety Plan and the MTSC Data Book to be sure that all highway safety and traffic safety efforts compliment each other and that all potential partners and activities have been identified. The MeBHS has the full support of these partners for the projects included in the 2013 HSP. These projects, as well as data included herein, align with and compliment the current Strategic Highway Safety Plan. Visit www.themtsc.org for copies of these publications.

Priority Program Area Assignments

Alcohol/Drugs and Impaired Driving	Carl J. Hallman, Highway Safety Coordinator Carl.J.Hallman@maine.gov (207) 626-3843
Occupant Protection & Child Passenger Safety	Janet Cummings, Child Passenger Safety Coordinator Janet.Cummings@maine.gov (207) 626-3848
Pedestrian and Bicycle Safety	Johannah Oberg, Highway Safety Coordinator Johannah.Oberg@maine.gov (207)626-3844
Traffic Records	Lauren V. Stewart, Director Lauren.V.Stewart@maine.gov (207) 626-3840
Emergency Medical Services	Lauren V. Stewart, Director Lauren.V.Stewart@maine.gov (207) 626-3840
Police Traffic Services	Carl J. Hallman, Highway Safety Coordinator Carl.J.Hallman@maine.gov (207) 626-3843
Motorcycle Safety	Carl J. Hallman, Highway Safety Coordinator Carl.J.Hallman@maine.gov (207) 626-3843
Teen Drivers	Michelle Ward, Highway Safety Coordinator Michelle.Ward@maine.gov (207) 626-3845
Senior Drivers	Johannah Oberg, Highway Safety Coordinator Johannah.Oberg@maine.gov (207) 626-3844
Distracted Driving	Johannah Oberg, Highway Safety Coordinator Johannah.Oberg@maine.gov (207) 626-3844

Problem Identification Process Overview

The specific highway safety problems in Maine as outlined in this document were identified by analyzing available data from traffic crashes, traffic citation information, OUI arrests, FARS, CODES, NHTSA, the Maine Strategic Highway Safety Plan, the Highway Safety Improvement Program, the Commercial Vehicle Safety Plan, surveys, and 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 and crash data capabilities from the Maine Department of Transportation, injury data from Maine CDC, FARS, CODES, available NHTSA data, Maine Transportation Safety Coalition data, and other data sources. Isolating and identifying contributing factors is a great advantage in the planning and selection of countermeasures. Problem identification and solution development are ongoing throughout the year.

Our most recent analysis of available data indicates that despite our specific education and enforcement efforts, Maine continues to experience traffic fatalities related to: unrestrained occupants in vehicles; drivers and motorcycle operators with alcohol content in excess of .08; excessive speed; teen drivers; non-use of helmets on motorcycle riders; and distracted drivers.

From a behavioral standpoint, these are the priority areas that the MeBHS anticipates addressing in Federal Fiscal Year 2013.

Goal Development Process

The goals identified in this report were determined together with the problem identification process. The goals were established for the various program priority areas; the targets are based on a five-year average based on past trends and our Maine specific experiences. The goals in this HSP are shown together with appropriate performance measures. Performance measures include: absolute numbers (fatalities, serious injuries); percentages (speed-related or alcohol-involved crashes); and rates (fatality rate/100 million VMT). Graphs and charts are used to present trends and goals. Five-year averages were used in setting the base periods.

The MeBHS recognizes that achievement of goals is not solely dependent upon the activities performed within our office, but is inclusive of collaborative and ongoing efforts of a multitude of government and private entities and all of our partners interested in highway safety.

The NHTSA and the Governor's Highway Safety Association (GHSA) have agreed to a minimum set of performance measures to be used by States and Federal agencies in the development and implementation of behavioral highway safety plans and programs. An expert panel of highway safety professionals from NHTSA, GHSA, FHWA, IACP, AASHTO, State Highway Safety Offices, and academic and research organizations, assisted in developing the measures. NHTSA will use the core measures as an integral part of its reporting to Congress, the public, and others.

The minimum set of performance goals contains fifteen measures: ten core outcome measures, one core behavior measure, one attitudinal measure and three activity measures. The measures cover the major areas common to State highway safety plans and use existing state data systems.

Performance Goals

CORE OUTCOME MEASURES

Traffic Fatalities (FARS)

C-1) To decrease traffic fatalities by 5% from the 5 year average of 158.8 for 2007-2011 to - 150.9 by December 31, 2016.

Goal History:

Goal Established	Five Year Average, Past Trends	Five Year Period	Target Goal	Target Date
2010 HSP	178.8	2004-2008	168.9	12/31/2013
2011 HSP	170.8	2005-2009	162.3	12/31/2014
2012 HSP	169.2	2006-2010	160.74	12/31/2015
2013 HSP	158.8	2007-2011	150.9	12/31/2016

Serious Traffic Injuries (State Crash Data Files)

C-2) To decrease serious traffic injuries 5% from the 5 year average of 842.8 for 2007-2011 to 800.7 by December 31, 2016.

Goal History:

Goal Established	Five Year Average, Past Trends	Five Year Period	Target Goal	Target Date
2010 HSP	997	2004-2008	947	12/31/2013
2011 HSP	920	2005-2009	874	12/31/2014
2012 HSP	868.6	2006-2010	825.17	12/31/2015
2013 HSP	842.8	2007-2011	800.7	12/31/2016

Mileage Death Rate (FARS)

C-3a) To decrease the mileage death rate 5% from the 5 year average of 1.09 for 2007-2011 to 1.04 by December 31, 2016.

Goal History:

Goal Established	Five Year Average, Past Trends	Five Year Period	Target Goal	Target Date
2010 HSP	1.18	2004-2008	1.12	12/31/2013
2011 HSP	1.14	2005-2009	1.08	12/31/2014
2012 HSP	1.14	2006-2010	1.08	12/31/2015
2013 HSP	1.09	2007-2011	1.04	12/31/2016

Rural Mileage Death Rate

C-3b) To decrease the rural mileage death rate 5% from the 5 year average of 1.26 for 2007-2011 to 1.20 by December 31, 2016.

Goal History:

Goal Established	Five Year Average, Past Trends	Five Year Period	Target Goal	Target Date
2010 HSP	1.46	2004-2008	1.39	12/31/2013
2011 HSP	1.38	2005-2009	1.31	12/31/2014
2012 HSP	1.33	2006-2010	1.26	12/31/2015
2013 HSP	1.26	2007-2011	1.2	12/31/2016

Urban Mileage Death Rate

C-3c) To decrease the urban mileage death rate 5% from the 5 year average of .56 for 2007-2011 to .53 by December 31, 2016.

Goal History:

Goal Established	Five Year Average, Past Trends	Five Year Period	Target Goal	Target Date
2010 HSP	0.48	2004-2008	0.46	12/31/2013
2011 HSP	0.48	2005-2009	0.45	12/31/2014
2012 HSP	0.60	2006-2010	0.57	12/31/2015
2013 HSP	0.56	2007-2011	0.53	12/31/2016

Unrestrained Passenger Vehicle Occupant Fatalities (FARS)

C-4) To decrease unrestrained passenger vehicle occupant fatalities by 5% from the 5 year average of 50.4 for 2007-2011 to 47.9 by December 31, 2016.

Goal History:

Goal Established	Five Year Average, Past Trends	Five Year Period	Target Goal	Target Date
2010 HSP	70	2004-2008	66.5	12/31/2013
2011 HSP	62.6	2005-2009	59.5	12/31/2014
2012 HSP	55.40	2006-2010	52.6	12/31/2015
2013 HSP	50.4	2007-2011	47.9	12/31/2016

Alcohol Impaired Driving Fatalities (FARS)

C-5) To decrease alcohol impaired driving fatalities by 5% from the 5 year average for 2007-2011 of 41 to 39 by December 31, 2016.

Goal History:

Goal Established	Five Year Average, Past Trends	Five Year Period	Target Goal	Target Date
2010 HSP	49.2	2004-2008	46.7	12/31/2013
2011 HSP	69.4	2005-2009	66	12/31/2014
2012 HSP	45.6	2006-2010	43.3	12/31/2015
2013 HSP	41	2007-2011	39	12/31/2016

Speeding Related Fatalities (FARS)

C-6) To decrease speeding related fatalities by 5% from the 5 year average of 70.4 for 2007-2011 to 66.9 by December 31, 2016.

Goal History:

Goal Established	Five Year Average, Past Trends	Five Year Period	Target Goal	Target Date
2010 HSP	75.2	2004-2008	71.4	12/31/2013
2011 HSP	69.4	2005-2009	66	12/31/2014
2012 HSP	68.8	2006-2010	65.4	12/31/2015
2013 HSP	70.4	2007-2011	66.9	12/31/2016

Motorcyclist Fatalities (FARS)

C-7) To decrease motorcyclist fatalities by 5% from the 5 year average of 19.4 for 2007-2011 to 18.4 by December 31, 2016.

Goal History:

Goal Established	Five Year Average, Past Trends	Five Year Period	Target Goal	Target Date
2010 HSP	20.2	2004-2008	19.2	12/31/2013
2011 HSP	20.6	2005-2009	19.6	12/31/2014
2012 HSP	21.0	2006-2010	20	12/31/2015
2013 HSP	19.4	2007-2011	18.4	12/31/2016

Unhelmeted Motorcyclist Fatalities (FARS)

C-8) To decrease unhelmeted motorcyclist fatalities by 5% from the 5 year average of 13.4 for 2007-2011 to 12.7 by December 31, 2016.

Goal History:

Goal Established	Five Year Average, Past Trends	Five Year Period	Target Goal	Target Date
2010 HSP	13.2	2004-2008	12.5	12/31/2013
2011 HSP	14.4	2005-2009	13.7	12/31/2014
2012 HSP	14.6	2006-2010	13.9	12/31/2015
2013 HSP	13.4	2007-2011	12.7	12/31/2016

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

C-9) To decrease drivers age 20 or younger involved in fatal crashes by 5% from the 5 year average of 22 for 2007-2011 to 20.9 by December 31, 2016.

Goal History:

Goal Established	Five Year Average, Past Trends	Five Year Period	Target Goal	Target Date
2010 HSP	20.8	2004-2008	19.7	12/31/2013
2011 HSP	20.6	2005-2009	19.6	12/31/2014
2012 HSP	22.2	2006-2010	21.2	12/31/2015
2013 HSP	22	2007-2011	20.9	12/31/2016

Pedestrian Fatalities (FARS)

C-10) To reduce pedestrian fatalities by 10% from the 5 year average of 11.2 for 2007-2011 to 10.1 by December 31, 2016.

Goal History:

Goal Established	Five Year Average, Past Trends	Five Year Period	Target Goal	Target Date
2010 HSP	10.2	2004-2008	9.2	12/31/2013
2011 HSP	10.4	2005-2009	9.4	12/31/2014
2012 HSP	11.0	2006-2010	10.5	12/31/2015
2013 HSP	11.2	2007-2011	10.1	12/31/2016

BEHAVIOR MEASURE *

Seat Belt Usage Rate (Observed Seat Belt Use Survey)

B-1) To increase statewide seat belt compliance by 2% from the 2011 survey results from 81.6% to 83.2% by December 31, 2016.

Goal History:

Goal Established	Five Year Average, Past Trends	Five Year Period	Target Goal	Target Date
2010 HSP	83%	2004-2008	85%	12/31/2013
2011 HSP	82.6%	2005-2009	84%	12/31/2014
2012 HSP	82%	2006-2010	83.6%	12/31/2015
2013 HSP	81.6	2007-2011	83.2	12/31/2016

ACTIVITY MEASURES

A-1) To monitor seat belt citations issued during grant-funded enforcement activities.

A-2) To monitor impaired driving arrests made during grant-funded enforcement activities.

A-3) To monitor speeding citations issued during grant-funded enforcement activities.

ATTITUDINAL MEASURES*

Impaired Driving

A-1) In the past 60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?

A-2) In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?

A-3) What do you think the chance are of someone getting arrested if they drive after drinking?

Safety Belts

B-1) How often do you use safety belts when you drive or ride in a car, van, sports utility vehicle or pick up?

B-2) In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?

B-3) What do you think the chance are of getting a ticket if you don't wear your safety belt?

Speeding

S-1) On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph? – most of the time, half the time, rarely, never.

S-1b) On a road with a speed limit of 65 mph, how often do you drive faster than 70 mph?

- most of the time, half the time, rarely, never.

S-2: In the past 30 days, have you read, seen or heard anything about speed enforcement by police?

S-3) What do you think the chance are of getting a ticket if you drive over the speed limit?

* Preliminary results from the 2012 observational survey suggest a seat belt usage rate of 84.4%. Final Results of the observational and attitudinal surveys are not available until late fall and will be reported in the MeBHS annual report.

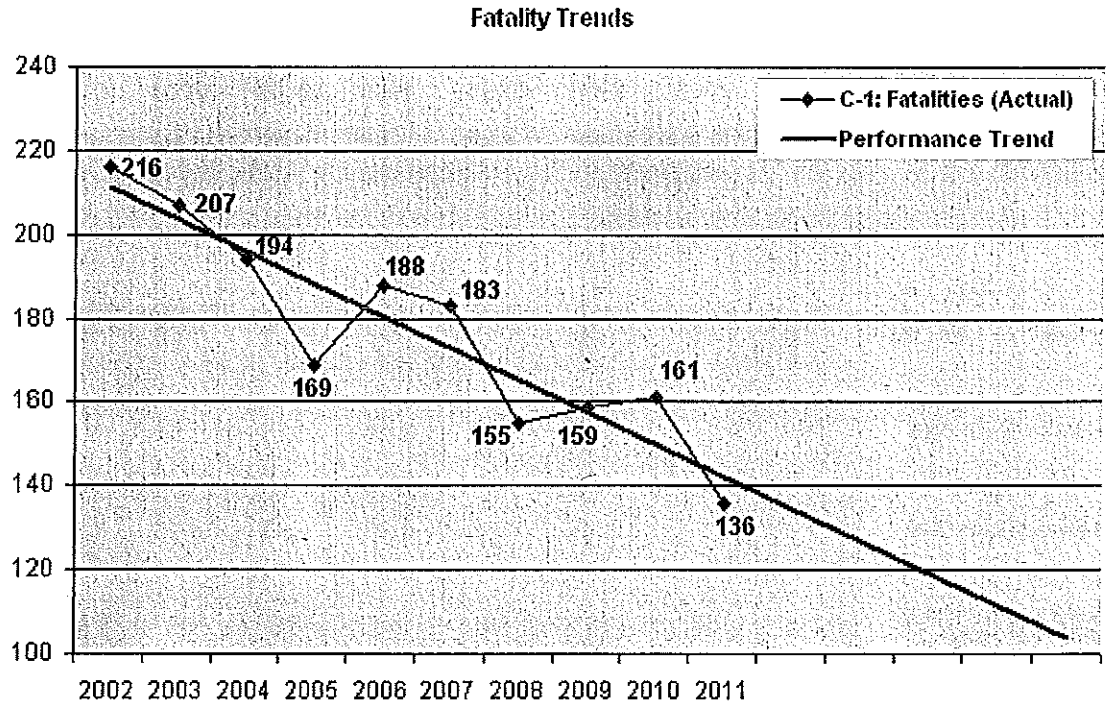
Problem Identification Supporting Data

Crash Data / Trends

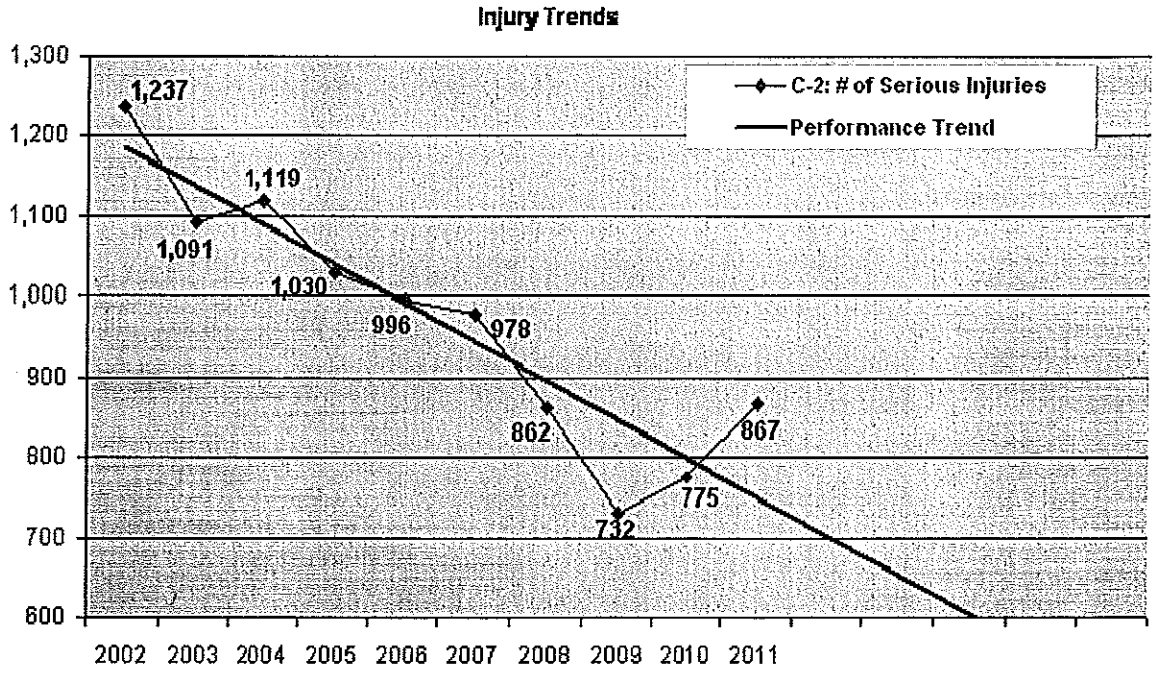
Performance Goals use an average of 2007-2011 data actuals

