FFY2023

Maine Highway Safety Plan

Governor Janet T. Mills

Michael J. Sauschuck, Commissioner
   Maine Department of Public Safety

Lauren V. Stewart, Director
   Bureau of Highway Safety

July 1, 2022

Highway Safety Plan

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS

The State applied for the following incentive grants:

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

June 10, 2022

I am pleased to submit the FFY2023 Maine Highway Safety Plan on behalf of Governor's Representative and Public Safety Commissioner Michael J. Sauschuck.

This proposed plan is required under Title 23, 1300.10 as our application for NHTSA federal highway funds, but it is also our roadmap to improve the safety of all motorists on Maine's highways and roadways by reducing and eliminating fatalities, serious injuries and property damage resulting from motor vehicle crashes.

The past two federal fiscal year Plans were nothing short of a challenge. The pandemic effected numerous intended highway safety projects involving staffing, education, outreach, and enforcement. We saw an increase in speeding, aggressive driving, and other erratic driving behaviors. We also saw an increase in impairment and a decrease in seat belt usage. Despite these challenges, Maine ended FFY2021 with a decrease over FFY2020 of 153 fatalities. However, FFY2022 is showing increases in fatalities, still consistent with the above behaviors, that is 30% higher than this same time last year. While we continue to shift and adjust our current FFY2022 Plan, we look to the data driven countermeasures in this FFY2023 Plan to further help us execute effective measures to save lives and prevent injuries.

The Bureau of Highway Safety recognizes that there is no single agency or organization that can accomplish our mission to save lives alone. We thank our numerous partners in other state and federal agencies, private entities, non-profits, and others that are identified on following pages within this Plan. We will continue to work consistently and collaboratively because traffic crashes are preventable and one life lost will always be too many.

Sincerely,

Lauren V. Stewart
Director

──────────── Buckle Up. Drive Safely. ────────────

Highway Safety Planning Process

Data Sources and Processes

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

The MeBHS begins the Highway Safety Plan process by gathering all available data from various sources (listed below) to determine which highway safety incentive grants the State will be eligible to apply for, and to determine which traffic safety concerns are most evident statewide, and then within various towns, cities, and counties. This allows us to determine subrecipient eligibility through data-driven analysis and to ensure that our funds are directed for the greatest safety impact.

The following data sources are used to gather important data to analyze as part of the 2023 planning process:

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

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

HSP. The following data elements include some that are analyzed as part of the planning process to determine highway safety challenges/problems:

Fatalities	Population	Gender	Roadway Traffic counts	Time/Day
Crashes	Demographics	Age	High Traffic Roadways	Location
Serious Injuries	Surveys	Seat Belt Usage	Roadway Design	Causation factors
Property Damage	Ethnicity	Language	Vehicles	Socioeconomics

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

Process Participants

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

The MeBHS staff regularly participate in meetings with:

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

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

The MeBHS current safety partners include:

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

Description of Highway Safety Problems
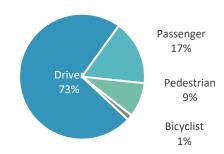
Fatalities

This report summarizes the findings from an analysis of highway fatalities from 2016 to 2020. The dataset used for analysis contained a total of 1638 records, each representing an individual involved in a fatal crash. In total, there were 733 fatal crashes during this 5-year time span and 789 fatalities. On average, there were 158 fatalities per year, ranging from a low of 136 in 2018 to a high of 173 in 2017.

Who Dies?

A total of 789 drivers, passengers, bicyclists, and pedestrians lost their lives as a result of highway crashes from 2016 to 2020. The majority of these fatalities (73%) were driver fatalities, 17% were passenger fatalities, 9% were pedestrian fatalities, and the remaining 1% were bicyclist fatalities.

Fatalities by Person Type
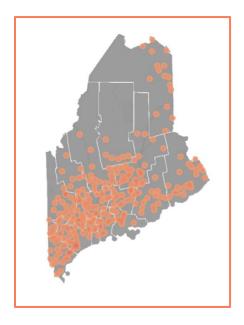
Driver 73%
Passenger 17%
Pedestrian 9%
Bicyclist 1%

Fatal Crashes by Month

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

Fatal Crashes by Month

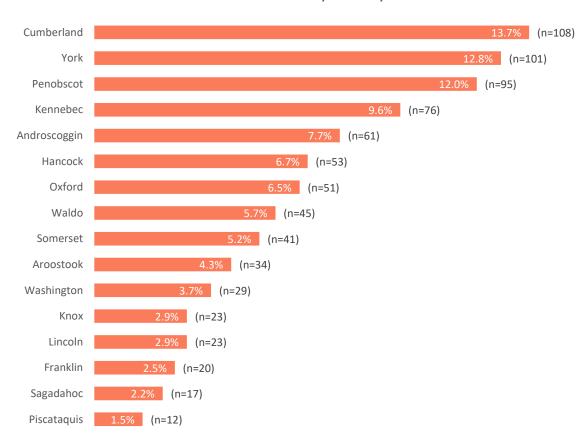| Month	Crashes
JAN	51
FEB	29
MAR	33
APR	45
MAY	67
JUN	72
JUL	74
AUG	89
SEP	84
OCT	66
NOV	66
DEC	57

Fatalities by County

Approximately 13.7% of the 789 fatalities that occurred between 2015 and 2019 occurred in Cumberland County, followed by 12.8% in York County, and 12.0% in Penobscot County.

Fatalities by County

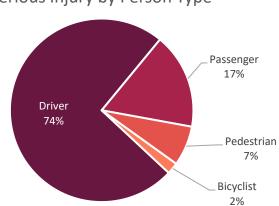| County		
Cumberland	13.7%	(n=108)
York	12.8%	(n=101)
Penobscot	12.0%	(n=95)
Kennebec	9.6%	(n=76)
Androscoggin	7.7%	(n=61)
Hancock	6.7%	(n=53)
Oxford	6.5%	(n=51)
Waldo	5.7%	(n=45)
Somerset	5.2%	(n=41)
Aroostook	4.3%	(n=34)
Washington	3.7%	(n=29)
Knox	2.9%	(n=23)
Lincoln	2.9%	(n=23)
Franklin	2.5%	(n=20)
Sagadahoc	2.2%	(n=17)
Piscataquis	1.5%	(n=12)

Serious Injuries

This report summarizes the findings from an analysis of highway crashes resulting in serious injuries in 2020. The dataset used for analysis contained a total of 1229 records, each representing an individual involved in a serious injury crash. In total, there were 576 serious injury crashes in 2020 and 639 serious injuries.
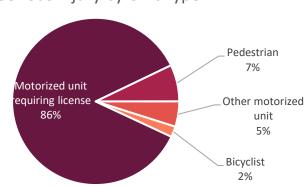
Who Is Seriously Injured?
A total of 639 drivers, passengers, bicyclists, and pedestrians were seriously injured as a result of highway crashes in 2020. The majority of these serious injuries (74%) were driver injuries, 17% were passenger injuries, 7% were pedestrian injuries, and the remaining 2% were bicyclist injuries.

Serious Injury by Person Type

The majority of seriously injured persons, 86%, were occupants of motorized vehicles requiring a driver's license (e.g., cars, motorcycles, etc.), 7% were pedestrians, 5% were operating or riding other motorized vehicles (e.g., ATVs or snowmobiles), and 2% were bicyclists.
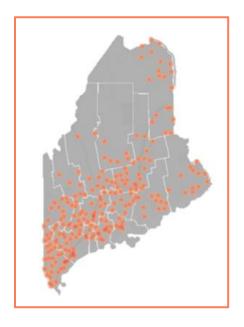
Serious Injury by Unit Type

Serious Injury Crashes by Month

While Maine's roads are most dangerous during the winter months, a higher number of serious injury crashes occur during the summer months. This may reflect a reduction in the number of miles driven during winter months and/or increased care taken by drivers when navigating during inclement weather. A little over a third (35%) of all serious injuries in 2020 occurred in June, July, and August.

Serious Injury Crash by Month

Serious Injuries by County
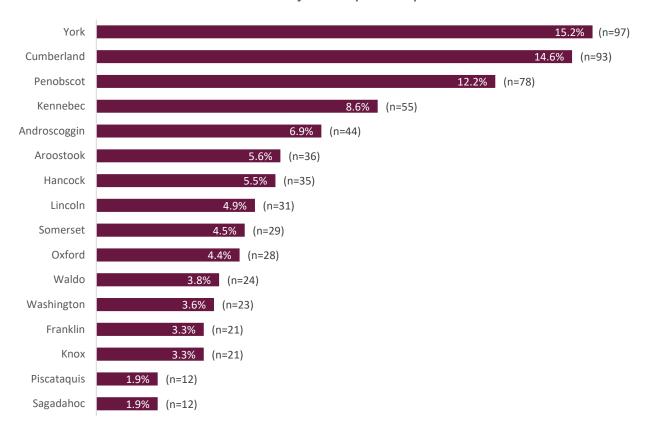
Approximately 15.2% of the 639 serious injuries in 2020 occurred in York County, followed by 14.6% in Cumberland County, and 12.2% in Penobscot.

Serious Injuries by County

County	Percentage	Count
York	15.2%	(n=97)
Cumberland	14.6%	(n=93)
Penobscot	12.2%	(n=78)
Kennebec	8.6%	(n=55)
Androscoggin	6.9%	(n=44)
Aroostook	5.6%	(n=36)
Hancock	5.5%	(n=35)
Lincoln	4.9%	(n=31)
Somerset	4.5%	(n=29)
Oxford	4.4%	(n=28)
Waldo	3.8%	(n=24)
Washington	3.6%	(n=23)
Franklin	3.3%	(n=21)
Knox	3.3%	(n=21)
Piscataquis	1.9%	(n=12)
Sagadahoc	1.9%	(n=12)

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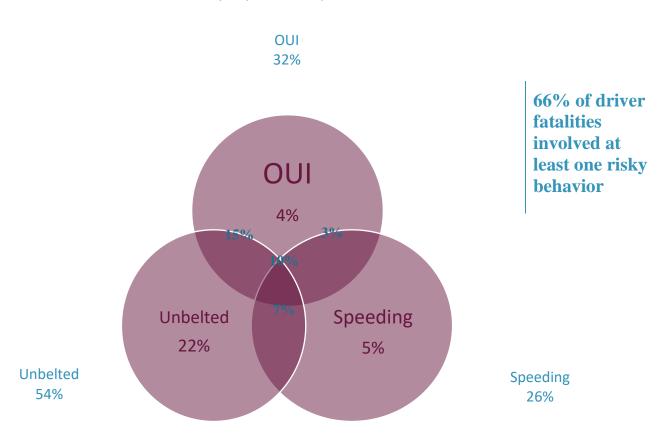
While driving under the influence, speeding, and failure to wear a seatbelt are all risky behaviors in themselves, these behaviors often occur together. The following analysis focuses on driver fatalities and identifies the proportion of driver fatalities associated with any or all of these risky behaviors.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

- 4% of drivers were "only" under the influence
- 5% of drivers were "only" speeding
- 22% of drivers were "only" unbelted
- 3% of drivers were under the influence and speeding
- 7% of drivers were unbelted and speeding
- 15% of drivers were unbelted and under the influence
- 10% of drivers were under the influence, unbelted, and speeding
- 66% of drivers were engaged in at least one of these risky behaviors

Driver Fatalities by Impairment, Speed, and Seatbelt Use

OUI
32%

66% of driver fatalities involved at least one risky behavior

OUI

4%

15%   3%

10%

Unbelted   7%   Speeding

22%   5%

Unbelted
54%

Speeding
26%

Methods for Project Selection

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

Requests for both innovative and evidence based HSP projects are accepted from all eligible state, county, municipal, public and private entities and agencies and requests for projects are solicited during meetings of previously listed stakeholders and partners, but especially during the Maine Transportation Safety Coalition meetings, Maine Chiefs of Police meetings, and district Chiefs of Police meetings.

To ensure equity and inclusion in our highway safety planning process, and to ensure greater transparency and participation, the MeBHS held a community outreach virtual meeting in May of 2022 inviting all partners and the public to attend and submit data and ideas for projects. We will continue to hold these meetings annually.

Once projects are approved in the HSP, and approved subrecipient grant trainings have been conducted, applications for grant awards can be submitted based on data-driven eligibility, on sole source, and by RFP.   All grant applications are reviewed by the MeBHS using set criteria and rated for their potential impact in addressing the identified traffic safety problems outlined in the HSP, the SHSP, the Traffic Records Strategic Plan, the Impaired Driving Strategic Plan, and/or by NHTSA, using proven countermeasures linked to measurable objectives. Consideration is also given to previous performance for applicants seeking additional funding for a project initiated in the previous grant year. The Maine HSP countermeasure projects are consistent with projects listed in the SHSP and the latest version of the NHTSA publication *Countermeasures That Work.*

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

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

1.	Who is over-represented in crashes?

2.   What types of crashes are occurring?

3.   Where are crashes occurring in numbers or rates greater than would be expected given the amount of travel in those locations?