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
C-1: Fatalities (Actual)	216	207	194	169	188	183	155	159	161	136
C-2: # of Serious Injuries	1,237	1,091	1,119	1,030	996	978	862	732	775	867
C-3a: Fatality Rate /100 million VMT	1.50	1.40	1.30	1.10	1.20	1.22	1.08	1.10	1.11	0.95
C-3b: Rural Mileage Death Rate			1.56	1.50	1.49	1.51	1.08	1.32	1.23	1.15
C-3c: Urban Mileage Death Rate			0.53	0.19	0.59	0.45	0.64	0.51	0.79	0.43
C-4: # of Unrestrained Passenger Vehicle Occupant Fatalities	72	87	75	64	65	76	45	50	41	40
C-5: # of Fatalities Involving Driver or Motorcycle Operator w/ ≥ .08 BAC	40	56	50	47	46	61	42	44	35	23
C-6: # of Speeding-Related Fatalities	83	79	90	86	61	86	53	61	83	69
C-7: # of Motorcyclist Fatalities	13	20	22	15	23	23	18	23	18	15
C-8: # of Unhelmeted Motorcyclist Fatalities	8	12	11	9	17	15	14	17	10	11
C-9: # of Drivers Age 20 or Younger Involved in Fatal Crashes	21	13	21	16	23	25	19	20	24	22
C-10: # of Pedestrian Fatalities	14	13	10	9	10	10	12	11	12	11
B-1: % Observed Belt Use for Passenger Vehicles - Front Seat Outboard Occupants	59.2%	59.2%	72.3%	75.8%	77.2%	79.8%	83.0%	82.6%	82.0%	81.6%
A-1: # of Seat Belt Citations Issued During Grant-Funded Enforcement Activities	245	0	2,166	2,568	1,725	1,566	5,997	6,650	9,856	3,332
A-2: # of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	272	321	275	330	301	359	506	545	456	503
A-3: # of Speeding Citations Issued During Grant-Funded Enforcement Activities	0	0	0	0	3,312	2,947	3,963	4,887	11,732	2,382

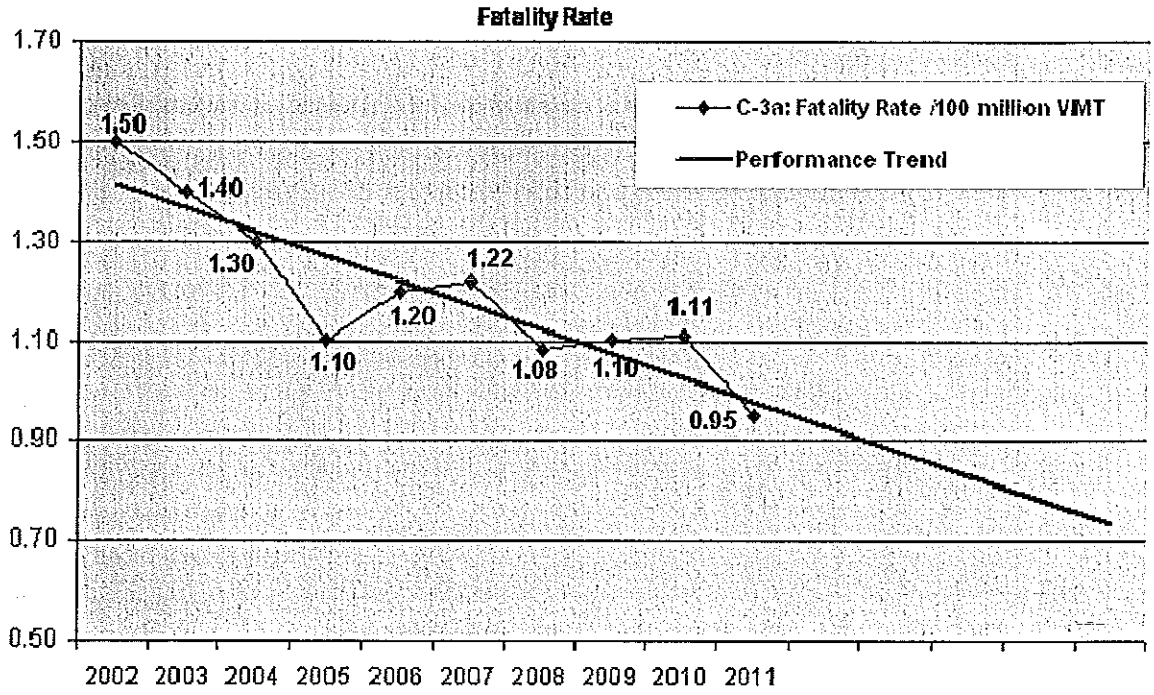
Goal: C-1: Fatalities (Actual)
Baseline



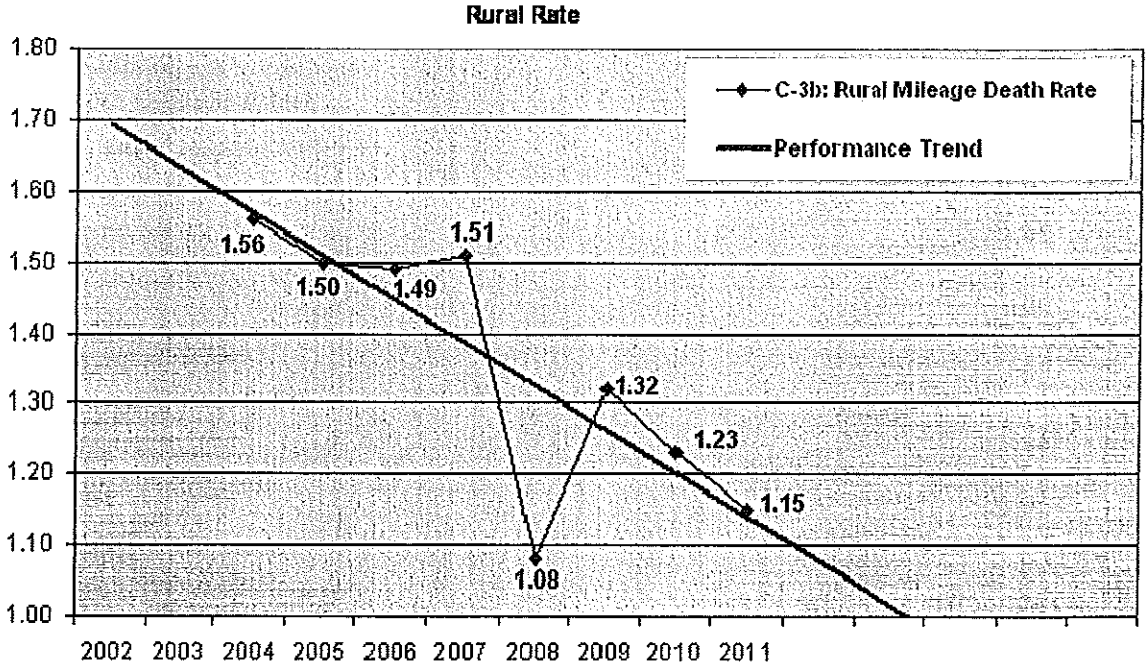
Goal: C-2: # Serious Injuries
Baseline



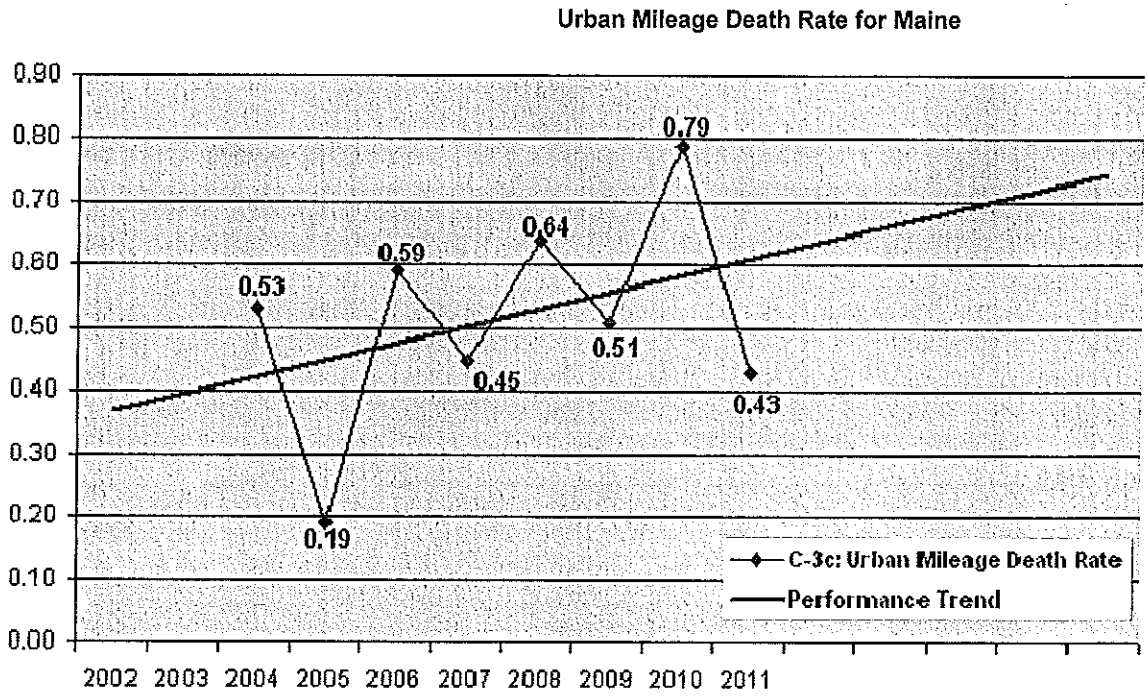
Goal: C-3a: Fatality Rate
Baseline



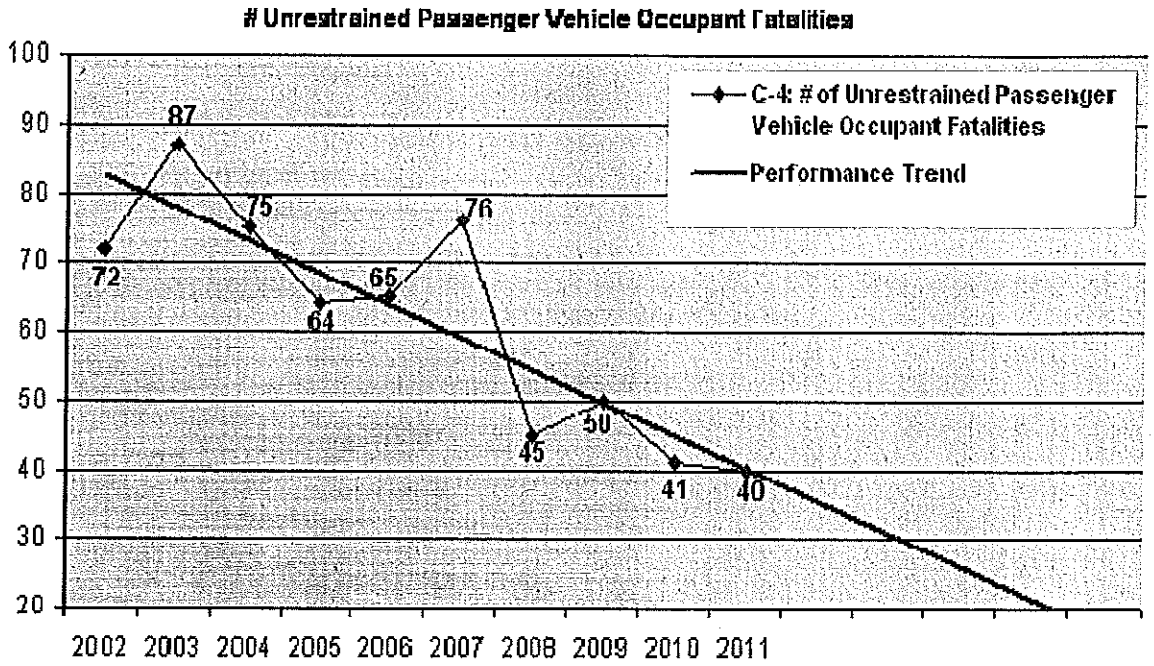
Goal: C-3b Rural Mileage Death Rate
Baseline



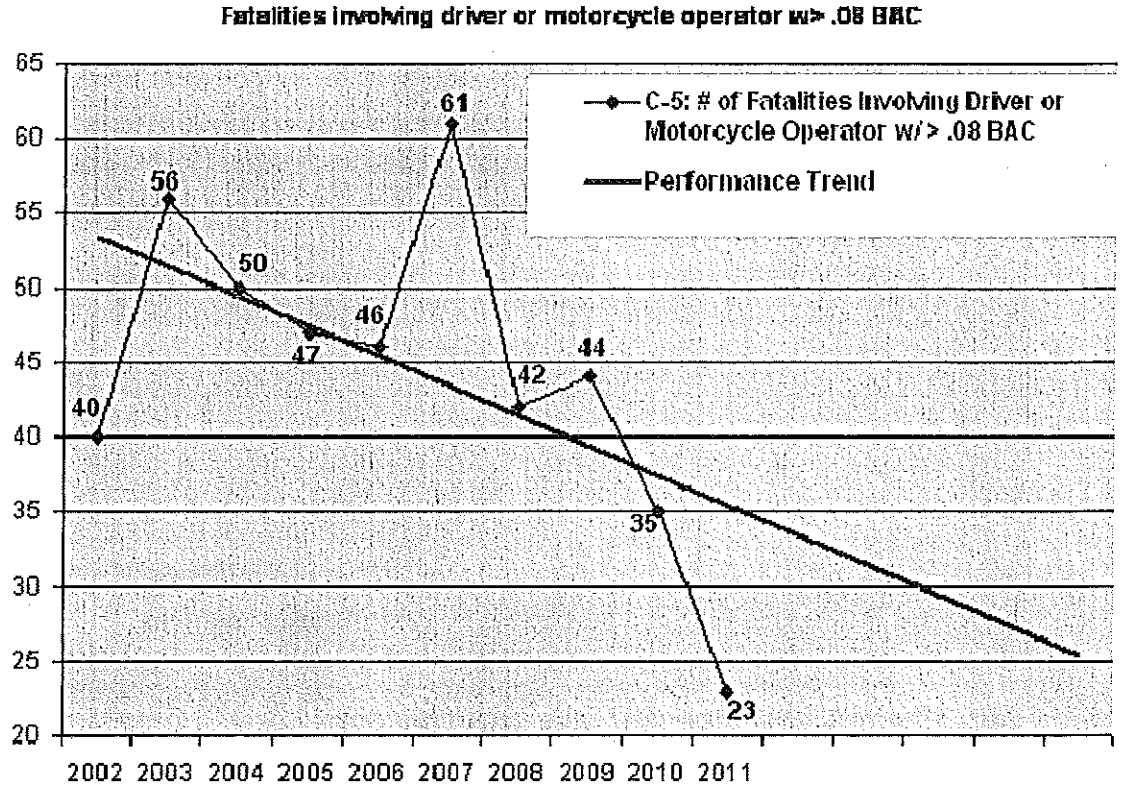
Goal: C-3c Urban Mileage Death Rate
Baseline



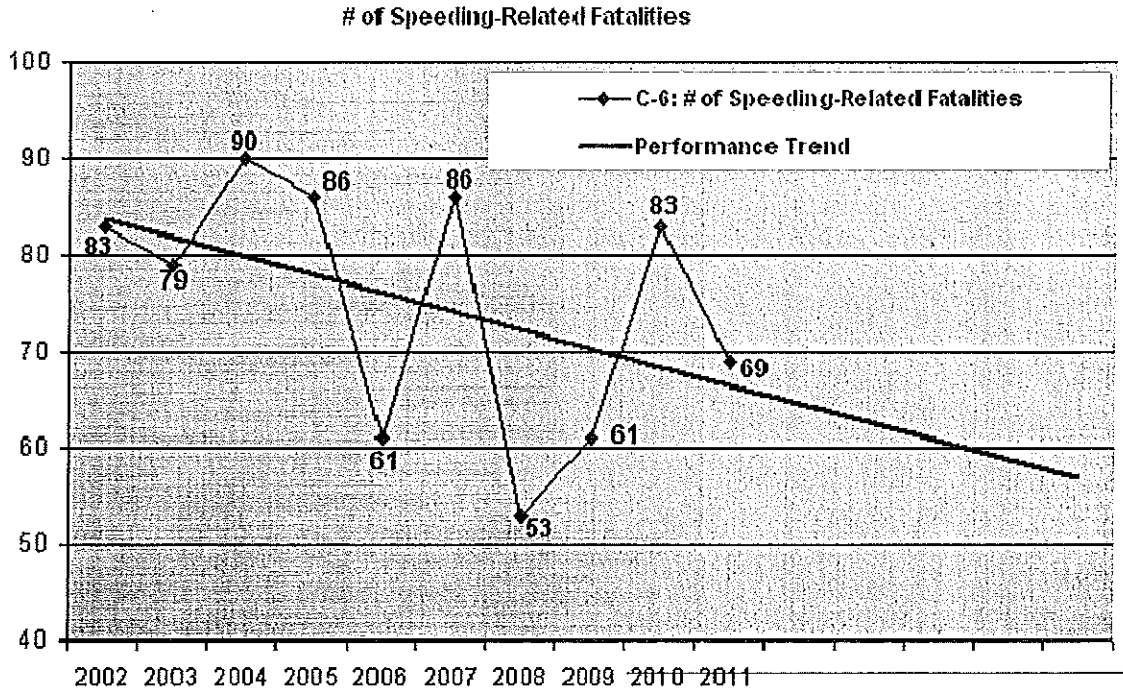
Goal: C-4 Unrestrained Fatalities
Baseline



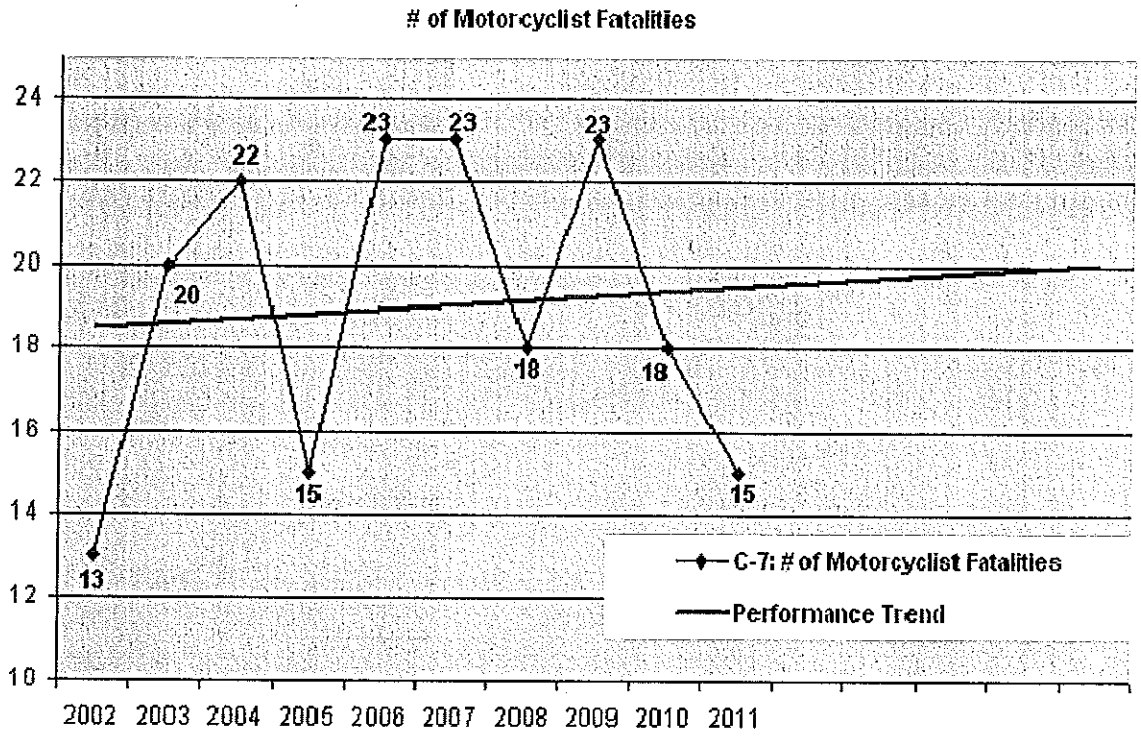
Goal: C-5 Fatalities at .08 or Above
Baseline



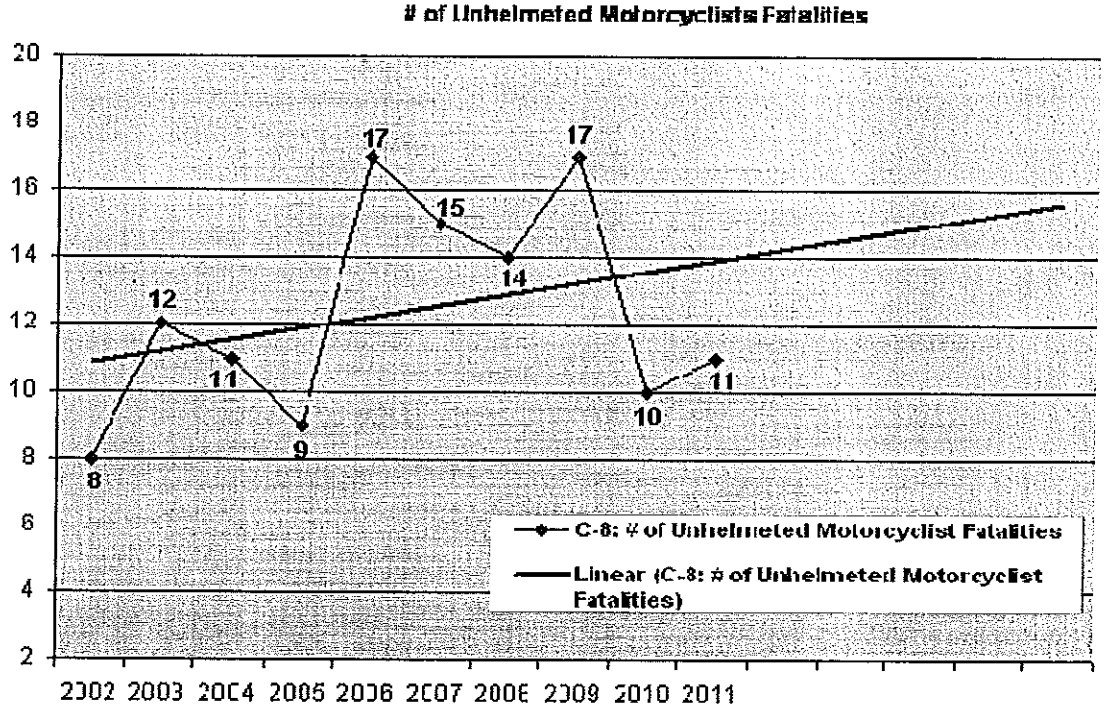
Goal: C-6 Speeding Related Fatalities
Baseline



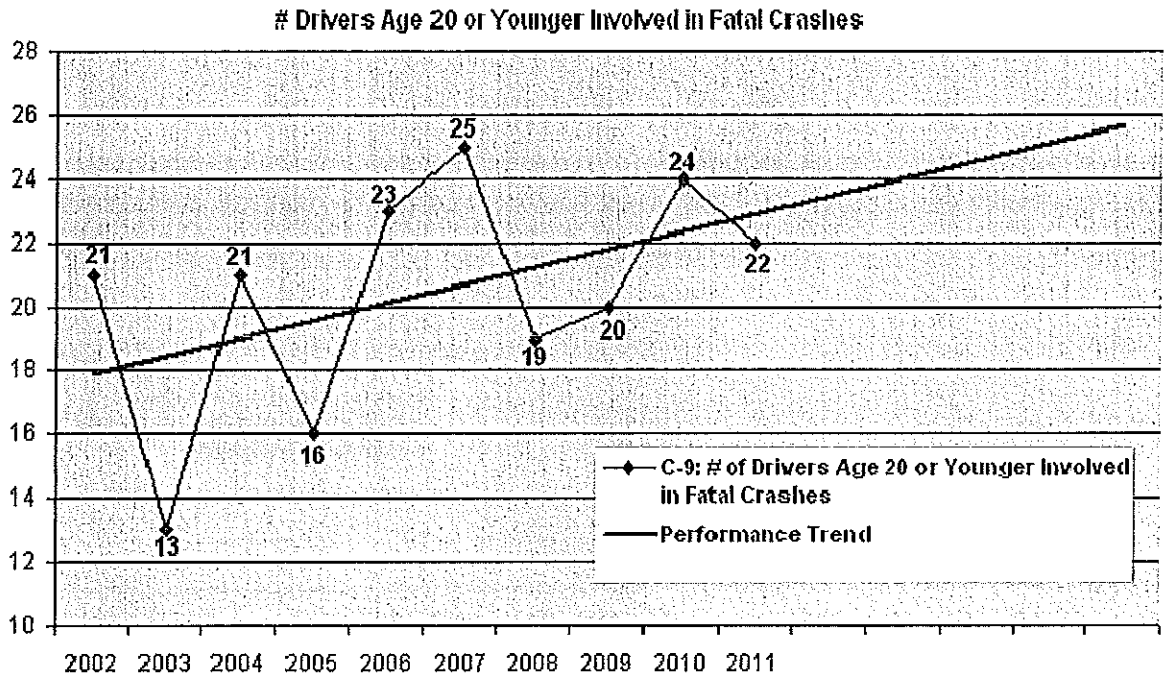
Goal: C-7 Motorcycle Fatalities
Baseline



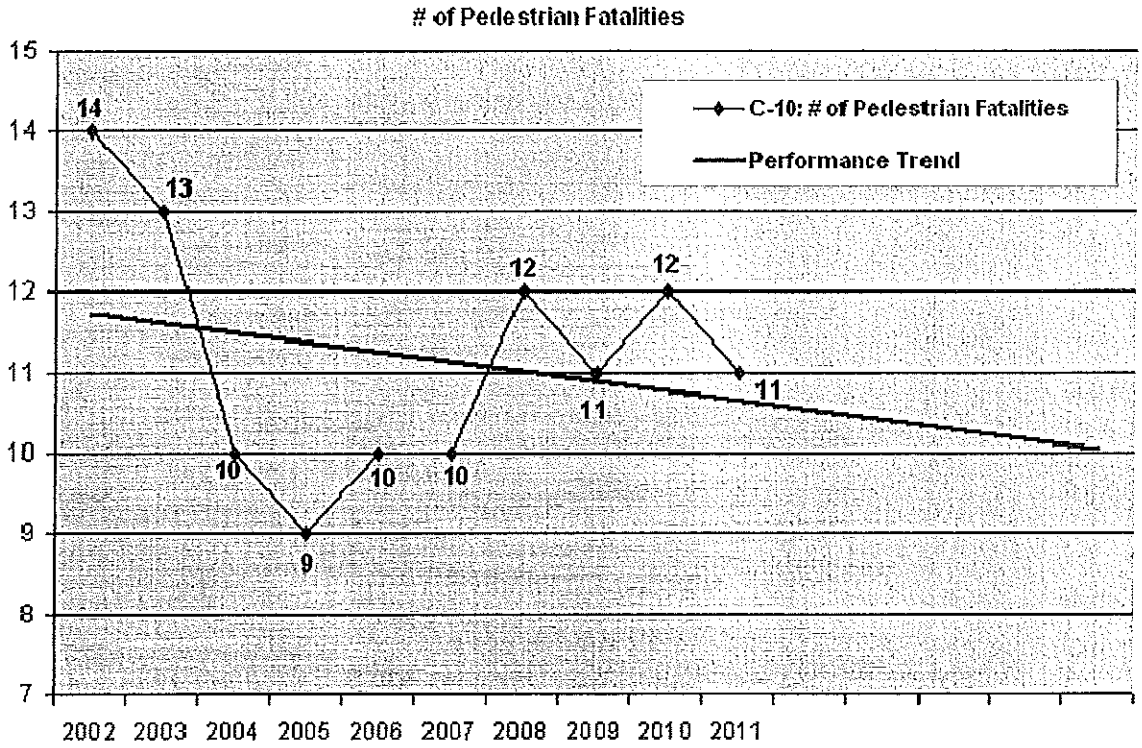
Goal: C-8 Unhelmeted Motorcyclists
Baseline



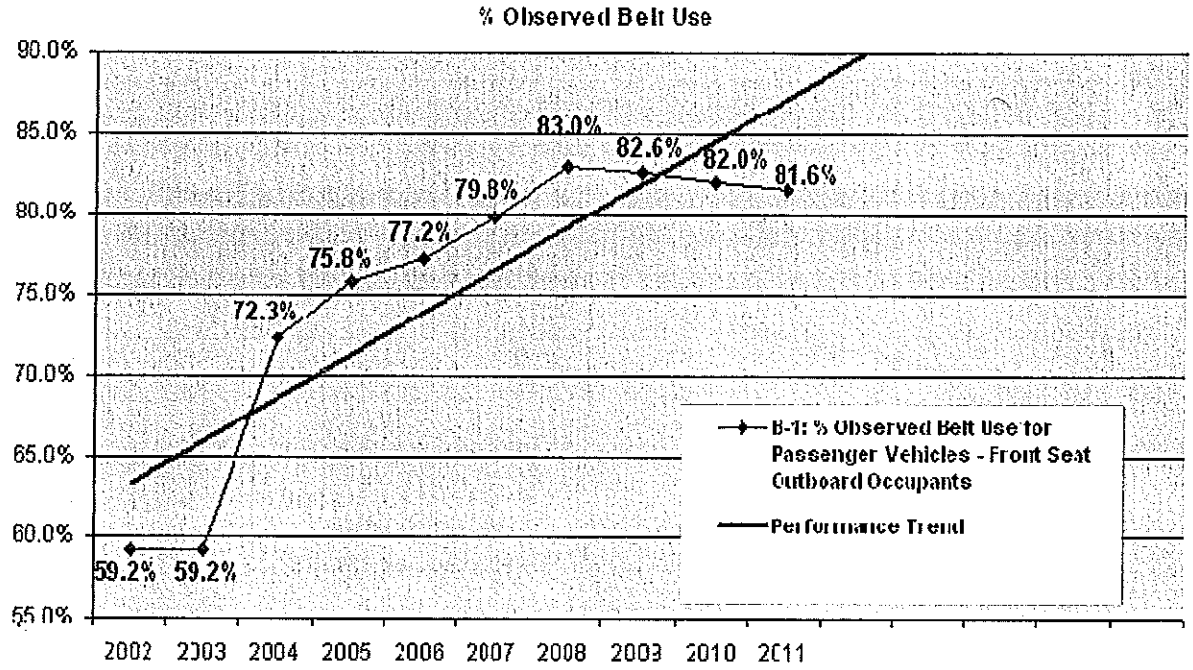
Goal: C-9 Drivers 20 & Under
Baseline



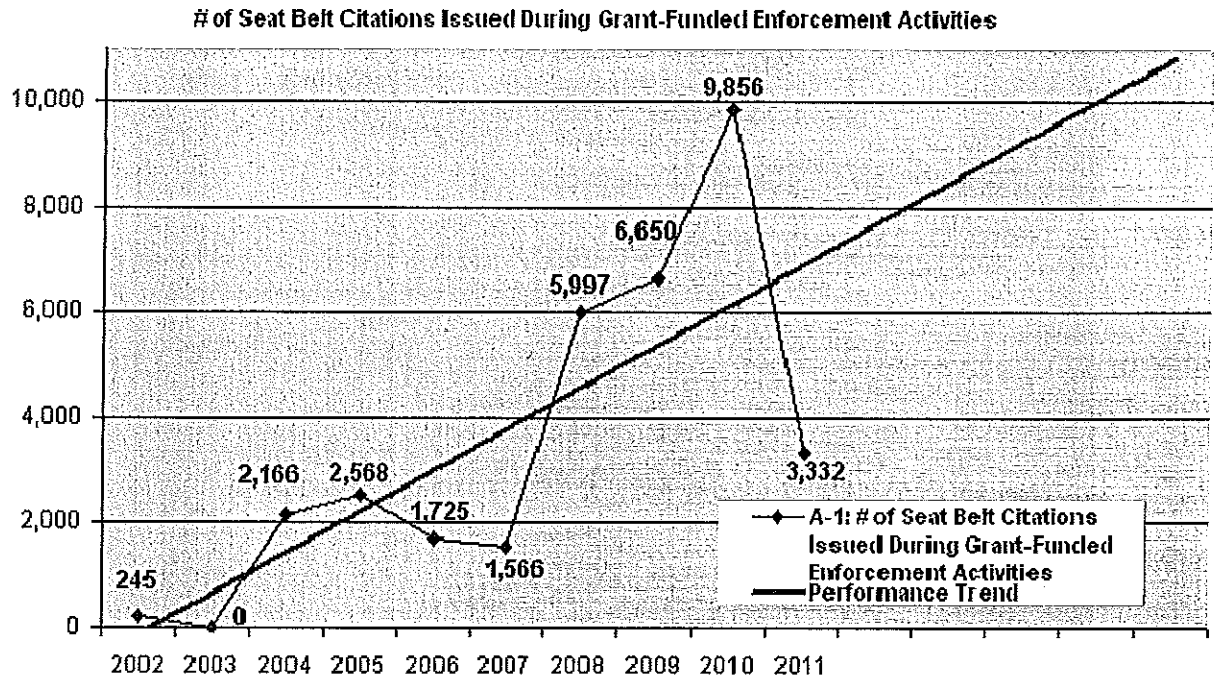
Goal: C-10: Pedestrian Fatalities
Baseline



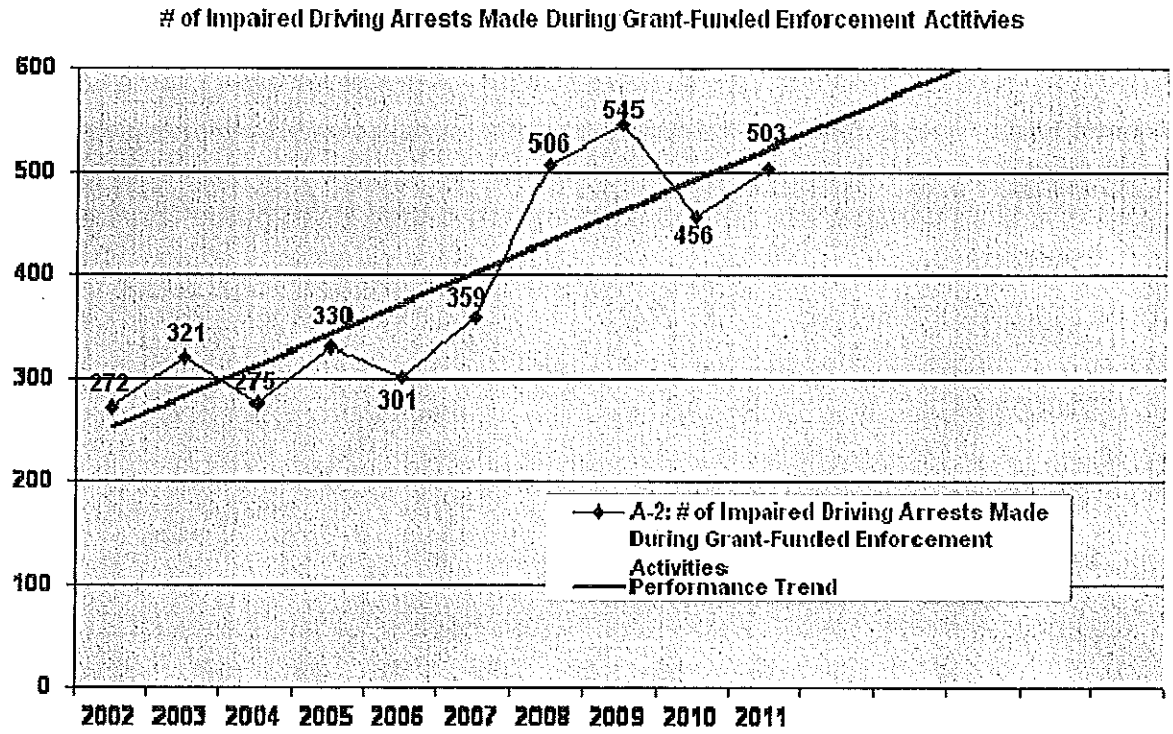
Goal: B-1: Observed Belt Use
Baseline



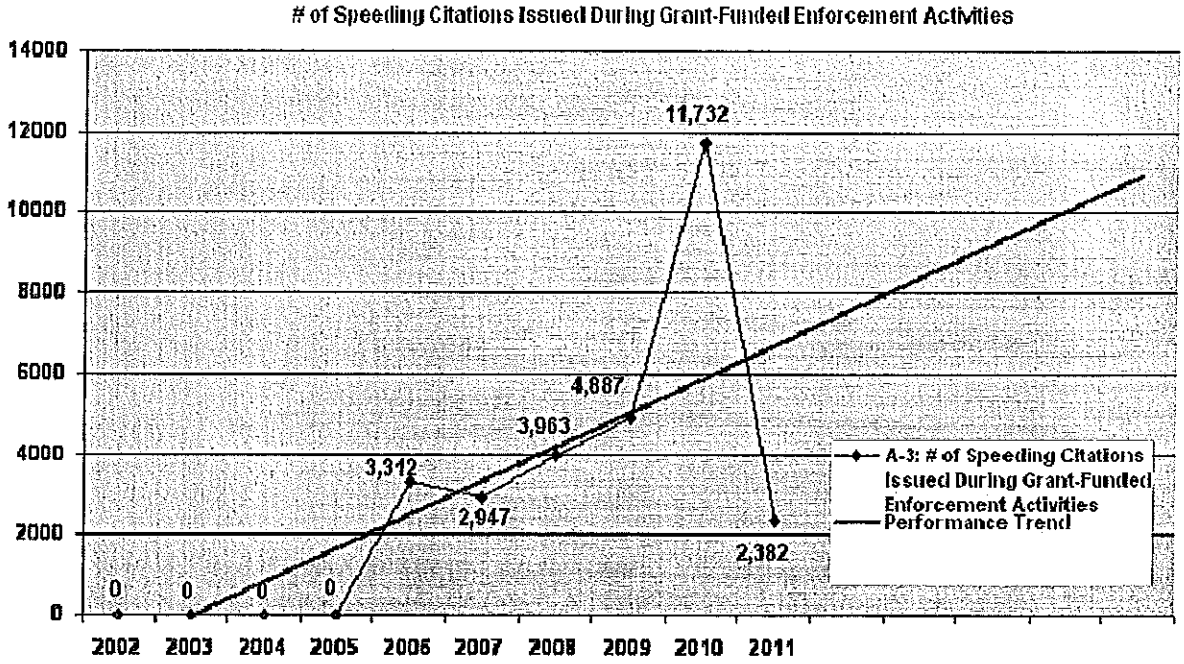
Goal: A-1: # Seat Belt Citation
Baseline