4.   When are crashes taking place? Time of day? Day of week? Month?

5.   What are the major contributing factors based on information we have?

6.   Where are traffic citations being written and for what offenses?

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

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

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

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

List of Information and Data Sources

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

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

Description of Outcomes regarding SHSP and HSIP Coordination

The MeBHS partners with the MeDOT for crash records analysis, mapping, charting, and reporting. We work collaboratively to ensure that performance targets are identical for fatalities, serious injuries, and fatalities per 100 million VMT as required for the SHSP, HSIP, and HSP. Results of the data are analyzed and coordinated with the HSIP where applicable, and with the SHSP to identify any gaps. This step also includes ongoing exchanges with federal, state, and local partners such as the Maine State Police, local and county police departments, local transportation planning agencies, the MeDOT's various sub-committees, the University of Southern Maine Muskie School, and the Traffic Records Coordinating Committee (TRCC) to identify areas of concern and gain consensus on where best to deploy state and federal resources to effect the best outcome in areas of high-crash, high-traffic, or great population . The programs outlined in this section allow for continuous follow-up and adjustment based on the availability of new data and the effect monitoring of existing and on-going projects.

Performance Measure: C-1) Traffic Fatalities

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

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

Performance Review: As of June 12, 2022, the fatality count was 66. Historically (2016-2020), approximately 34.7% of Maine's highway fatalitites occurred on or before June 12, which suggests a total of 191 for 2022 and a 5-year average of 160. If this holds true, Maine will not meet its 2018-2022 5-year target of 160.

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

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

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

Performance Review: The 2018-2021 average is 673, putting BHS on track to meet its target if it holds the 2022 count to 884.

Performance Measure: C-2b) Serious Injury Rate

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

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

Performance Review: The 2018-2021 average is 4.63, putting Maine on track to meet its 2018-2022 5-year target of 4.90 if it holds the 2022 rate to 5.97.

Performance Measure: C-3a) Fatalities/VMT

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

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

Performance Review: The 2018-2021 average is 1.05, putting BHS on track to meet its 2018-2022 5-year target of 1.12 if it holds the 2022 rate to 1.39.

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

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

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

Performance Review: In progress - the 2021 rural mileage rate was 1.14. Target is an annual target and will be calculated when 2022 VMT is available.

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

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

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

Performance Review: In progress - the 2021 urban mileage rate was 0.81. Target is an annual target and will be calculated when 2022 VMT is available.

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

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

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

Performance Review: As of June 12, 2022, the number of unrestrained passenger vehicle occupant fatalities was 22. Historically (2016-2020), approximately 35.4% of Maine's unrestrained passenger vehicle occupant fatalities occurred on or before June 12, which suggests a total count of 63 unrestrained passenger vehicle occupant fatalitites for 2022. *If this holds true, Maine will not meet its 2022 annual target of 48.*

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

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

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

Performance Review: As of June 12, 2022, the number of alcohol-impaired driving fatalities was 14. Historically (2016-2020), approximately 33.5% of Maine's alcohol-impaired fatalities occurred on or before June 12, which suggests a total of 42 alcohol-impaired fatalities for 2022. *If this holds true, Maine will not meet its 2022 annual target of 50.*

Performance Measure: C-6) Speeding-Related Fatalities

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

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

Performance Review: As of June 12, 2022, the number of speed-related fatalitites was 20. Historically (2016-2020), approximately 38.0% of Maine's speed-related fatalitites occurred on or before June 12, which suggests a total of 53 speed-related fatalities for 2022. *If this holds true, Maine will not meet its 2022 annual target of 40.*

Performance Measure: C-7) Motorcyclist Fatalities

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

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

Performance Review: As of June 12, 2022, the number of motorcycle fatalitites was 8. Historically (2016-2020), approximately 25.6% of Maine's motorcylist fatalities occurred on or before June 12, which suggests a total of 32 motorcyclist fatalities for 2022. *If this holds true, Maine will not meet its 2022 annual target of 27.*

Performance Measure: C-8) Unhelmeted Motorcyclist Fatalities

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

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

Performance Review: As of June 12, 2022, the number of unhelmeted motorcycle fatalitites was 6. Historically (2016-2020), approximately 22.0% of Maine's unhelmeted motorcylist fatalities occurred on or before June 12, which suggests a total of 28 unhelmeted motorcyclist fatalities for 2022. *If this holds true, Maine will not meet its 2022 annual target of 20.*

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

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

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

Performance Review: As of June 12, 2022, the number of drivers aged 20 or younger involved in fatal crashes was 7. Historically (2016-2020), approximately 31.5% of Maine's drivers aged 20 or younger involved in a fatal crash occurred on or before June 12, which suggests a total of 23 drivers aged 20 or younger involved in fatal crashes for 2022. *If this holds true, Maine will not meet its 2022 annual target of 10.*

Performance Measure: C-10) Pedestrian Fatalities

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

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

Performance Review: As of June 12, 2022, the number of pedestrian fatalities was 6. Historically (2016-2020), approximately 32.9% of Maine's pedestrian fatalities occurred on or before June 12, which suggest a total of 19 pedestrian fatalities for 2022. *If this holds true, Maine will not meet its 2022 annual target of 16.*

Performance Measure: C-11) Bicyclist Fatalities

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

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

Performance Review: As of June 12, 2022, the number of bicyclist fatalities was 1, putting Maine on track to meet its 2022 annual target of 2.

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

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

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

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

Performance Measure: Distracted Driver Fatalities

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

This target was set using the three-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent

change from the previous three baseline periods to their corresponding comparison years was a slight 1.3% decrease. In practical terms, this resulting target looks more like a maintenance target; nevertheless, Maine will decrease the number of distracted driving fatalities from a baseline (2016-2018) value of 9.7 (10) to a target value of 9.5 (10) for the year 2022.

Performance Review: As of June 12, 2022, the number of distracted driver fatalities was 1. Historically (2016-2020), approximatley 40.9% of Maine's distracted driving fatalities occurred on or before June 12, which suggests a total of 3 distracted driving fatalities for 2022 *putting Maine on track to meet its 2022 annual target of 10.*

Performance Measure: Senior Driver Fatalities

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

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

Performance Review: As of June 12, 2022, the number of senior driver falities was 10. Historically (2016-2020), approximately 39.6% of Maine's seniro driver fatalities occurred on or before June 12, which suggests a total of 26 senior driver fatalities for 202*2, putting Maine on track to meet its 2022 annual target of 27.*

Performance Measure: Media Recall Target

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

This target was set using the five-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent change from the previous three baseline periods to their corresponding comparison years was a 14.5% decrease. While a decrease is not desirable for this target, the projected rate is nevertheless an *increase* over the most recent year's metric. Maine will attempt to achieve a media recall rate of 40% for the spring of 2022.

Performance Review: The media recall rate for spring of 2022 was 36%. This target was unmet.

Performance Measure: Crash Timeliness Target-Average

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

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

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

The state will show measurable progress using the following method: The average number of days from the crash date to the date the crash report is entered into the crash database using a baseline period and a current period. **Note:** Both the baseline and current periods are limited to reports entered into the database by April 30 of the baseline and current periods.

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

Measurements

Start Date	End Date	Total Reports	Average Number of Days	Target (Days)
April 1, 2012	March 31, 2013	34,271	12.1	
April 1, 2013	March 31, 2014	37,588	8.5	
April 1, 2014	March 31, 2015	38,811	7.5	
April 1, 2015	March 31, 2016	37,935	6.69	
April 1, 2016	March 31, 2017	40,833	6.48	
April 1, 2017	March 31, 2018	41,375	6.14	
April 1, 2018	March 31, 2019	42,257	11.66	
April 1, 2019	March 31, 2020	40,741	5.6	Not set
April 1, 2020	March 31, 2021	32,584	5.71	5.5
April 1, 2021	March 31, 2022	40,387	5.5	5.5

Progress: Maine demonstrated improvement in this target. The result is an increase in timeliness of 0.21 days. The target for the next period (2023) is 5.4 days.

Performance Measure: Crash Timeliness Target -Received within 5 days

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

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

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

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

Measurements

Start Date	End Date	Total Reports	Received within 5 days	Target (%)
April 1, 2019	March 31, 2020	40,730	87.80%	
April 1, 2020	March 31, 2021	32,578	87.69%	Not set
April 1, 2021	March 31, 2022	40,387	88.34%	88%

Progress: Maine demonstrated improvement in this performance measure. The result is an increase in timeliness of 0.65%. The target for the next period (2023) is 88.5%.

Performance Measure: Crash Completeness Target

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

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

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

The state will show measurable progress using the following method:

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

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

Measurements

Start Date	End Date	Lat/Long Reports	Total Reports	Completeness (%)	Target (%)
April 1, 2013	March 31, 2014	23,256	37,530	61.97%	
April 1, 2014	March 31, 2015	24364	38,827	62.75%	
April 1, 2015	March 31, 2016	23,837	37,929	62.85%	
April 1, 2016	March 31, 2017	26,189	40,833	64.14%	
April 1, 2017	March 31, 2018	26,946	41,375	65.13%	
April 1, 2018	March 31, 2019	27,613	42,250	65.36%	
April 1, 2019	March 31, 2020	26,563	40,741	65.20%	66%
April 1, 2020	March 31, 2021	21,218	32,584	65.11%	66%
April 1, 2021	March 31, 2022	26,295	40,387	65.11%	66%

Progress: *Maine did not demonstrate improvement with this target. The result is no improvement in completeness. The target for the next period (2023) is 66%.*

Performance Measure: Crash Uniformity Target

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

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

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

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

Measurements

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

Progress: *Maine has not demonstrated improvement in this target. Maine has determined that form revisions will drive target values for this measure.*

Performance Measure: eCitation Completeness Target-Officer User Count

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

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

The total number of officer accounts in Maine eCitation.

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

Measurements

Start Date	End Date	Officer User Count	Target
April 1, 2017	March 31, 2018	11	
April 1, 2018	March 31, 2019	77	
April 1, 2019	March 31, 2020	320	Not set
April 1, 2020	March 31, 2021	412	380
April 1, 2021	March 31, 2022	823	450

Progress: *Maine exceeded this performance measure. The result is an increase in completeness of 411 officer users. The target for the next period (2023) is 850 officer users.*

Performance Measure: eCitation Completeness Target-Agency Count

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

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

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

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

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

Measurements

Start Date	End Date	Number of Agencies Issuing Citations	Number of Total Agencies	Target (Agencies)
April 1, 2018	March 31, 2019	5	162	
April 1, 2019	March 31, 2020	14	162	Not set
April 1, 2020	March 31, 2021	20	162	19
April 1, 2021	March 31, 2022	43	162	23

Progress: Maine demonstrated improvement by exceeding the performance measures. The result is an increase in completeness of 23 agencies. The target for the next period (2023) is 48 agencies.

Performance Measure: eCitation Completeness Target -Latitude/Longitude

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

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

Measurements

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

April 1, 2021	March 31, 2022	3,433	19,572	17.54%	14%

Progress: Maine showed improvement and exceeded the target of 14.0% for 2022. The result is an increase in completeness of 4.88%. The target for the next period (2023) is 19%.

Performance Measure: eCitation Timeliness-Maine Violations Bureau

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

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

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

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

Measurements

Start Date	End Date	Paper Citations	Electronic Citations	Total Citations	Avg Number of Days	Target (Days)
April 1, 2019	March 31, 2020	51,548	9,199	60,747	6.3	Not set
April 1, 2020	March 31, 2021	25,222	12,609	37,831*	5.2	Not set
April 1, 2021	March 31, 2022	24,790	19,605	44,395	4.0	5

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

Progress: Maine demonstrated improvement. The result is an increase in timeliness of 1.2 days. The target for the next period (2023) is 3.8 days.

Performance Measure: eCitation Timeliness Target

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

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

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

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

Measurements

Start Date	End Date	Total Citations	Average Number of Minutes	Target
April 1, 2018	March 31, 2019	2,905	141	
April 1, 2019	March 31, 2020	9,199	7	Not set
April 1, 2020	March 31, 2021	12,577	23	6
April 1, 2021	March 31, 2022	19,572	43	22

Progress: Maine did not demonstrate improvement with this performance measure. The result is a decrease in timeliness of 20 minutes. The target for the next period is 40 minutes. The decrease is not unexpected due to the rollout of eCitation to agencies that have less IT infrastructure and poorer mobile connectivity.

Performance Measure: EMS Uniformity Target

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

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

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

The state will show measurable progress using the following method:

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

Measurements

Start Date	End Date	NEMSIS 3.4 Reports	Total Reports	NEMSIS 3.4 Compliant (%)	Target
April 1, 2016	March 31, 2017	2,575	292,911	0.87%	
April 1, 2017	March 31, 2018	201,692	287,858	70.06%	
April 1, 2018	March 31, 2019	263,403	277,661	94.86%	
April 1, 2019	March 31, 2020	273,600	273,621	99.99%	99.99%
April 1, 2020	March 31, 2021	228,313	233,867	97.6%	100%
April 1, 2021	March 31, 2022	255,565	258,667	98.8%	100%

Progress: Maine demonstrated improvement with this target. The result was an increase in compliance of 1.2%.

Performance Measure: EMS Completeness Target

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

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

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

The state will show measurable progress using the following method:

Count the number of EMS reports with no unknowns or blanks in critical data elements during the baseline period and the current performance period. Then,

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

Measurements

Start Date	End Date	Complete Reports	Total Reports	Completeness (%)	Target (%)
April 1, 2019	March 31, 2020	244,031	274,568	89%	Not set
April 1, 2020	March 31, 2021	170,761	275,141	63%	Not set
April 1, 2021	March 31, 2022	275,751	303,008	91%	65%

Progress: Maine demonstrated improvement with this target. The result is an increase in completeness of 28%. The target for the next period is 92%.