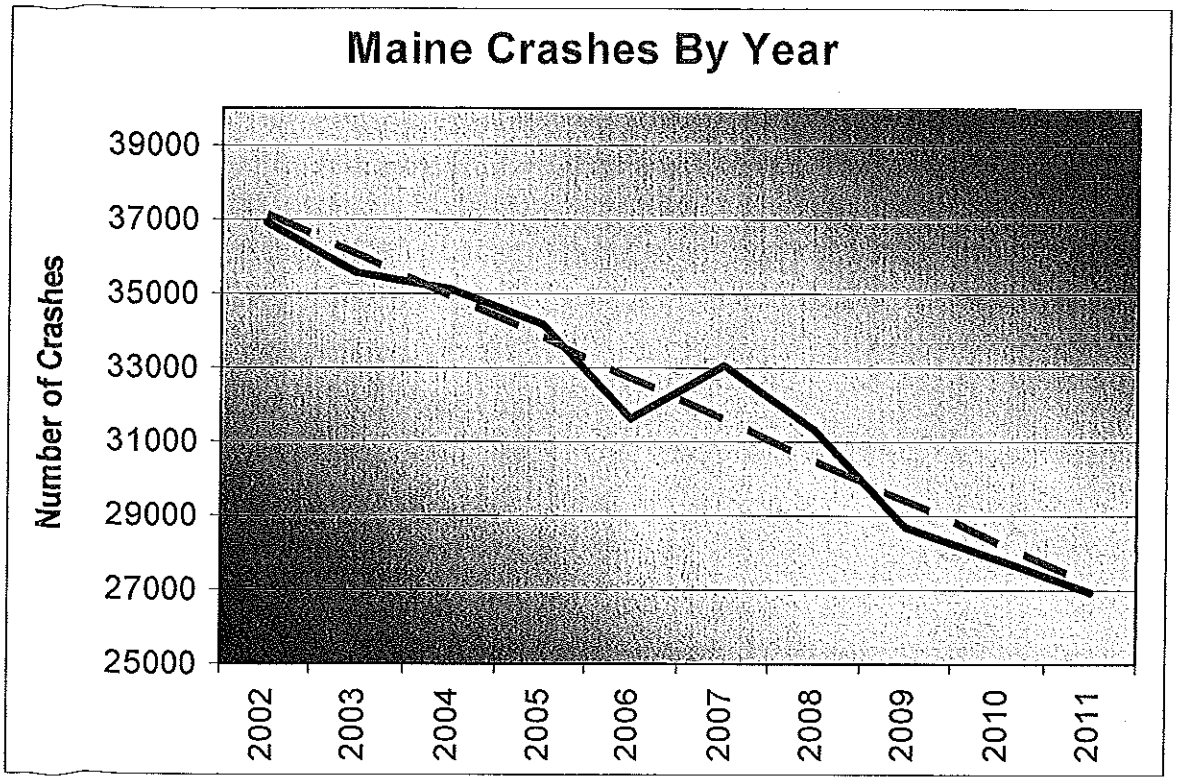
Goal: A-2: Impaired Driving Arrests
Baseline

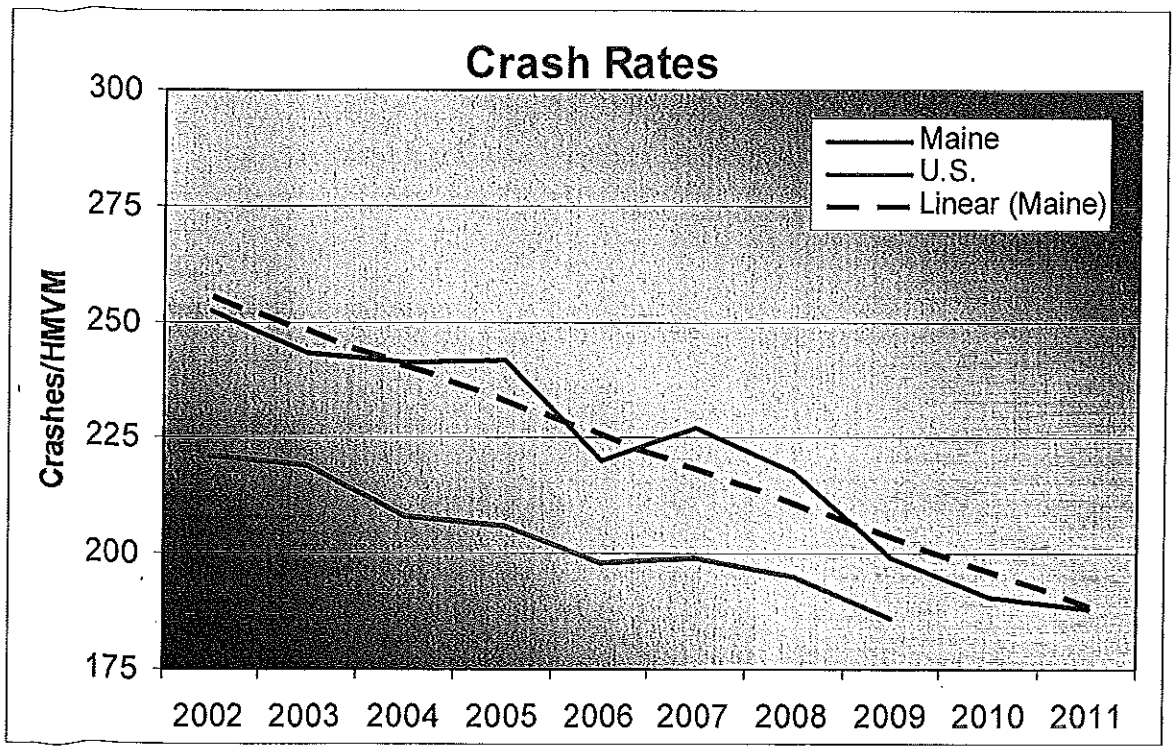


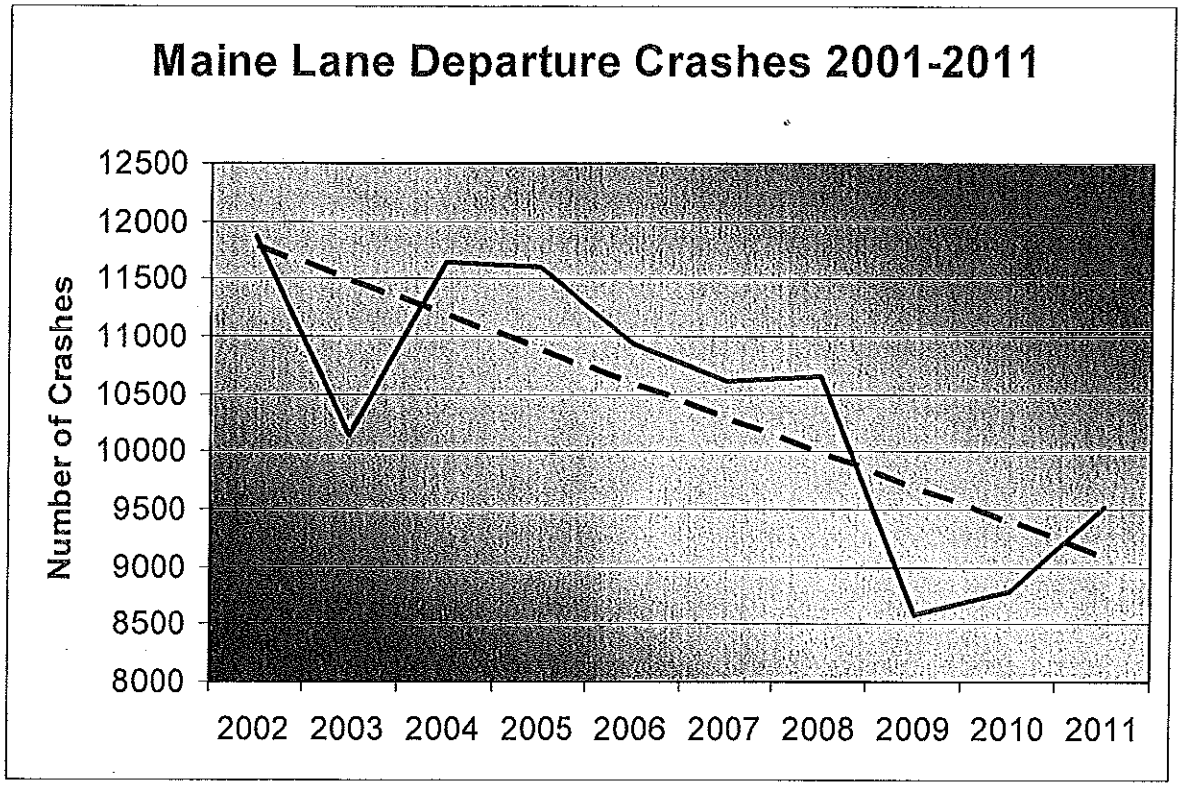
Goal: A-3: Speeding Citations
Baseline

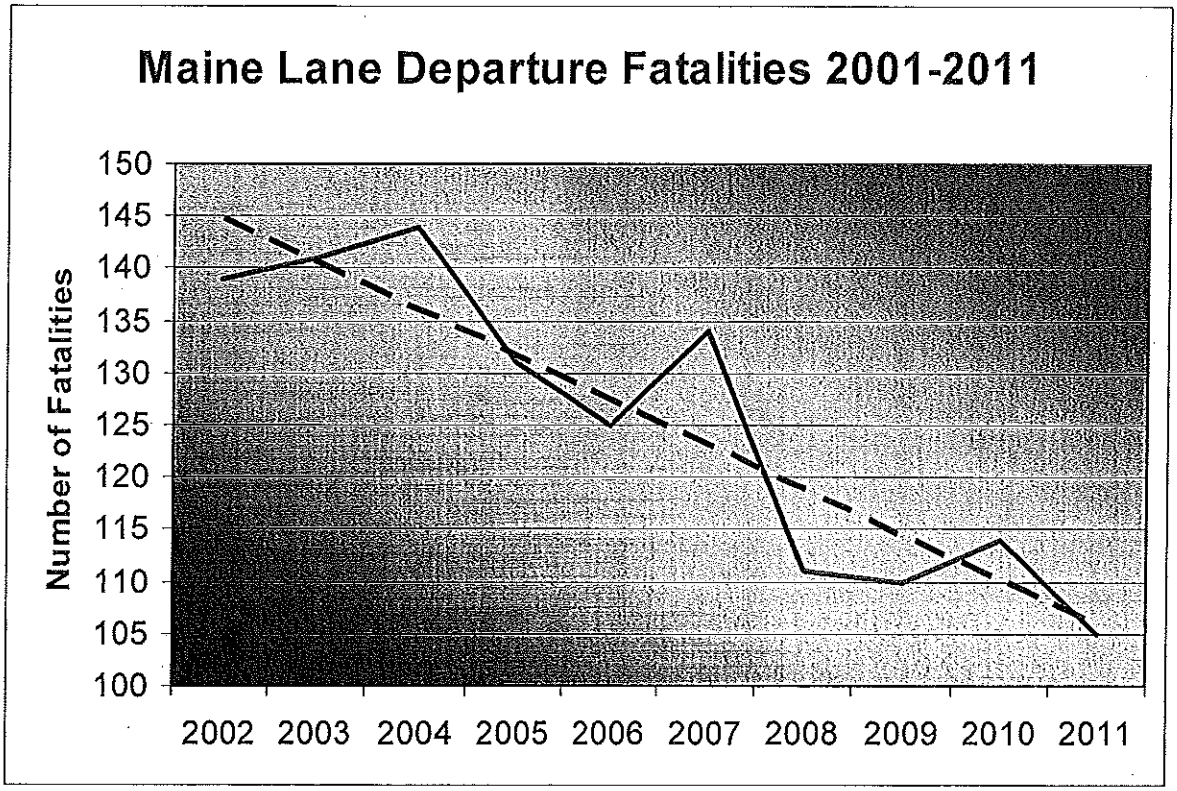


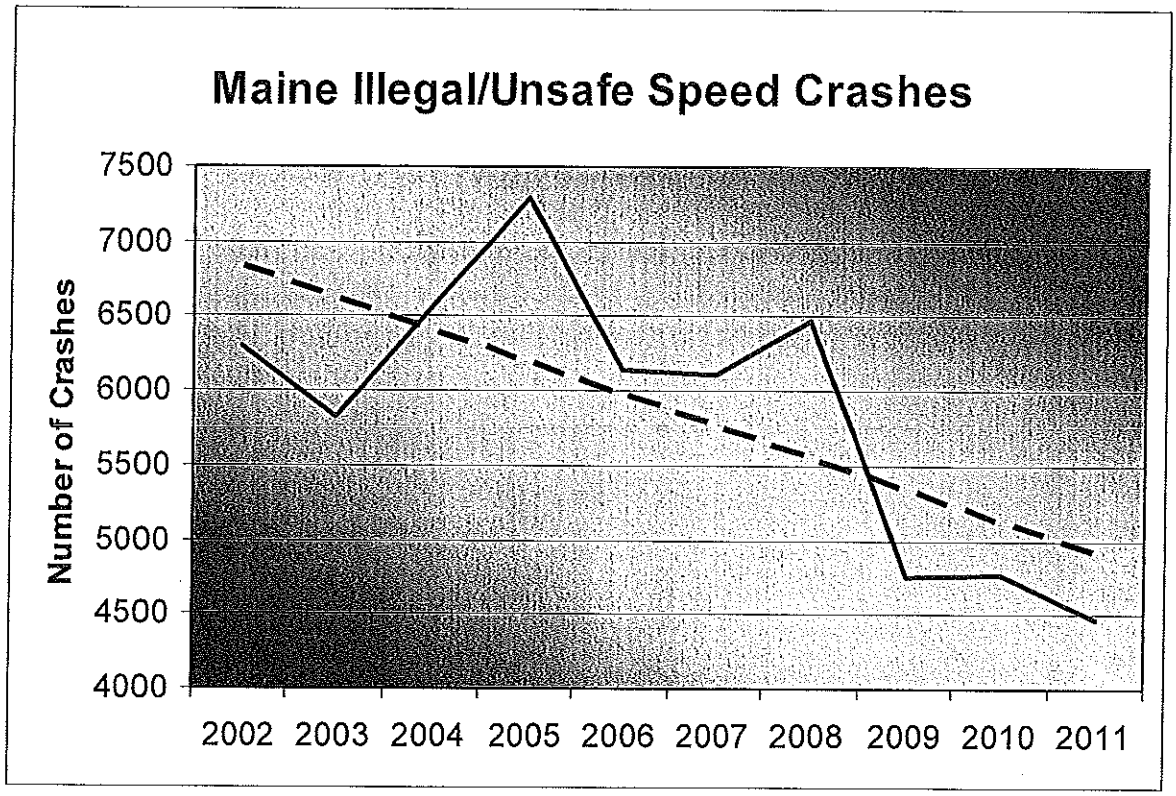
Charts Provided from Maine's Strategic Highway Safety Plan and the Maine Department of Transportation

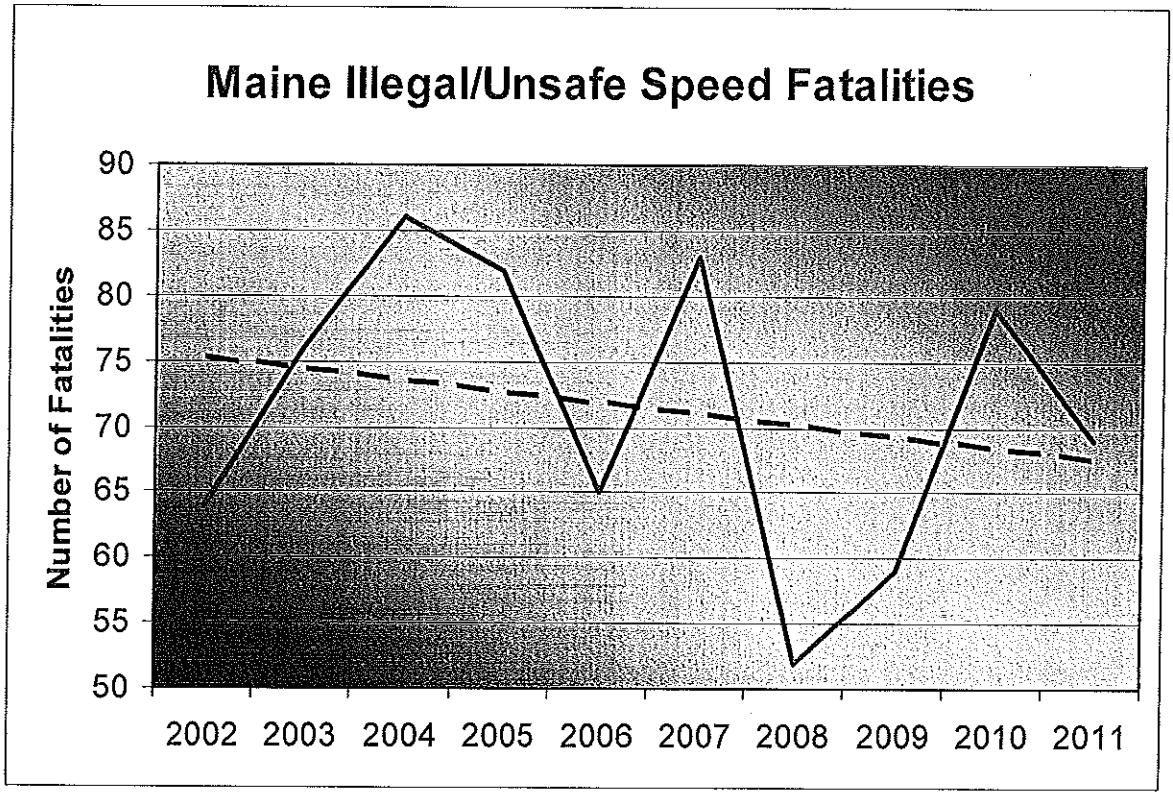


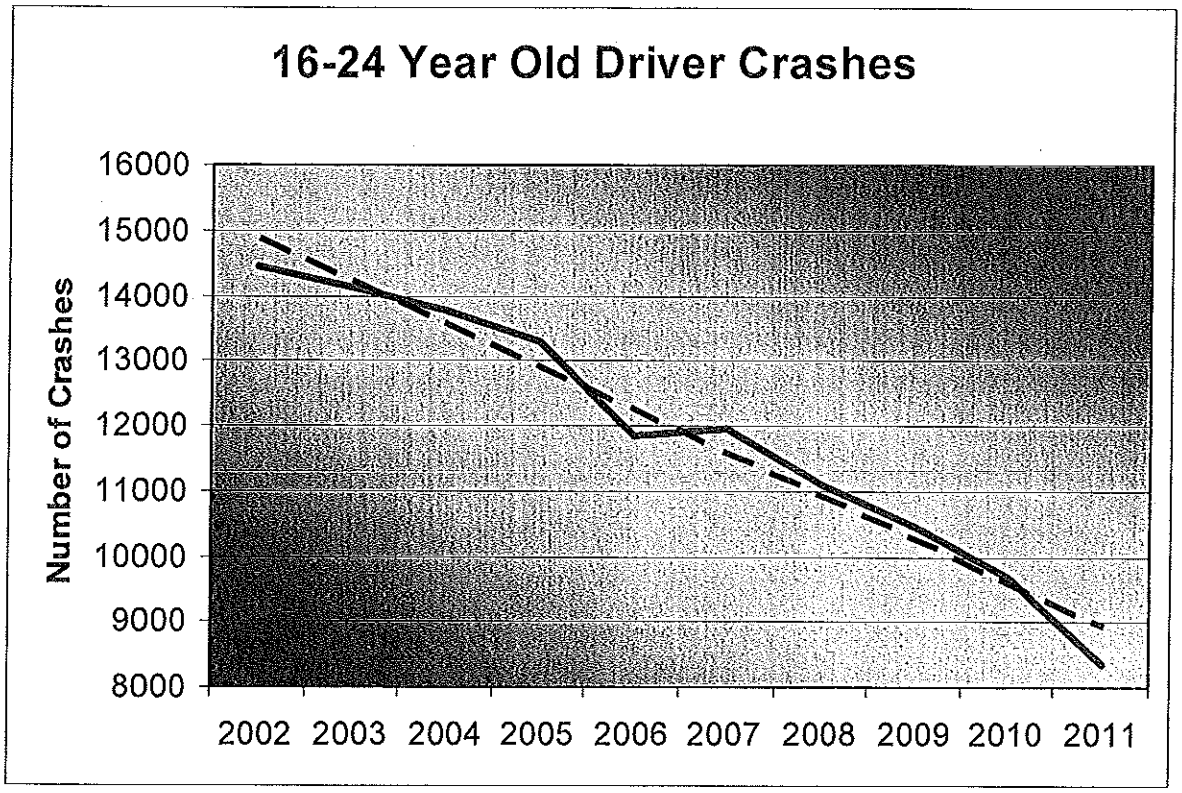


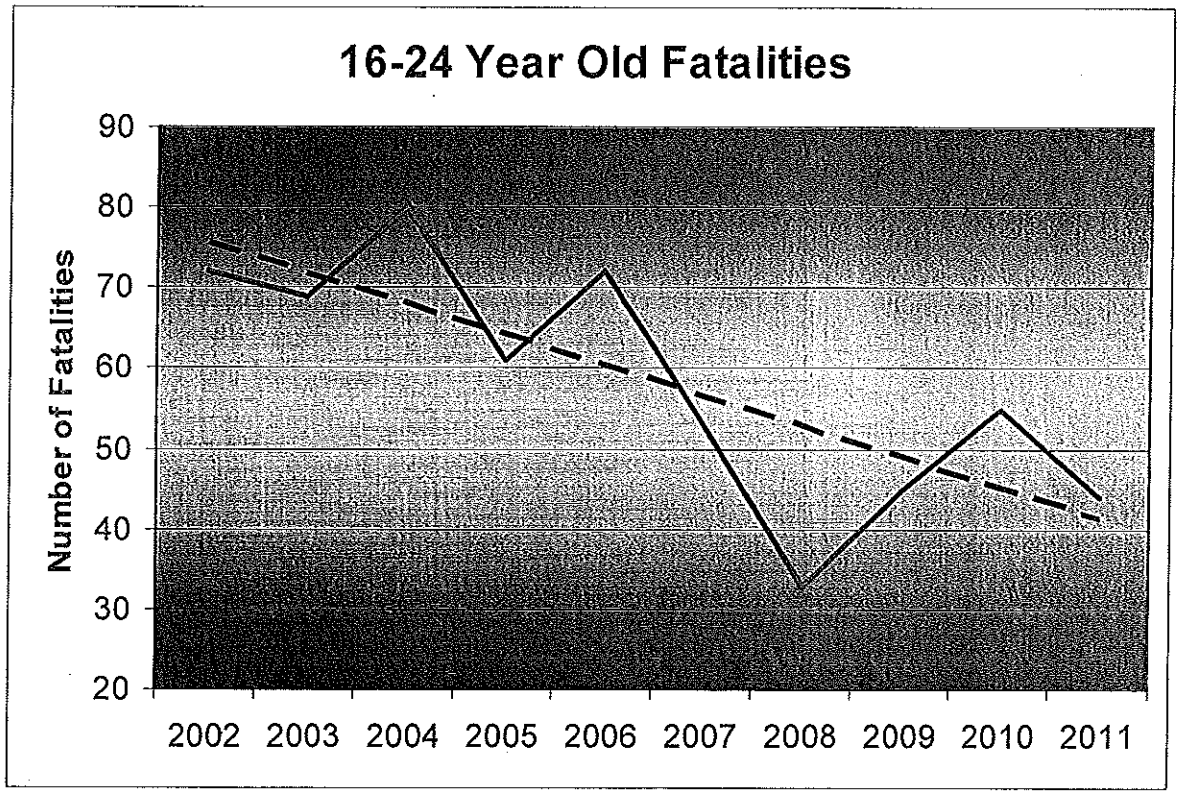

Maine Lane Departure Crashes 2001-2011
Number of Crashes
12500
12000
11500
11000
10500
10000
9500
9000
8500
8000
2002 2003 2004 2005 2006 2007 2008 2009 2010 2011

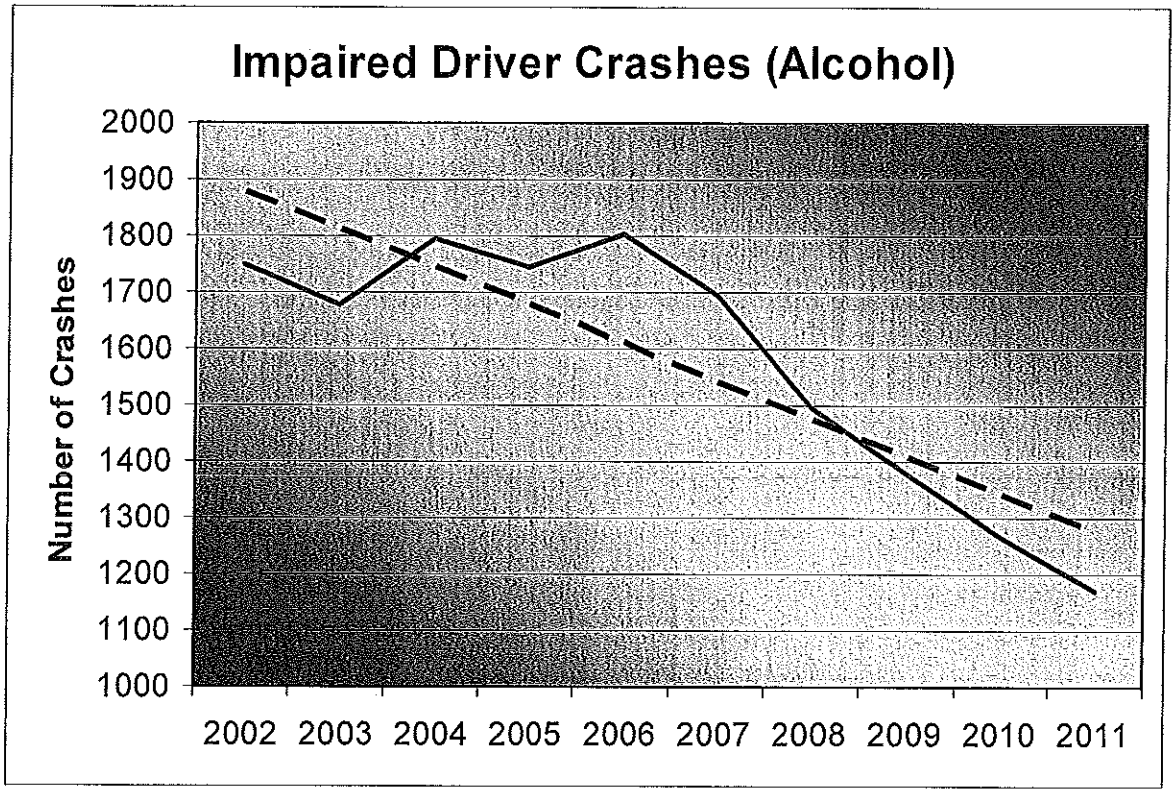

Maine Lane Departure Fatalities 2001-2011
Number of Fatalities
150
145
140
135
130
125
120
115
110
105
100
2002 2003 2004 2005 2006 2007 2008 2009 2010 2011

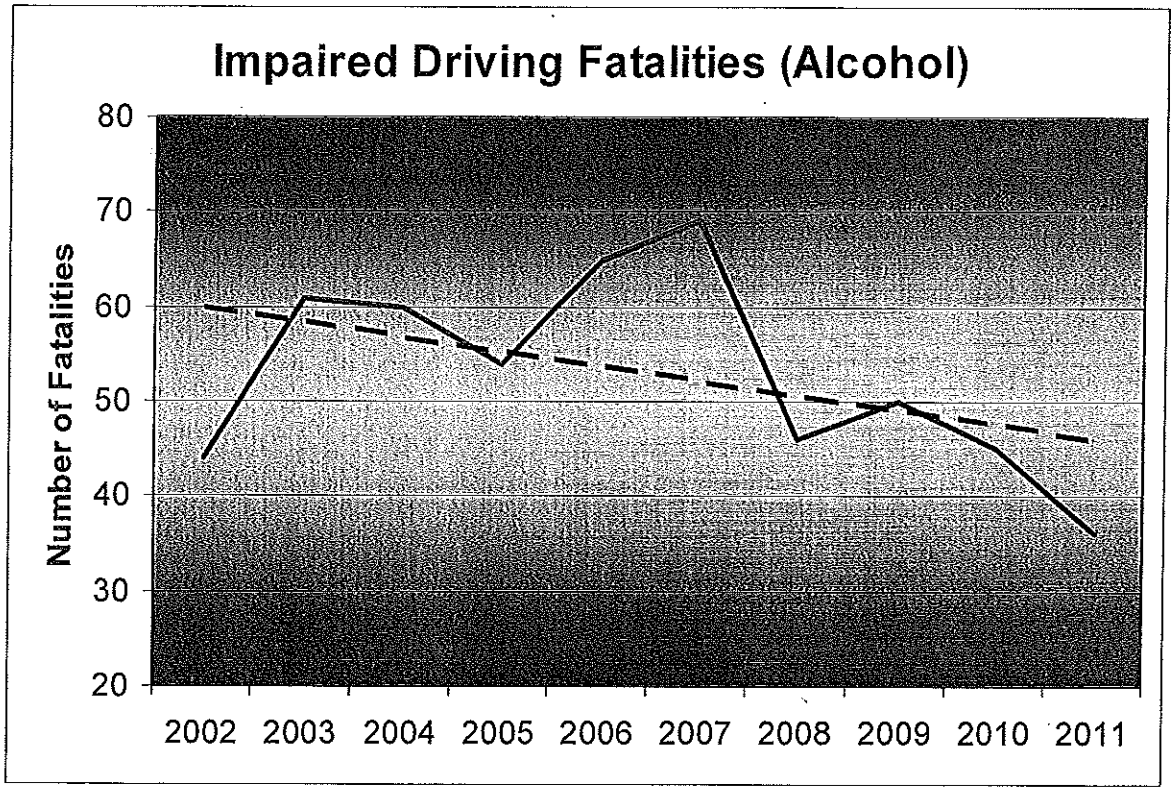

Maine Illegal/Unsafe Speed Crashes
Number of Crashes
7500
7000
6500
6000
5500
5000
4500
4000
2002 2003 2004 2005 2006 2007 2008 2009 2010 2011

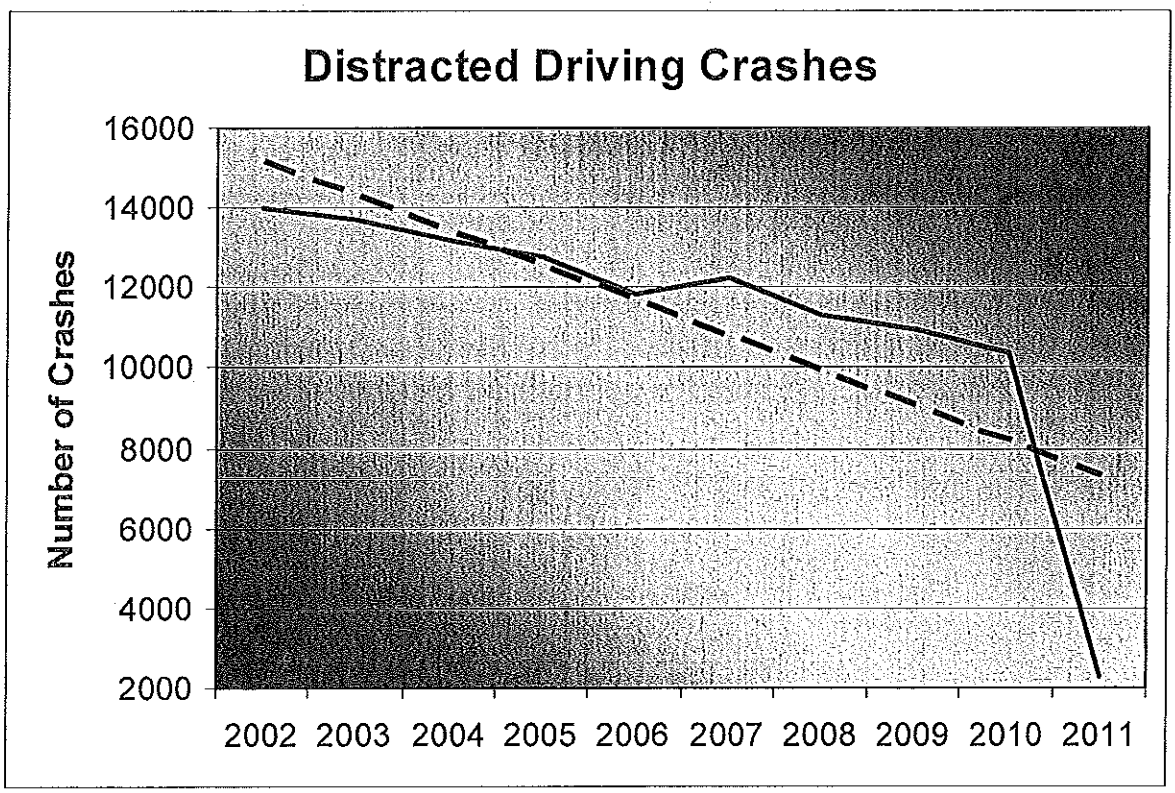

Maine Illegal/Unsafe Speed Fatalities
Number of Fatalities
90
85
80
75
70
65
60
55
50
2002 2003 2004 2005 2006 2007 2008 2009 2010 2011