Performance Measure: EMS Timeliness Target-Received within 24 Hours

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

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

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

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

Measurements

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

Progress: In-Progress. Data was not available in time to include in this Plan.

FFY2023 Performance Plan

	CORE OUTCOME MEASURES	Timeframe	2016	2017	2018	2019	2020	2023 HSP Target
C-1	Traffic Fatalities (FARS)	Annual	160	173	136	157	164	160
		5-Year Average	151	153	151	156	158	
C-2a	Serious Injuries in Traffic Crashes (State Crash File)	Annual	746	731	685	689	607	710
		5-Year Average	833	782	746	721	692	
C-2b	Serious Injury in Traffic Crash Rate (State Crash File	Annual	4.98	4.89	4.56	4.56	4.59	4.80
		5-Year Average	5.71	5.32	5.04	4.82	4.72	
C-3a	Fatalities/VMT (FARS/FHWA)	Annual	1.08	1.17	0.92	1.06	1.25	1.12
		5-Year Average	1.04	1.04	1.02	1.04	1.08	
C-3b	Rural Mileage Death Rate (FARS)	Annual	1.29	1.36	1.13	1.23	1.44	1.23
		5-Year Average	1.33	1.28	1.23	1.25	1.29	
C-3c	Urban Mileage Death Rate (FARS)	Annual	0.58	0.77	0.42	0.63	0.78	0.71
		5-Year Average	0.41	0.48	0.55	0.61	0.64	
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Annual	60	53	49	48	64	54
		5-Year Average	57	52	51	53	55	
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Annual	63	48	39	49	64	53
		5-Year Average	48	48	48	51	53	
C-6	Speeding-Related Fatalities (FARS)	Annual	56	50	42	49	47	41
		5-Year Average	57	51	49	51	49	
C-7	Motorcyclist Fatalities (FARS)	Annual	18	26	23	27	29	25
		5-Year Average	20	20	22	25	25	
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Annual	12	17	18	20	21	18
		5-Year Average	13	14	15	18	18	
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Annual	19	18	9	12	17	11
		5-Year Average	17	17	15	14	15	
C-10	Pedestrians Fatalities (FARS)	Annual	17	20	6	16	9	8
		5-Year Average	13	15	14	16	14	
C-11	Bicyclist Fatalities (FARS)	Annual	4	2	2	2	2	1
		5-Year Average	2	2	2	2	2	
	CORE BEHAVIOR MEASURE	Timeframe	2016	2017	2018	2019	2020	2023 HSP Target
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	85.8%	88.9%	88.5%	88.5%	--	92.0%
		5-Year Average	84.7%	85.6%	86.7%	87.4%	--	

ADDITIONAL MEASURES	Timeframe	2016	2017	2018	2019	2020	2023 HSP Target
Senior Driver Fatalities	Annual	27	36	28	24	29	28
	5-Year Average	22	25	26	27	29	
Distracted Driver Fatalities	Annual	6	13	6	10	9	7
	3-Year Average	8	11	8	10	9	

ADDITIONAL MEASURE	Timeframe	Spring 2018	Spring 2019	Spring 2020	Spring 2021	Spring 2022	2023 HSP Target
Media Recall Target	Season	57%	47%	52%	35%	36%	37%
	5-Year Average	51%	49%	48%	46%	45%	

TRAFFIC RECORDS OUTCOME MEASURES	Timeframe	2018	2019	2020	2021	2022	2023 Target
5.1.1 eCitation Completeness-Lat/Long	4/1/-3/31		5.16%	6.72%	12.66%	14.0%	19.0%
5.1.2 eCitation Timeliness-Maine Violations Bureau	4/1/-3/31			6.3	5.2	5.0	3.8
5.1.3 eCitation Uniformity – Maine Violations Bureau	4/1-3/31						46.0%
5.1.7 Crash Completeness	4/1/-3/31	65.13%	65.36%	65.20%	65.11%	66.0%	66.0%
5.1.9 Crash Timeliness-Average	4/1/-3/31	6.14	11.66	5.6	5.71	5.5	5.4
5.1.8 Crash Timeliness-Received within 5 days	4/1/-3/31			87.8%	87.69%	88.0%	88.5%
5.1.10 Crash Uniformity	4/1/-3/31	36.59%	42.79%	42.79%	42.79%	44.0%	44.0%
5.1.4 eCitation Completeness-Agency Count	4/1/-3/31		5	14	20	23	48
5.1.5 eCitation Completeness-Officer User Count	4/1/-3/31	11	77	320	412	450	850
5.1.6 ECitation Timeliness	4/1/-3/31		141	7	23	22	40
5.1.11 EMS Uniformity	4/1/-3/31	70.06%	94.86%	99.99%	100%	100%	100%
5.1.12 EMS Completeness	4/1/-3/31			89.0%	63.0%	65.0%	92.0%

	5.1.13 EMS Timeliness-Received within 24 Hours	4/1/-3/31			85.0%	62.0%	86.0%	86.0%
	5.1.14 Roadway Uniformity – MIRE -Roadway Segment	4/1-3/31						88.0%
	5.1.15 Roadway Uniformity-MIRE-At Grade Intersections/Junctions Elements	4/1-3/31						77.0%
	5.1.16 Roadway Uniformity-MIRE-Interchange/Ramps Elements	4/1-3/31						59.0%

	ACTIVITY MEASURES	**Timeframe**	**2017**	**2018**	**2019**	**2020**	**2021**
A-1	# of Seat Belt Citations Issued During Grant-Funded Enforcement Activities	Annual	4,606	4,669	3,072	1,449	1,069
		5-Year Average	3,950	4,187	3,947	3,559	2,973
A-2	# of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	Annual	276	319	289	165	168
		5-Year Average	461	415	353	286	243
A-3	# of Speeding Citations Issued During Grant-Funded Enforcement Activities	Annual	4,717	8,306	3,398	3,540	3,503
		5-Year Average	5,853	6,544	6,270	5,236	4,693

Performance Measure: C-1) Traffic Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2023	Numeric	160	5-year	2019

Despite the lower VMT observed in 2020 due to the pandemic, the number of fatalities in 2020 was the 2nd highest in ten years. In 2021, the number decreased down to 153, but the current year's fatalities to-date suggest that 2022 may see yet another increase. There were 66 fatalities as of June 12, 2022, and historically (2016-2020) 34.7% of fatalities occur by this month and day, which suggests a total of 191 for 2022. Maine will attempt to hold the 2019-2023 fatality average to 160, a 5% decrease from the 2020 count of 164. We anticipate that the planned activities listed on the following pages, combined with a renewed Strategic Highway Safety Plan, will help to drive fatality numbers down.