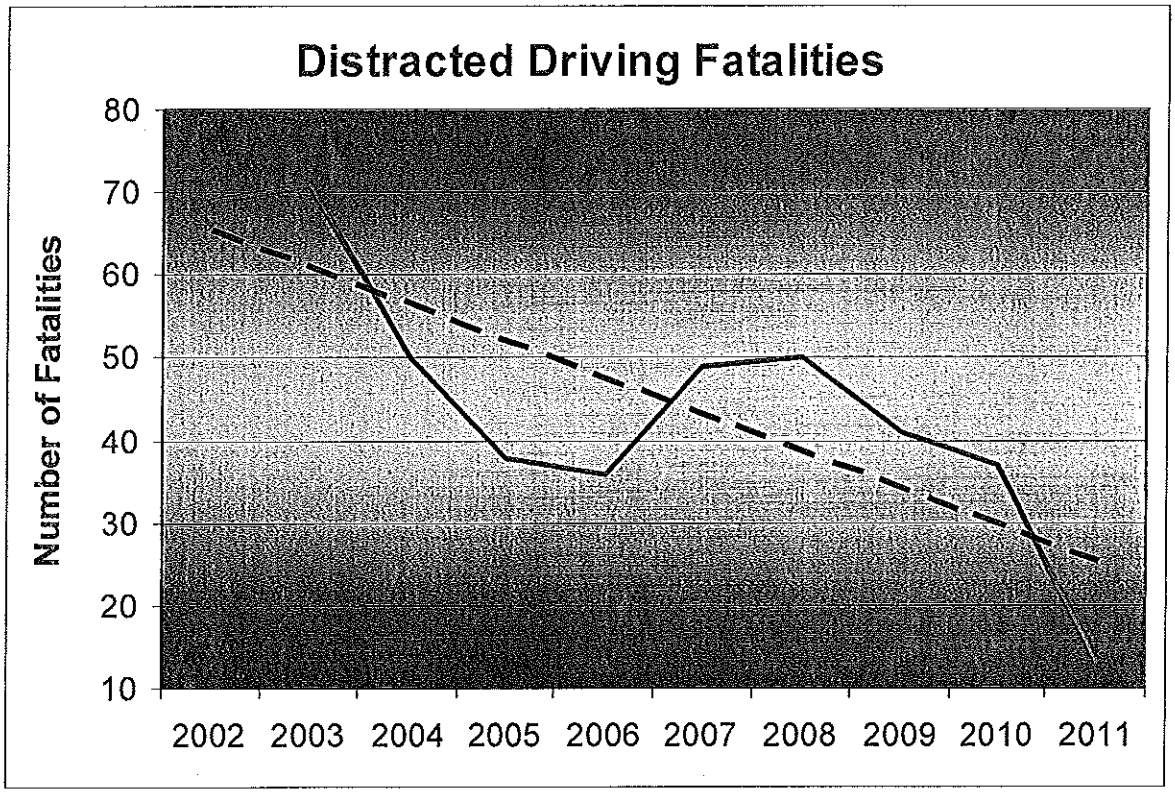

16-24 Year Old Driver Crashes
Number of Crashes
16000
15000
14000
13000
12000
11000
10000
9000
8000
2002 2003 2004 2005 2006 2007 2008 2009 2010 2011


16-24 Year Old Fatalities
Number of Fatalities
90
80
70
60
50
40
30
20
2002 2003 2004 2005 2006 2007 2008 2009 2010 2011


Impaired Driver Crashes (Alcohol)
Number of Crashes
2000
1900
1800
1700
1600
1500
1400
1300
1200
1100
1000
2002 2003 2004 2005 2006 2007 2008 2009 2010 2011

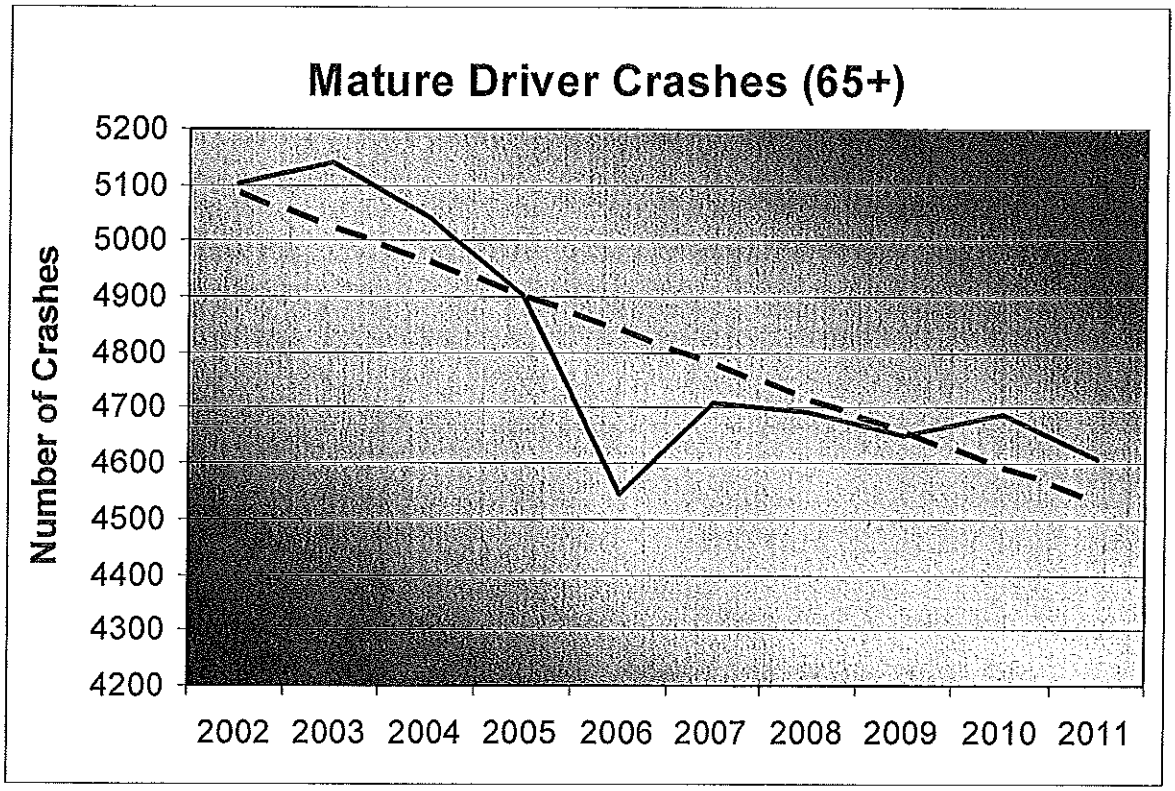

Impaired Driving Fatalities (Alcohol)
Number of Fatalities
80
70
60
50
40
30
20
2002 2003 2004 2005 2006 2007 2008 2009 2010 2011

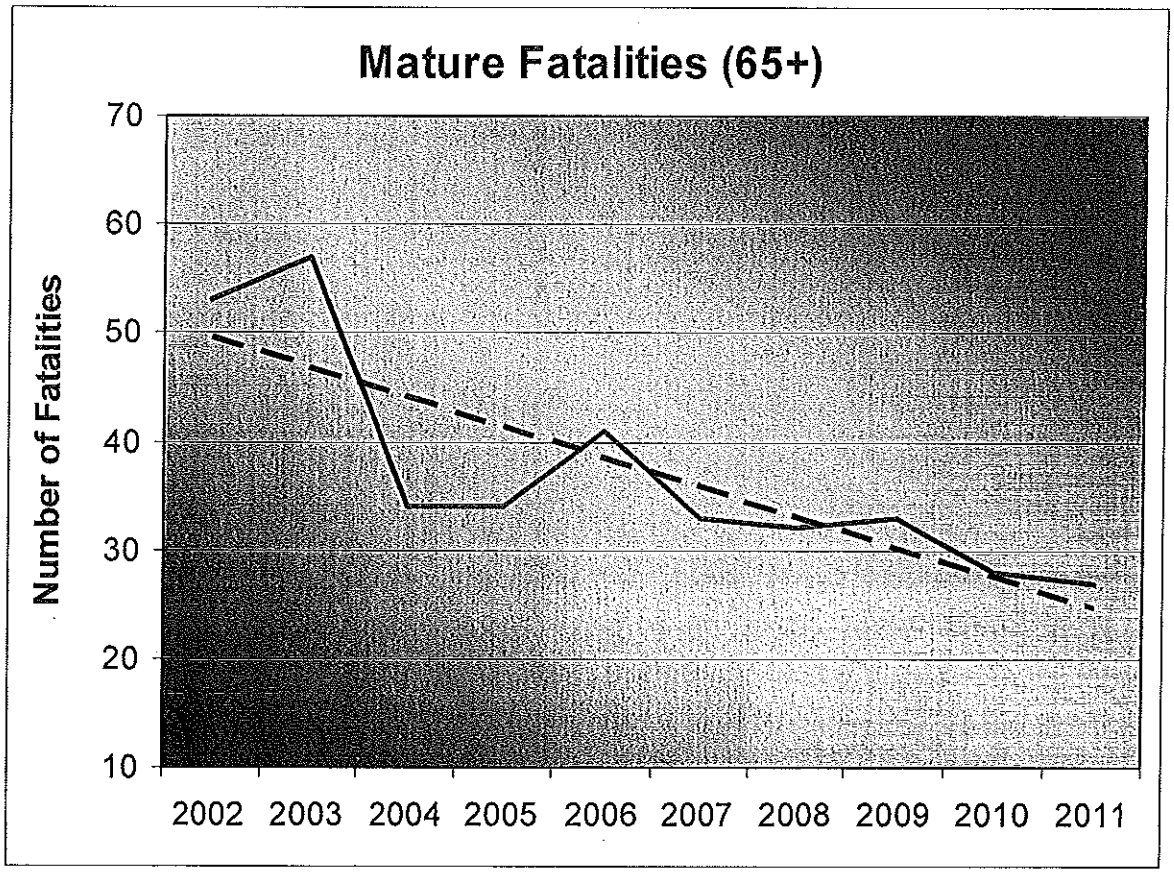


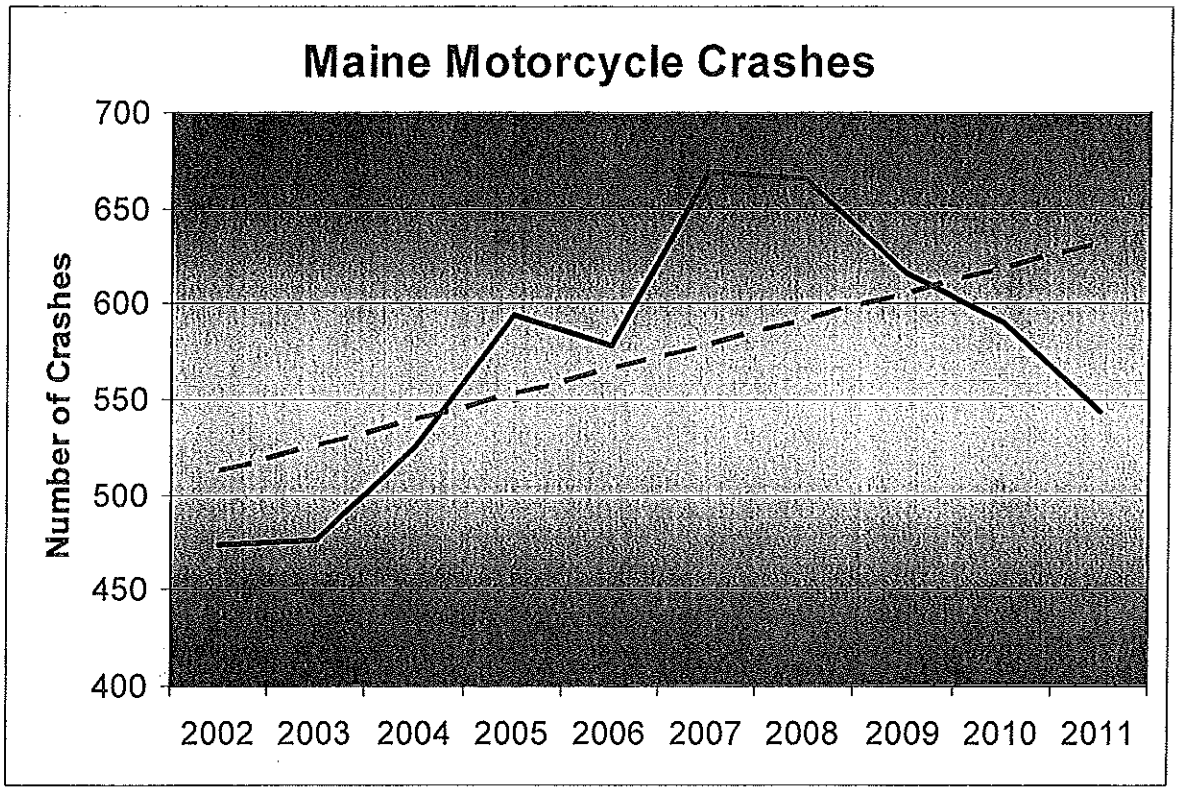


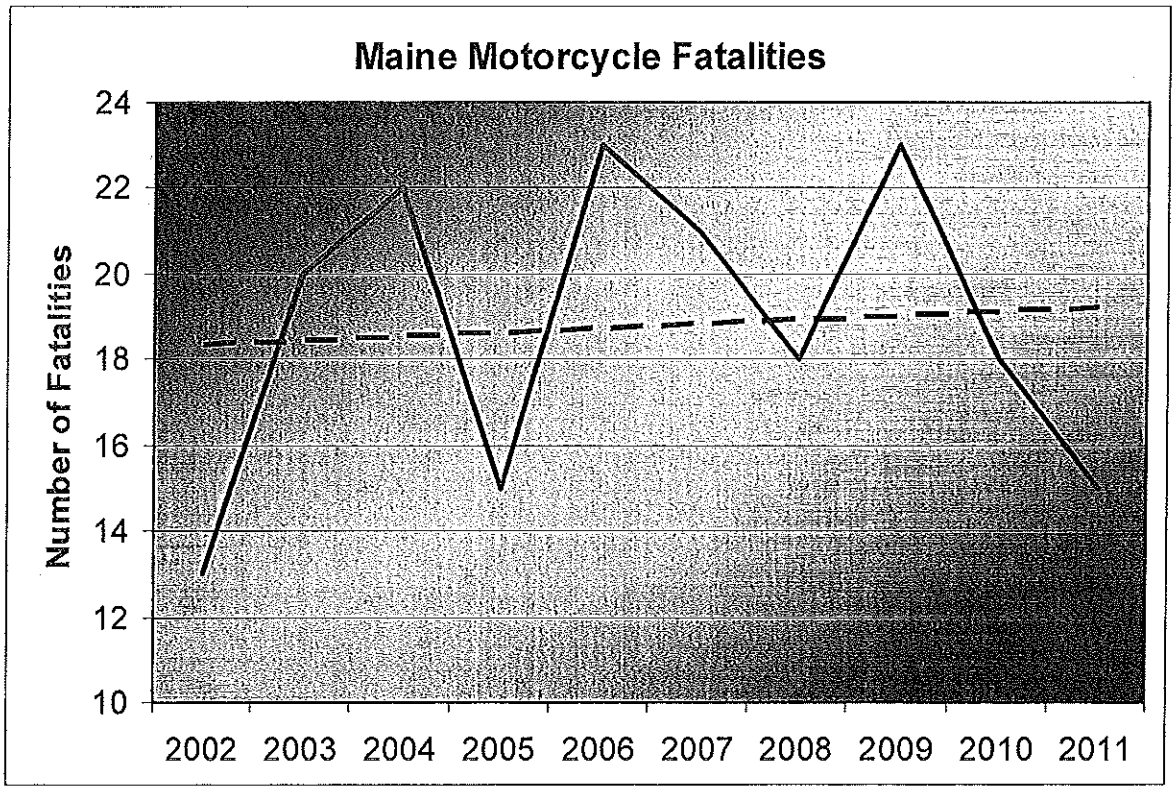
Note: Reduction in crash and fatality numbers does not necessarily reflect any true improvement in the Distracted Driving crash factor. Two aspects have likely impacted these results:

1. Crash reporting change in 2011: the former Apparent Contributing Factor 'Driver inattention – distraction' has changed to 4 very specific elements for 'Driving Distracted'.
2. Increased laws and related fines related to distracted driving can result in drivers being more reluctant to self-report on distracted activities.

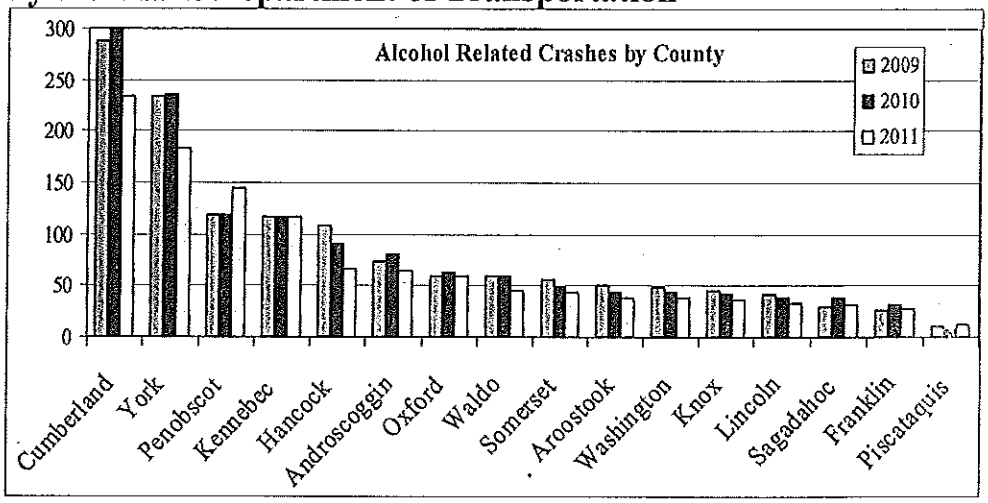

Mature Driver Crashes (65+)
Number of Crashes
5200
5100
5000
4900
4800
4700
4600
4500
4400
4300
4200
2002 2003 2004 2005 2006 2007 2008 2009 2010 2011


Mature Fatalities (65+)
Number of Fatalities
70
60
50
40
30
20
10
2002 2003 2004 2005 2006 2007 2008 2009 2010 2011


Maine Motorcycle Crashes
Number of Crashes
700
650
600
550
500
450
400
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011


Maine Motorcycle Fatalities
Number of Fatalities
24
22
20
18
16
14
12
10
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011

Data Provided by the Maine Department of Transportation



Alcohol Related Crashes by County 2011

County Name	Number of Crashes
Cumberland	235
York	183
Penobscot	144
Kennebec	116
Hancock	66
Androscoggin	64
Oxford	59
Waldo	45
Somerset	43
Aroostook	39
Washington	38
Knox	37
Lincoln	34
Sagadahoc	31
Franklin	28
Piscataquis	12
TOTAL	**1,174**

Alcohol Related Crashes by Day of Week 2011

Day of Week	Number of Crashes
Saturday	228
Sunday	227
Friday	205
Thursday	139
Wednesday	128
Tuesday	125
Monday	122
TOTAL	**1,174**

Alcohol Related Crashes by Time of Day 2011

Hour of day	Number of Crashes
1 am - 2 am	112
12 am - 1 am	108
11 pm - 12 am	93
10 pm - 11 pm	88
5 pm - 6 pm	78
9 pm - 10 pm	78
2 am - 3 am	72
8 pm - 9 pm	72
6 pm - 7 pm	70
7 pm - 8 pm	61
4-pm - 5 pm	48
3 pm - 4 pm	44
3 am - 4 am	43
4 am to 5 am	29
2 pm - 3 pm	25
10 am - 11 am	22
11 am - 12 pm	21
5 am - 6 am	20
12 pm - 1 pm	20
7 am - 8 am	18
1 pm to 2 pm	18
9 am - 10 am	17
8 am - 9 am	9
6 am - 7 am	8
TOTAL	**1,174**

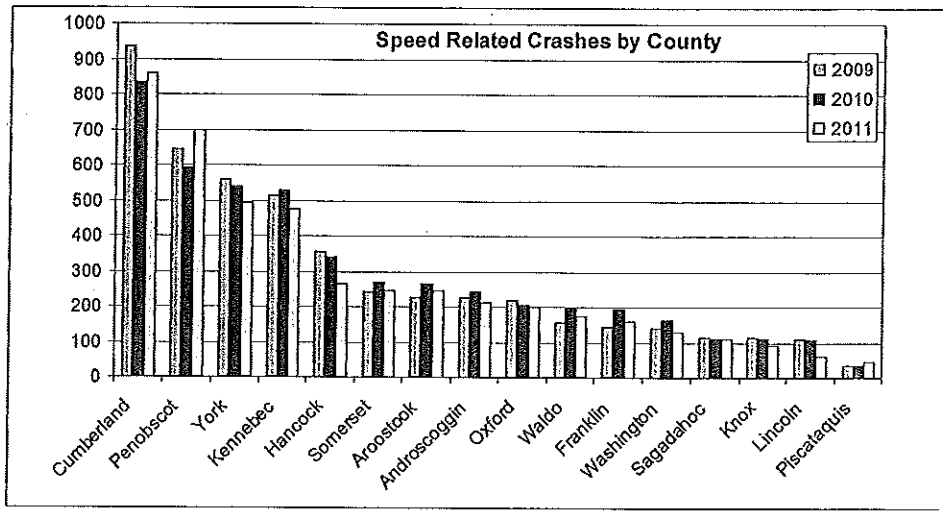
Alcohol Related Crashes by Age 2011

Driver Age	Number of Crashes
22	54
21	48
24	46
27	45
25	43
20	41
19	40
26	40
23	39
32	40
31	37
28	31
29	30
30	29
38	25
43	25
33	24
34	24
45	24
51	23
41	22
35	21
36	21
37	21
47	21
50	21
53	21
44	20
46	20
52	20
39	19
40	18
17	17
54	17
55	17
48	15
49	15
61	15
42	12
18	11
56	11

Driver Age	Number of Crashes
57	10
58	10
60	8
62	8
64	8
63	7
59	6
65	6
16	4
71	4
66	2
68	2
69	2
74	2
75	2
77	2
81	2
70	1
73	1
76	1
78	1
80	1
84	1
TOTAL	**1,174**

Speed Related Crashes by County 2011

County Name	Number of Crashes
Cumberland	873
Penobscot	710
York	493
Kennebec	477
Hancock	263
Somerset	247
Aroostook	245
Androscoggin	212
Oxford	199
Waldo	172
Franklin	157
Washington	129
Sagadahoc	108
Knox	89
Lincoln	61
Piscataquis	44
TOTAL	**4,479**



Speed Related Crashes by Day of Week 2011

Day of Week	Number of Crashes
Wednesday	881
Friday	871
Saturday	604
Tuesday	579
Monday	542
Thursday	514
Sunday	488
TOTAL	**4,479**

Speed Related Crashes by Time of Day 2011

Hour of Day	Number of Crashes
7 am - 8 am	378
8 am - 9 am	350
3 pm - 4 pm	272
4 pm - 5 pm	265
9 am - 10 am	254
5 pm - 6 pm	250
2 pm - 3 pm	247
10 am - 11 am	236
6 am - 7 am	229
11 am - 12 pm	223
12 pm - 1 pm	208
1 pm to 2 pm	204
6 pm - 7 pm	198
7 pm - 8 pm	151
8 pm - 9 pm	150
9 pm - 10 pm	146
11 pm - 12 am	132
10 pm - 11 pm	117
5 am - 6 am	104
12 am - 1 am	91
1 am - 2 am	90
4am - 5 am	74
2 am - 3 am	64
3 am - 4 am	46
TOTAL	**4,479**

Speed Related Crashes by Driver Age
2011

Driver Age	Number of Crashes
20	234
18	216
19	206
21	189
17	178
22	172
23	160
24	148
25	141
26	128
30	110
28	109
27	107
29	103
31	101
32	82
50	78
33	74
48	74
35	72
37	71
41	71
36	70
54	70
51	67
39	66
45	65
52	64
44	61
49	61
34	60
47	60
57	57
43	55
53	55
46	54
42	51
16	50
40	50
56	48
61	46

Driver Age	Number of Crashes
38	44
59	44
55	43
60	40
63	39
58	37
62	35
64	35
65	25
66	21
67	17
68	17
74	17
72	16
73	14
69	13
75	11
71	10
77	10
76	9
81	7
70	5
83	5
78	4
79	4
86	4
15	3
84	3
85	3
87	3
82	2
80	1
89	1
92	1
94	1
96	1
TOTAL	**4,479**

Planned Countermeasures

Projects listed on the following pages are planned for implementation on or about October 1, 2012. Certain state processes may delay the start date of projects.

Section 402 Funds

Planning and Administration Program Area

Project Number: 2013-13PA

Project Title: MeBHS 402 P&A

Project Description: Funds will support a portion of the costs associated with the administration of the state highway safety office and highway safety plan performance goals. Costs include salaries, operational costs and expenses, training, travel, dues and necessary highway safety system accounting audits and upgrades.

Project Cost: $214,000.00

Project Number: 2013-13PA

Project Title: Grants Management System

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

Project Cost: $300,000.00

Paid Media Program Area

Project Number: 2013-13PM

Project Title: Paid Media to support national crackdowns and other highway safety countermeasures.

Project Description: Funds will support the development plan, retagging and purchase of radio, TV and print media that support all areas of program approved traffic safety countermeasures but specifically include education and high visibility enforcement for Maine's priority traffic safety areas (seat belt, impaired driving, child passenger safety, speed, teen driving and distractions).

Project Cost: $575,497.49

Occupant Protection Program Area

Project Number: 2013-13OP

Project Title: Occupant Protection Program Management

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

Project Cost: $218,537.65

Project Number: 2013-13OP

Project Title: Seat Belt Education Position

Project Description: This full-time position allows for seat belt education and outreach to individuals of all ages through the use of convincer and roll-over simulator demonstrations and public presentations. This program reaches thousands of Maine citizens each year and provides education to all Maine school grades K-12, private business and state agencies. This position has been filled by a Request for Proposal and contract process.

Project Cost: $160,000.00

Project Number: 2013-13OP

Project Title: Convincer, Rollover, and CPS Trailer Operations & Maintenance

Project Description: Costs associated with the use, purchase, and maintenance of highway safety vehicles and equipment. *No equipment in excess of $5,000.00 will be purchased without express approval in writing by NHTSA.*

Project Cost: $25,000.00

Project Number: 2013-13OP

Project Title: CIOT HVE Campaign

Project Description: Funds will support dedicated overtime costs associated with daytime and nighttime enforcement and education for the 2012 NHTSA May CIOT HVE Campaign. Enforcement will support efforts to increase seatbelt use rate and decrease unbelted passenger fatalities.

Project Cost: $400,000.00

Project Number: 2013-13OP

Project Title: Annual Observational Seat Belt Usage Survey including new methodology

Project Description: Funds will support the sole service contract with the University of Southern Maine, Muskie Research Center for the MeBHS annual observational and attitudinal surveys including reporting and redesign based on NHTSA requirements.

Project Cost: 100,000.00

Project Number: 2013-13OP

Project Title: Occupant Protection Outreach & Education

Project Description: Costs associated with promoting a dedicated outreach program to educate Maine minority populations regarding the benefits of using seat belts and child restraints. Projects with organizations such as the Catholic Charities of Maine, Maine Department of Labor and Multi-Cultural Affairs and others may include print materials and paid media as well as in-school education.

Project Cost: $100,000.00

Alcohol and Impaired Driving Program Area

Project Number: 2013-13AL

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.

Project Cost: 100,000.00

Project Number: 2013-13AL

Project Title: Impaired Driving HVE Campaigns

Project Description: Funding for this project will support overtime for law enforcement agencies to participate in impaired driving enforcement details and checkpoints for both motor vehicles and motorcycles during the December 2012 and August 2013 National HVE Enforcement and Education Programs. Agencies will focus enforcement efforts on data driven locations and times.

Project Cost: $400,000.00

Project Number: 2013-13AL

Project Title: Educational Partnership with Colleges and Universities and Underage Drinking Projects related to Highway Safety

Project Description: Funds will support an impaired driving and alcohol educational program consisting of demonstrations, discussion and materials. The program has been developed by the Teen Driver Safety Committee and consists of a partnership between the BHS, OSA, law enforcement, and colleges and universities. Education will be provided at student orientations and special safety events on campus and will be modeled after an event at the University of Maine at Farmington campus's Safety Day last year.

Project Cost: $195,292.88

Project Number: 2013-13AL

Project Title: Regional Impaired Driving Task Force

Project Description: Funds will support overtime and equipment necessary to continue support and enforcement efforts by the Cumberland County Regional Impaired Driving Enforcement (RIDE) Team. Funds will also support the implementation of a second Regional Team. This Team will be recruited from York County. York County is located in the southern section of the State and suffers the second highest number of impaired driver related crashes and fatalities. A Team of approximately 20 officers will be necessary to conduct the proposed enforcement details. The Regional Teams will conduct numerous saturation patrols and sobriety checkpoints in selected locations throughout their jurisdiction. The enforcement details will be run from spring through fall of 2013. Location of details will be determined by the program coordinator based on crash and fatal data analysis. See also S. 410

Project Cost: $100,000.00

Traffic Records Program Area

Project Number: 2013-13TR

Project Title: Traffic Records Program Management

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

Project Cost: $50,000.00

Project Number: 2013-13TR

Project Title: Maine CODES Project

Project Description: These funds will support costs and associated data linkage associated with Maine CODES. See also S.408.

Project Cost: $81,821.21

Project Number: 2013-13TR

Project Title: Traffic Records – Data Analyst Position or contract

Project Description: These funds will support costs associated with a full time data analyst for the Bureau. Duties will include studying and analyzing all of the states available data for crashes, fatalities, locations, EMS run information, CODES, DDACTS, etc. This position will participate in Traffic Records, CODES, EMS and other data related meetings and will be responsible for the Bureau's databases, HSP analysis, etc. This position must be filled through the State RFP and contracting process. See also S. 408

Project Cost: $100,000.00

Police Traffic Services Program Area

Project Number: 2013-13PT

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.

Budget: $100,000.00

Project Number: 2013-13PT

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

Project Description: Funds will support law enforcement in the procurement of various traffic enforcement equipment and other tools necessary to enforce Maine's traffic laws. Equipment may include items such as radars, video cameras, portable printers and other items necessary for traffic enforcement. *No equipment in excess of $5,000.00 will be purchased without approval in writing by NHTSA.*

Project Cost: $500,000.00

Project Number: 2013-13PT

Project Title: Local & County Law Enforcement Speed Enforcement

Project Description: Funds will support dedicated speed enforcement overtime for select law enforcement agencies to address and evaluate their data driven high-crash and high-fatality problem locations.

Project Cost: $484,152.70

Project Number: 2013-13PT

Project Title: Law Enforcement Chiefs Challenge

Project Description: Funds will cover the costs associated with the Maine Law Enforcement Chiefs Challenge. The Chiefs Challenge is an assessment and evaluation tool of Maine law enforcement traffic safety programs.

Project Cost: $100,000.00

Project Number: 2013-13PT

Project Title: Law Enforcement Liaison

Project Description: Funds will support the full-time Law Enforcement Liaison for the Bureau of Highway Safety. Primary responsibilities of the LEL include: serving as the liaison between the law enforcement community and key partners and the Bureau, encouraging more law enforcement participation in HVE campaigns, assisting with grant applications, encouraging use of DDACTS and other proven countermeasures and evaluation measures, and solicits input from stakeholders and others for funded projects. A more detailed description of the Maine LEL is available upon request.

Project Cost: $150,000.00

Project Number: 2013-13PT

Project Title: Law Enforcement Operating After Suspension Enforcement

Project Description: Funds will support various overtime grants to Maine law enforcement agencies for operating after suspension enforcement. Grants will be available to agencies when sufficient data demonstrates a serious problem with OAS and crashes in their jurisdiction.

Project Cost: $50,000.00

Project Number: 2013-13PT

Project Title: Maine State Police SAFE Program

Project Description: Funds will support Maine State Police troops and air wing in conducting SAFE (Strategic Area Focused Enforcement) details dedicated overtime patrols in designated high crash locations

Project Cost: $100,000.00

Child Passenger Safety Program Area

Project Number: 2013-13CR

Project Title: Child Passenger Safety Program Management

Project Description: Funds will support a full time CPS Coordinator within the MeBHS to oversee the CPS grants and contract agreements, implement recommendations from the 2011 CPS needs assessment, manage the acquisition of child safety seats, site supplies and materials, special needs safety seats, education and materials for Maine inspection stations and/or for income eligible CPS distribution sites.

Project Cost: $100,000.00

Project Number: 2013-13CR

Project Title: Child Safety Seats for Distribution Sites

Project Description: Funding for this project will support new child safety seats, supplies and materials, and special needs safety seats for Maine income eligible distribution sites.

Project Cost: $150,000.00

Project Number: 2013-13CR

Project Title: CPS Online Child Safety Seat Distribution Tracking Database

Project Description: Funds will support an online distribution database to track program use. Child safety seat and recipient information will be entered into an online database that will be inter-connected among all distribution site locations. The database will be used to track recipient program use and ensure program accountability from program misuse. The database will also offer comprehensive service to site users throughout the recipients' use history. It will also provide a consistent means of service and data will be able to be populated for sites to understand the societal impact they are helping to provide.

Project Cost: $35,000.00

Project Number: 2013-13CR

Project Title: Child Passenger Safety Technician and Instructor Training

Project Description: Funds will support the training and recertification for new, current, and expired technicians and instructors.

Project Cost: $118,412.75

Project Number: 2013-13CR

Project Title: Child Passenger Safety Roving Instructor Program

Project Description: Funds will support one instructor to travel to sites on an as needed basis to provide seat sign-offs for technicians that have been unable to attend seat check events. CPS Coordinator will monitor technician expiration dates and contact technicians that are close to expiration. Those technicians that have a few remaining seats for sign-off will have the option to meet with an instructor. Technicians will be asked to coincide appointments with instructor seat sign offs for a best case scenario. Travel time will not be paid for signoffs but mileage and time working with the technician will be reimbursed. Instructors will be sought for their geographic location to technicians in their area.

Project Cost: $10,000.00

Project Number: 2013-13CR

Project Title: CPS Biennial Conference with alternating Biennial Technical Roundtable Meeting for Technicians and Instructors

Project Description: Funds will support an alternating biennial conference and technical roundtable meeting to provide training, education and networking for CPS Technicians and Instructors. Speakers will be sought to discuss CPS topics that appeal to technicians acting in law enforcement, fire, and the medical communities as well as other aspects. CEU's will be offered for sessions, seat check event will be organized to coincide, and awards will be granted for exceptional work in CPS in Maine. Conference locations will be offered in north, central, and southern areas of the State of Maine on a rotational basis. Location will be based on accessibility to transportation and size of accommodations.

Project Cost: $65,000.00

Project Number: 2013-13CR

Project Title: CPS Public Outreach Education

Project Description: Funding will support developing CPS education scenarios to target public, private, health, and non-profit sector activities which draw large attendance and high visibility.

Project Cost: $5,000.00

Project Number: 2013-13CR

Project Title: CPS Booster Seat Education in Schools

Project Description: Funds will support technicians and/or instructors to outreach to area schools and educate 1st, 2nd, and 3rd graders about booster seat safety.

Project Cost: $10,000.00

Safe Communities Program Area

Project Number: 2013-13CR

Project Title: Community Grants

Project Description: Funds will support community efforts for bicycle, pedestrian, occupant protection, and other behavioral highway safety issues at the community level. Grants will be awarded to non-profit organizations, municipalities, and/or Maine state agencies to fund projects submitted via the RFP process. The projects will focus on Bureau priority program areas, cannot duplicate existing Bureau projects, and must contribute to reaching performance goals.

Project Cost: $50,000.00

Section 405 Funds

Project Number: 2013-13OPS

Project Title: Annual Observational & Attitudinal Surveys

Project Description: Funds will support the costs associated with administration of the annual observational seat belt usage rate survey and the required attitudinal survey.

Project Cost: $75,000.00

Project Number: 2013-13OPS

Project Title: HVE Enforcement for May CIOT campaign

Project Description: Funds will support the costs associated with administration of the National CIOT seat belt enforcement grants.

Project Cost: $288,154.47

Project Number: 2013-13OPS

Project Title: Unbelted Teen Driver Project

Project Description: Funds will support a project with the Teen Driver Safety Committee and/or the Strategic Highway Safety Plan Teen Driver Committee designed to increase the teen seat belt usage rate and decrease unbelted injuries in this age group.

Project Cost: $25,000.00

Section 406 Funds

Project Number: 2013-13PM

Project Title: Distracted Driving Education and Awareness Campaign

Project Description: Funds will support materials necessary for educating all Maine drivers about the dangers of distracted driving, including texting while driving. This project will include the use of simulators, presentations, training and evaluation.

Project Cost: $10,000.00

Project Number: 2013-13PT

Project Title: Sports Marketing

Project Description: Funds will support a one year contract for educational events and advertising at sporting venues. Sports team/venues include, but are not limited to, minor league hockey and baseball teams, university sports, racetracks, and high school sports. Educational topics will include impaired driving, seat belt use, speed, distracted driving, and motorcycle safety. Refer to the 2011 Annual Report for details on the success of this project.