Fatalities
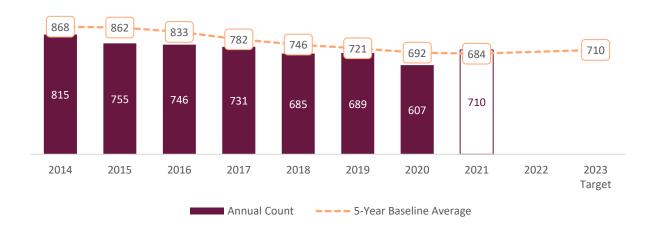
Year	Annual Count	5-Year Average Baseline
2014	131	147
2015	156	146
2016	160	151
2017	173	153
2018	136	151
2019	157	156
2020	164	158
2021	153	
2022		
2023 Target		160

Legend: ■ Annual Count - - - 5-Year Average Baseline

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

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2a) Number of serious traffic injuries (State crash data files)-2023	Numeric	710	5-year	2019

Maine has seen improvement in the number of serious injuries over the last years. Unlike fatalities, Maine experienced a reduction in the number of serious injuries and only a small increase in the serious injury rate during 2020 caused by the lower VMT. The count will likely increase as tourism and in-state traffic resume to higher pre-pandemic levels, thus Maine set a target of 715 for 2022. In fact, Maine did see an increase in serious injuries in 2021. For 2019-2023, Maine proposes a 5-year average count of 710, a 1% decrease from the previous target. We anticipate that the planned activities listed on the following pages, combined with a renewed Strategic Highway Safety Plan, will help us reach a decrease in serious injuries.
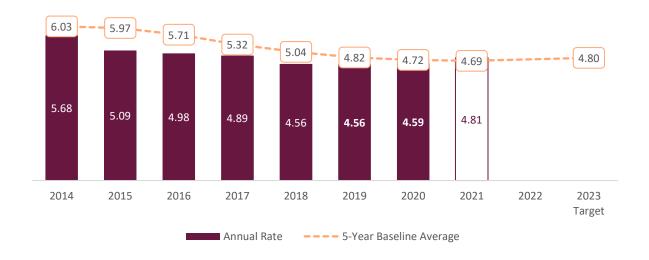
Serious Injuries

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023 Target
Annual Count	815	755	746	731	685	689	607	710		
5-Year Baseline Average	868	862	833	782	746	721	692	684		710

Legend: ■ Annual Count   - - - 5-Year Baseline Average

Performance Measure: C-2b) Serious Injury Rate

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2b) Serious injury rate (State crash file)-2023	Rate	4.80	5-year	2019

Maine has seen improvement in the number of serious injuries over the last years. Unlike fatalities, Maine experienced a reduction in the number of serious injuries and only a small increase in the serious injury rate during 2020 caused by the lower VMT. The rate increased in 2021, however, to a level last seen in 2017. Maine proposes a 5-year average rate of 4.80 for 2019-2023, a .2% decrease from the 2021 rate of 4.81. We anticipate that the planned activities listed on the following pages, combined with a renewed Strategic Highway Safety Plan, will help us achieve a decreased serious injury rate.
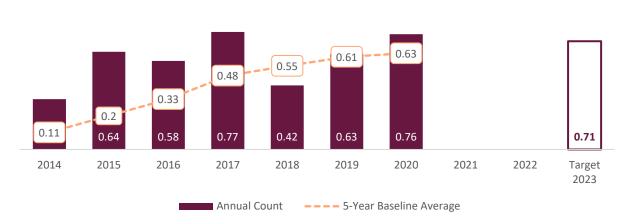
Serious Traffic Injury Rate
(per 100 million VMT)

Year	Annual Rate	5-Year Baseline Average
2014	5.68	6.03
2015	5.09	5.97
2016	4.98	5.71
2017	4.89	5.32
2018	4.56	5.04
2019	4.56	4.82
2020	4.59	4.72
2021	4.81	4.69
2023 Target		4.80

Annual Rate — — — 5-Year Baseline Average

Performance Measure: C-3a) Fatalities/VMT

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3a) Fatalities/VMT (FARS, FHWA)-2023	Rate	1.12	5-year	2019

A significantly lower VMT observed in 2020 due to the pandemic combined with a high fatality count led to the highest fatality rate in Maine in the last decade. While VMT is increasing, the presence of this datapoint in the 2018 to 2022 average will have a detrimental effect on the fatality rate. Maine proposes to hold the 2019-2023 fatality rate to 1.12, a 10% decrease from the 2020 rate of 1.25. We anticipate that the planned activities listed on the following pages, combined with a renewed Strategic Highway Safety Plan, will help us achieve a decreased fatalities/VMT rate.

Fatality Rate
(per 100 million VMT)
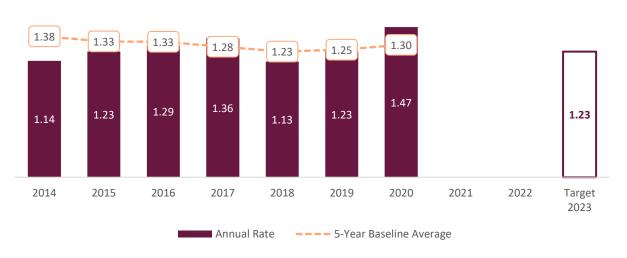
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023 Target
Annual Rate	0.91	1.05	1.07	1.16	0.91	1.04	1.25	1.04		
5-Year Baseline Average	1.02	1.01	1.04	1.04	1.02	1.04	1.08	1.07		1.12

Annual Rate — — — 5-Year Baseline Average

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

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3b) Rural mileage death rate (FARS)-2023	Rate	1.23	Annual	2023

While the COVID-19 pandemic resulted in a decrease in VMT, it was not accompanied by a decrease in fatalities, resulting in a record high rate of 1.47. Maine proposes to decrease this rate to 1.23 in 2023, a decrease of 16% from the 2020 rate of 1.47. We anticipate that the planned activities listed on the following pages, combined with a renewed Strategic Highway Safety Plan, will help us achieve a decreased rural mileage death rate.

Rural Mileage Fatality Rate
(per 100 million VMT)

Year	5-Year Baseline Average	Annual Rate
2014	1.38	1.14
2015	1.33	1.23
2016	1.33	1.29
2017	1.28	1.36
2018	1.23	1.13
2019	1.25	1.23
2020	1.30	1.47
2021		
2022		
Target 2023		1.23

Legend: Annual Rate, 5-Year Baseline Average

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

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3c) Urban mileage death rate (FARS)-2023	Rate	0.71	Annual	2023

While the COVID-19 pandemic resulted in a decrease in VMT, it was not accompanied by a decrease in fatalities, resulting in a high rate of 0.76. Maine proposes to decrease this rate to 0.71 in 2023, a decrease of 6% from the 2020 rate of 0.76. We anticipate that the planned activities listed on the following pages, combined with a renewed Strategic Highway Safety Plan, will help us achieve a decreased urban mileage death rate.

Urban Mileage Fatality Rate
(per 100 million VMT)
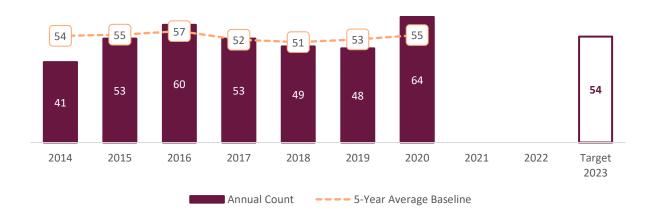
	2014	2015	2016	2017	2018	2019	2020	2021	2022	Target 2023
Annual Count	0.64	0.58	0.77	0.42	0.63	0.76				0.71
5-Year Baseline Average	0.11	0.2	0.33	0.48	0.55	0.61	0.63			

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

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2023	Numeric	54	Annual	2023

This target was set using the five-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent change from the previous three baseline periods to their corresponding comparison years was a 1.4% decrease. Maine will decrease its unrestrained fatalities from a baseline (2016-2020) value of 55 to a target value of 54 for the year 2023. We anticipate that the planned activities listed under the Occupant Protection Program Area, including our recently formed and well attended Occupant Protection Task Force, increased access to child safety seats for underserved communities, a renewed educational campaign for law enforcement officers to recognize unsafe child transportation, continued high-visibility enforcement and focused education, and sustained traffic safety education to the community and businesses through the Traffic Safety Education and NETS program, will help us achieve a decrease in the number of unrestrained passengers.

Unrestrained Passenger Vehicle Occupant Fatalities
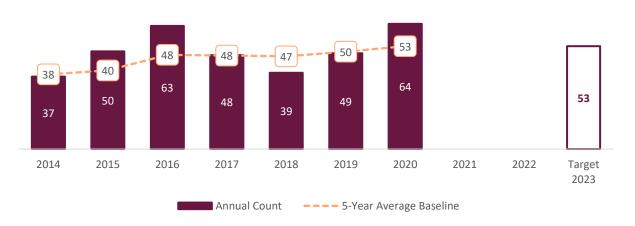
Chart: Annual Count (maroon bars) and 5-Year Average Baseline (orange dashed line)

Year	Annual Count	5-Year Average Baseline
2014	41	54
2015	53	55
2016	60	57
2017	53	52
2018	49	51
2019	48	53
2020	64	55
2021		
2022		
Target 2023	54	

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

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with BAC of .08 and above (FARS)-2023	Numeric	53	Annual	2023

While the five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison years of 10.9%, Maine will attempt to reverse this trend, reducing the number of alcohol-impaired fatalities from the 2020 baseline value of 64 to 53, a 17% decrease. Maine has some of the toughest impaired driving laws in the Country. We anticipate that the planned activities listed under the Impaired Driving Program Area, including our very successful Impaired Driving Task Force, our successful TSRP Program which provides high-level training and education to law enforcement and prosecutors, continued high-visibility enforcement with our partner law enforcement agencies, the statewide coordinator, and the success of our law enforcement phlebotomy program and toxicology program with the DHHS HETL, to name a few, will help us achieve a decrease in the number of fatal crashes with a driver or operator with a BAC of .08 or greater.

Alcohol Impaired Driving Fatalities

Annual Count: 2014: 37 (38), 2015: 50 (40), 2016: 63 (48), 2017: 48 (48), 2018: 39 (47), 2019: 49 (50), 2020: 64 (53), Target 2023: 53

Legend: Annual Count — 5-Year Average Baseline

Performance Measure: C-6) Speeding-Related Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)-2023	Numeric	41	Annual	2023

This target was set using the five-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent change from the previous three baseline periods to their corresponding comparison years was a 16.8% decrease. Maine will decrease its speeding-related fatalities from a baseline (2015-2019) value of 49 to a target value of 41 for the year 2023. We anticipate that the planned activities listed under the Police Traffic Services and Speeding Program Area, including continued high-visibility and year-round sustained enforcement and focused education by county and municipal law enforcement partners and the Maine State Police, and the continuation of our very successful LEL program will help us achieve a decrease in the number of speeding related fatalities.

Speed-Related Fatalities
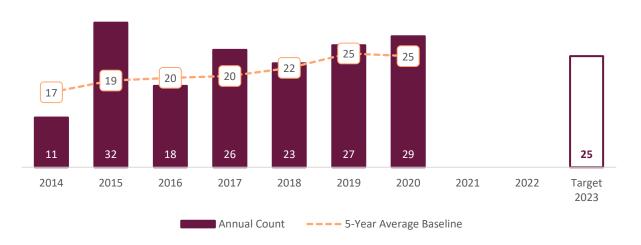
Bar chart titled "Speed-Related Fatalities" showing Annual Count and 5-Year Average Baseline.

Year	Annual Count	5-Year Average Baseline
2014	39	64
2015	60	59
2016	56	57
2017	50	51
2018	42	49
2019	49	51
2020	47	49
2021		
2022		
Target 2023	41	

Legend: Annual Count | 5-Year Average Baseline

Performance Measure: C-7) Motorcyclist Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcycle fatalities (FARS)-2023	Numeric	25	Annual	2023

While the five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison years of 33.2%, Maine will attempt to reverse this trend, reducing the number of motorcycle fatalities from the 2020 baseline value of 29 to 25, a 15% decrease. We anticipate that the planned activities listed under the Paid Media Program Area including share the road with motorcycles road signage, dissemination of brochures and educational materials for rider businesses and shops, new PSA's, increased media buy of existing PSA's, and through the activities of a new state-lead Motorcycle Safety Task Force and partnerships with rider clubs, will help us achieve a decrease in the number of motorcyclist fatalities.

Motorcyclist Fatalities
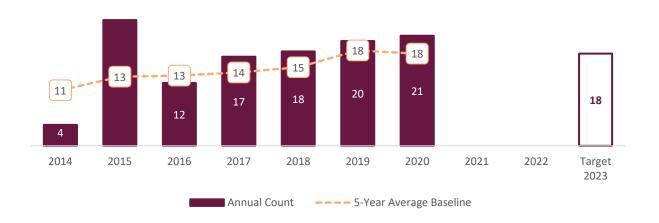
Performance Measure: C-8) Unhelmeted Motorcyclist Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2023	Numeric	18	Annual	2023

While the five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison years of 45.2%, Maine will attempt to reverse this trend, reducing the number of unhelmeted motorcycle fatalities from the 2020 baseline value of 21 to 18, a 19% decrease. Maine does not have an all-rider helmet law. However, we do encourage all proper and compliant safety gear. We anticipate that the planned activities listed under the Paid Media Program Area including share the road with motorcycles road signage, dissemination of proper safety gear brochures and educational materials for rider businesses and shops, new PSA's, increased media buy of existing PSA's and through the activities of a new state-lead Motorcycle Safety Task Force and partnerships with rider clubs, will help us achieve a decrease in the number of unhelmeted motorcyclist fatalities.