Project Cost: $148,578.78

Project Number: 2013-13PT

Project Title: Distracted Driving Campaign

Project Description: Funds will support a "No Text Zone" Campaign with Maine's CBS affiliate, WGME, which includes news coverage, public service announcements, a distracted driving pledge website, and partnership with other Maine businesses.

Project Cost: $70,000.00

Project Number: 2013-13PT

Project Title: E-Newsletter

Project Description: Funds will support development and production of a periodic e-newsletter for the MeBHS. The newsletter will be produced in conjunction with a contractor.

Project Cost: $5,000.00

Project Number: 2013-13PT

Project Title: Distracted Driving Community Grants

Project Description: Funds will support mini-grants for various community programs designed to educate all age groups, including high school students, on the dangers of distracted driving. See also S.402 Safe Communities.

Project Cost: $10,000.00

Section 408 Funds

Project Number: 2013-13TR

Project Title: Electronic Collection of EMS Run Report Data

Project Description: These funds will support costs associated with the continued roll out and upgrade to the EMS Run Reporting System.

Project Cost: $150,000.00

Project Number: 2013-13TR

Project Title: Data Warehouse Projects

Project Description: These funds will support costs associated with the TRCC approved Data Warehousing and public access reports.

Project Cost: $96,212.01

Project Number: 2013-13TR

Project Title: E-Citation Working Group and Projects

Project Description: These funds will support costs associated with the TRCC approved e-citation project and working group. More information can be found in the State TR Plan.

Project Cost: $600,000.00

Project Number: 2013-13TR

Project Title: MCRS2 Upgrade and Projects

Project Description: These funds will support costs associated with the TRCC approved completion of the MRCS projects.

Project Cost: $400,000.00

Project Number: 2013-13TR

Project Title: Traffic Records – Data Analyst Position or contract

Project Description: These funds will support costs associated with a full time data analyst for the Bureau. Duties will include studying and analyzing all of the states available data for crashes, fatalities, locations, EMS run information, CODES, DDACTS, etc. This position will participate in Traffic Records, CODES, EMS and other data related meetings and will be responsible for the Bureau's databases, HSP analysis, etc. This position must be filled through the State RFP and contracting process. See also S. 402.

Project Cost: $100,000.00

Project Number: 2013-13TR

Project Title: Maine CODES Project

Project Description: These funds will support costs and associated data linkage associated with Maine CODES. See also S. 402.

Project Cost: $150,000.00

Section 410 Funds

Project Number: 2013-13K8

Project Title: 410 P&A

Project Description: Funds will support the costs associated with administration of P&A activities for Section 410 activities.

Project Cost: $273,163.12

Project Number: 2013-13K8

Project Title: Sustained High Visibility Enforcement

Project Description: Funds will support the impaired driving HVE efforts by law enforcement to support national crackdowns and sustain enforcement efforts for the entire year. See also S. 402

Project Cost: $300,000.00

Project Number: 2013-13K8

Project Title: Traffic Safety Resource Prosecutor

Project Description: Funds will support a position for a full time Traffic Safety Resource Prosecutor to assist Maine law enforcement and prosecutors with impaired driving cases and training. This position will result from an RFP.

Project Cost: $200,000.00

Project Number: 2013-13AL

Project Title: Law Enforcement Incentive Equipment for participation in sustained impaired driving enforcement HVE campaigns.

Project Description: Funding will support the procurement of equipment to assist LE in the detection and prosecution of impaired drivers. Equipment will include in-cruiser video cameras. *No equipment in excess of $5,000.00 will be purchased without approval in writing by NHTSA.*

Project Cost: $300,000.00

Project Number: 2013-13AL

Project Title: Purchase of a DUI BAT Mobile for Impaired Driving Enforcement, including RIDE activities

Project Description: Funds will support the procurement of a new or used mobile unit to assist Maine law enforcement in dedicated efforts to combat impaired driving. This mobile unit will work with the RIDE Teams. Procurement must be handled using the State procurement rules for capital equipment. *No purchase will be made without consultation with and written approval from NHTSA.*

Project Cost: $500,000.00

Project Number: 2013-13PT

Project Title: Specialized LE Training: Drug Recognition Experts/SFST/ARIDE

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

Project Cost: **$50,000.00**

Project Number: 2013-13PT

Project Title: Phase Two Purchase of Breath Testing Instruments for Impaired Driving Detection

Project Description: Funds will support the purchase of new breath testing instruments for the statewide detection of impaired drivers. *No equipment in excess of $5,000.00 will be purchased without approval in writing by NHTSA.*

Project Cost: **$350,000.00**

Project Number: 2013-13AL

Project Title: Regional Impaired Driving Task Force

Project Description: Funds will support overtime necessary to continue support and enforcement efforts by the Cumberland County Regional Impaired Driving Enforcement (RIDE) Team. Funds will also support implementation of a second RIDE Team. The Teams will conduct numerous saturation patrols and sobriety checkpoints in selected locations through their jurisdiction. The enforcement details will run from spring through fall 2013. Location of details will be determined by program coordinator and based on crash and fatal data analysis. See also S.402

Project Cost: $134,256.00

Project Number: 2013-13AL

Project Title: Prosecutors Conference DRE Training Expenses

Project Description: Funds will support instructor travel expenses to the 2013 Maine Prosecutors Conference to provide DRE Training to prosecutors. The training will be organized with the National District Attorney Association, National Traffic Law Center, and New England Traffic Safety Resource Prosecutors.

Project Cost: $15,000.00

Project Number: 2013-13AL

Project Title: Underage Drinking Projects

Project Description: Funds will support underage drinking enforcement activities and projects including those identified by the Strategic Highway Safety Plan orking committees and the Underage Drinking Task Force (Office of Substance Abuse). Create and maintain a partner and stakeholder distribution list, develop a directory of the most current research and evident-based teen driver safety information and programs and create a teen driving safety awareness toolkit for use and distribution at the state and local levels.

Project Cost: $25,000.00

Section 2010 Funds

Project Number: 2013-13MC

Project Title: Share the Road Motorcycle Education through Paid Media

Project Description: Funds will support paid media and activities related to motorcycle education and awareness. Expenditures will adhere to allowable uses under S.2010.

Project Cost: $300,000.00

Project Number: 2013-13MC

Project Title: Share the Road Motorcycle Education through Sports Marketing

Project Description: Funds will support a one year contract for motorcycle safety educational events and advertising at sporting venues. Sports team/venues include, but are not limited to, minor league hockey and baseball teams, university sports, racetracks, and high school sports. Expenditures will adhere to allowable uses under S.2010. Refer to the 2011 Annual Report for details on the success of this project. See also S. 406.

Project Cost: $150,000.00

Section 2011 Funds

Project Number: 2013-13CP

Project Title: Maine Child Passenger Technician and Instructor Training

Project Description: Funding for this project will support training of CPS instructors and technicians. These funds will be used in conjunction with Section 402 funds to further the program and will continue the progress we have made to date with evolving our program..

Project Cost: $100,000.00

Project Number: 2013-13CP

Project Title: Maine Child Passenger Informational Materials

Project Description: Funding for this project will support increasing the outreach and availability of the CPS program to all families including minority populations. Efforts include identifying and marketing for technicians, instructors, materials and stations or sites.

Project Cost: $45,000.00

Project Number: 2013-13CP

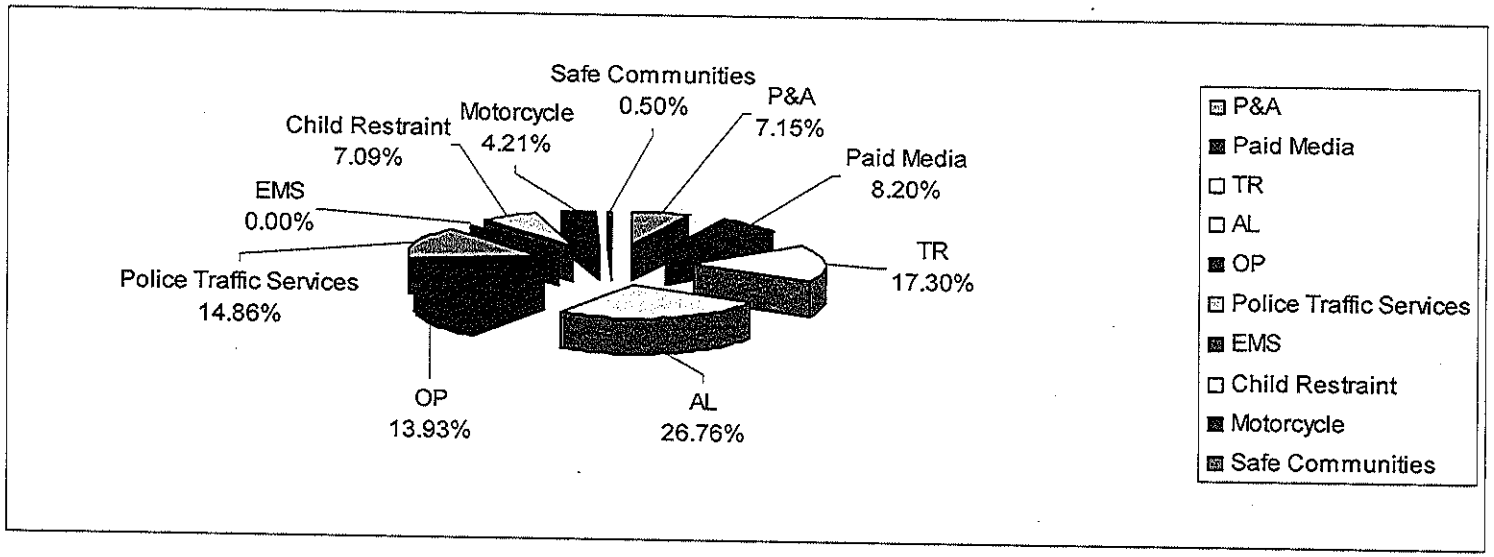
Project Title: Child Safety Seats for Distribution Sites

Project Description: Funding for this project will support new child safety seats, supplies and materials, and special needs safety seats for Maine income eligible distribution sites. See also S. 402.

Project Cost: $75,000.00

Financial Summary

	402	405	406	408	410	2010	2011	Total	% of Total
P&A	$514,000				200,000			**$714,000**	**7.15%**
Paid Media	$575,497		243,579					**$819,076**	**8.20%**
TR	$231,821			1,496,212				**$1,728,033**	**17.30%**
AL	$795,293				1,877,500			**$2,672,793**	**26.76%**
OP	$1,003,538	388,154						**$1,391,692**	**13.93%**
Police Traffic Services	$1,484,153							**$1,484,153**	**14.86%**
EMS	$0							**$0**	**0.00%**
Child Restraint	$488,413						219,904	**$708,316**	**7.09%**
Motorcycle						420,471		**$420,471**	**4.21%**
Safe Communities	$50,000							**$50,000**	**0.50%**
TOTAL	**$5,142,715**	$388,154	$243,579	$1,496,212	$2,077,500	$420,471	$219,904	**$9,988,535**	**100.00%**



As of August 17, 2012. Not all FFY 2012 grants have been expended as of this date.

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

State: Maine

Highway Safety Plan Cost Summary

2013-HSP-1

For Approval

Report Date: 08/17/2012

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2013-00-00-00		$.00	$514,000.00	$.00	$514,000.00	$514,000.00	$.00
Planning and Administration Total			**$.00**	**$514,000.00**	**$.00**	**$514,000.00**	**$514,000.00**	**$.00**
Alcohol								
	AL-2013-00-00-00		$.00	$198,824.00	$.00	$795,292.88	$795,292.88	$318,118.00
Alcohol Total			**$.00**	**$198,824.00**	**$.00**	**$795,292.88**	**$795,292.88**	**$318,118.00**
Occupant Protection								
	OP-2013-00-00-00		$.00	$250,885.00	$.00	$1,003,537.65	$1,003,537.65	$401,416.00
Occupant Protection Total			**$.00**	**$250,885.00**	**$.00**	**$1,003,537.65**	**$1,003,537.65**	**$401,416.00**
Police Traffic Services								
	PT-2013-00-00-00		$.00	$383,539.00	$.00	$1,484,152.70	$1,484,152.70	$1,000,000.00
Police Traffic Services Total			**$.00**	**$383,539.00**	**$.00**	**$1,484,152.70**	**$1,484,152.70**	**$1,000,000.00**
Traffic Records								
	TR-2013-00-00-00		$.00	$57,956.00	$.00	$231,821.21	$231,821.21	$92,729.00
Traffic Records Total			**$.00**	**$57,956.00**	**$.00**	**$231,821.21**	**$231,821.21**	**$92,729.00**
Safe Communities								
	SA-2013-00-00-00		$.00	$12,500.00	$.00	$50,000.00	$50,000.00	$.00
Safe Communities Total			**$.00**	**$12,500.00**	**$.00**	**$50,000.00**	**$50,000.00**	**$.00**
Child Restraint								
	CR-2013-00-00-00		$.00	$122,104.00	$.00	$488,412.75	$488,412.75	$195,366.00
Child Restraint Total			**$.00**	**$122,104.00**	**$.00**	**$488,412.75**	**$488,412.75**	**$195,366.00**
Paid Advertising								
	PM-2013-00-00-00		$.00	$144,000.00	$.00	$575,497.49	$575,497.49	$230,199.00

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

State: Maine

Highway Safety Plan Cost Summary

2013-HSP-1

For Approval

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	Paid Advertising Total		$.00	$144,000.00	$.00	$575,497.49	$575,497.49	$230,199.00
	NHTSA 402 Total		$.00	$1,683,808.00	$.00	$5,142,714.68	$5,142,714.68	$2,237,828.00
405 OP SAFETEA-LU								
	K2-2013-00-00-00		$.00	$1,164,464.00	$.00	$388,154.47	$388,154.47	$.00
	405 Occupant Protection Total		$.00	$1,164,464.00	$.00	$388,154.47	$388,154.47	$.00
	405 OP SAFETEA-LU Total		$.00	$1,164,464.00	$.00	$388,154.47	$388,154.47	$.00
NHTSA 406								
	K4-2013-00-00-00		$.00	$.00	$.00	$243,578.78	$243,578.78	$.00
	406 Safety Belts Incentive Total		$.00	$.00	$.00	$243,578.78	$243,578.78	$.00
	NHTSA 406 Total		$.00	$.00	$.00	$243,578.78	$243,578.78	$.00
408 Data Program SAFETEA-LU								
	K9-2013-00-00-00		$.00	$374,053.00	$.00	$1,496,212.01	$1,496,212.01	$.00
	408 Data Program Incentive Total		$.00	$374,053.00	$.00	$1,496,212.01	$1,496,212.01	$.00
	408 Data Program SAFETEA-LU Total		$.00	$374,053.00	$.00	$1,496,212.01	$1,496,212.01	$.00
410 Alcohol SAFETEA-LU								
	K8-2013-00-00-00		$.00	$7,572,770.10	$.00	$1,877,500.00	$1,877,500.00	$.00
	410 Alcohol SAFETEA-LU Total		$.00	$7,572,770.10	$.00	$1,877,500.00	$1,877,500.00	$.00
410 Alcohol Planning and Administration								
	K8PA-2013-00-00-00		$.00	$215,000.00	$.00	$200,000.00	$200,000.00	$.00
	410 Alcohol Planning and Administration Total		$.00	$215,000.00	$.00	$200,000.00	$200,000.00	$.00
	410 Alcohol SAFETEA-LU Total		$.00	$7,787,770.10	$.00	$2,077,500.00	$2,077,500.00	$.00
2010 Motorcycle Safety								
	K6-2013-00-00-00		$.00	$.00	$.00	$420,471.22	$420,471.22	$.00
	2010 Motorcycle Safety Incentive Total		$.00	$.00	$.00	$420,471.22	$420,471.22	$.00

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

State: Maine

Highway Safety Plan Cost Summary

2013-HSP-1

For Approval

Report Date: 08/17/2012

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
2010 Motorcycle Safety Total			*$.00*	*$.00*	*$.00*	*$420,471.22*	*$420,471.22*	*$.00*
2011 Child Seats								
	K3-2013-00-00-00		$.00	$219,903.50	$.00	$219,903.50	$219,903.50	$.00
2011 Child Seat Incentive Total			**$.00**	**$219,903.50**	**$.00**	**$219,903.50**	**$219,903.50**	**$.00**
2011 Child Seats Total			*$.00*	*$219,903.50*	*$.00*	*$219,903.50*	*$219,903.50*	*$.00*
NHTSA Total			*$.00*	*$11,229,998.60*	*$.00*	*$9,988,534.66*	*$9,988,534.66*	*$2,237,828.00*
Total			*$.00*	*$11,229,998.60*	*$.00*	*$9,988,534.66*	*$9,988,534.66*	*$2,237,828.00*

STATE CERTIFICATIONS AND ASSURANCES

8/2/2012

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.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

Section 402 Requirements (as amended by Pub. L. 112-141)

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 per cent 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;

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));

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 and high-visibility law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide 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,**
- **Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148)(a)).**

(23 USC 402 (b)(1)(F));

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. (23 USC 402(j)).

Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

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 18.41.

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;

Federal Funding Accountability and Transparency Act (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward 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-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

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

  (I) 80 percent or more of its annual gross revenues in Federal awards; and(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.

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) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.;* PL 101-336), which prohibits discrimination on the basis of disabilities (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; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(41 U.S.C. 702;):

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:

   1. The dangers of drug abuse in the workplace.

   2. The grantee's policy of maintaining a drug-free workplace.

   3. Any available drug counseling, rehabilitation, and employee assistance programs.

   4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.

c. 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).

d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --

   1. Abide by the terms of the statement.

   2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.

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

1. Taking appropriate personnel action against such an employee, up to and including termination.

2. 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.

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

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT).

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION 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 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

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 is it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

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

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

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

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

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

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

POLICY TO BAN 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:

(1) Adopt and enforce workplace safety policies to decrease crashed caused by distracted driving including policies to ban text messaging while driving—
   a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
   b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.

(2) Conduct workplace safety iniatives in a manner commensurate with the size of the business, such as –
   a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
   b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan 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).

John Morris, Commissioner, Department of Public Safety
Governor's Representative for Highway Safety

Maine
State

2012
For Fiscal Year

8/10/12
Date