Unhelmeted Motorcyclist Fatalities

Annual Count values: 2014: 4, 2015: (top bar), 2016: 12, 2017: 17, 2018: 18, 2019: 20, 2020: 21, Target 2023: 18

5-Year Average Baseline values: 2014: 11, 2015: 13, 2016: 13, 2017: 14, 2018: 15, 2019: 18, 2020: 18

Legend: ■ Annual Count - - - 5-Year Average Baseline

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

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2023	Numeric	11	Annual	2023

This target was set using the five-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent change from the previous three baseline periods to their corresponding comparison years was a 27.0% decrease. Maine will decrease the number of drivers aged 20 or younger involved in fatal crashes from a baseline (2016-2020) value of 15 to a target value of 11 for the year 2023. We anticipate that the planned activities listed under the Young Driver Program Area including our continued partnerships with AAA of Northern New England and SADD, which directly relate and impact young drivers, as well as our statewide Traffic Safety Education project which reaches approximately 3,000 young people each year through school programs and safety fairs, will help us achieve a decrease in the number of drivers age 20 or younger involved in fatal crashes.

Drivers Age 20 or Younger Involved in Fatal Crashes

	2014	2015	2016	2017	2018	2019	2020	2021	2022	Target 2023
Annual Count	16	13	19	18	9	12	17			11
5-Year Average Baseline	21	18	17	17	15	14	15			

Annual Count   — — — 5-Year Average Baseline

Performance Measure: C-10) Pedestrian Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2023	Numeric	8	Annual	2023

While the five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison years of 23.6%, Maine will attempt to reverse this trend, reducing the number of pedestrian fatalities from the 2020 baseline value of 9 to 8, an 11% decrease. We anticipate that the planned activities listed under the Pedestrian and Bicycle Safety Program Area, including our continued partnership with Maine DOT for the *Heads Up! Safety is a Two-way Street Campaign*, our continued dedication to engagement with the public and the community, and our high-visibility enforcement and education projects, as well as our various PSA's will help us achieve a decrease in the number of pedestrians involved in fatal crashes.

Pedestrian Fatalities

Performance Measure: C-11) Bicyclist Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclist fatalities (FARS)-2023	Numeric	1	Annual	2023

Maine has very few bicyclist fatalities. From 2012 to 2020, the average has been two per year. Maine will attempt to reduce that number to 1 in 2023, a reduction of 50%. We anticipate that the planned activities listed under the Pedestrian and Bicycle Safety Program Area, including our continued partnership with Maine DOT for the *Heads Up! Safety is a Two-way Street Campaign*, our continued dedication to engagement with the public and the community and the cycling coalition, as well as our various PSA's will help us achieve a decrease in the number of bicyclists involved in fatal crashes.

Bicyclist Fatalities

Performance Measure: B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants
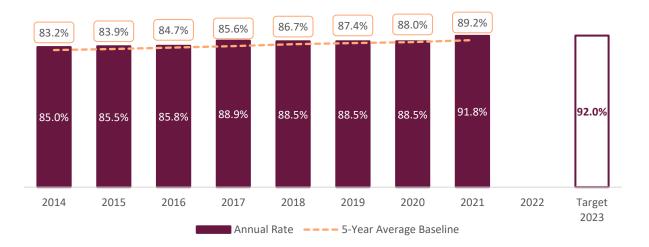
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants	Percentage	92.0%	Annual	2023

Maine's rate of seat belt use for 2021 was 91.8%, higher than the national average and 3.3% higher than the 2019 rate. (Like many states, Maine was unable to conduct seatbelt observations in 2020 due to the COVID pandemic.) This increase is the highest observed over the last decade. Data from 2022 will help clarify whether this was a true increase in seat belt related behavior or an idiosyncrasy of the 2021 observations.

Maine will attempt to increase the rate of seat belt use to 92.0% for 2023. This is a modest .2% increase over the 2021 rate, but consistent with past years' patterns of change. We anticipate that the planned activities listed under the Occupant Protection Program Area, including our recently formed and well attended Occupant Protection Task Force, increased access to child safety seats for underserved communities, a renewed educational campaign for law enforcement officers to recognize unsafe child transportation, increased training for child safety seat technicians. continued high-visibility enforcement and focused education, and sustained traffic safety education within high-risk and high-crash communities and businesses through the NETS program, will help us achieve an increase in the

observed rate of seat belt u use for front seat occupants.

Observed Seatbelt Use

Year	Annual Rate	5-Year Average Baseline
2014	85.0%	83.2%
2015	85.5%	83.9%
2016	85.8%	84.7%
2017	88.9%	85.6%
2018	88.5%	86.7%
2019	88.5%	87.4%
2020	88.5%	88.0%
2021	91.8%	89.2%
2022		
Target 2023	92.0%	

Note: Observations were not done in 2020 due to COVID; 2020 rate is duplication of 2019 rate.
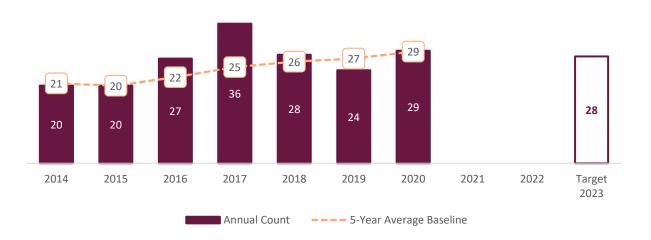
Performance Measure: Senior Driver Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of senior driver fatalities-2023	Numeric	28	Annual	2023

While the five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison year of 41.0%, Maine will attempt to reverse this trend, reducing the number of senior driver fatalities from the 2020 baseline value of 29 to 28, a decrease of 5%.

We anticipate that the planned activities listed under the Older Driver and Paid Media Program Areas, including new PSA's for older driver education about effects of medication, new educational materials for families of older drivers, and traffic safety education community and public outreach will help us achieve a decrease in the number of senior/older driver fatalities.

Senior Driver Fatalities

Performance Measure: Distracted Driver Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of distracted driver fatalities-2023	Numeric	7	Annual	2023

This target was set using the three-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent change from the previous three baseline periods to their corresponding comparison years was a 13.4% decrease. Maine will decrease the number of distracted driving fatalities from a baseline (2018-2020) value of 8. to a target value of 7 for the year 2023.

Maine has very strong hands-free device laws. We anticipate that those laws, together with the planned activities listed under the Distracted Driving Program Area, including our annual usage and manipulation survey, and high-visibility and sustained enforcement and education with our law enforcement partners, coupled with a robust paid media campaign will help us achieve a decrease in the number of distracted driver fatalities.

Distracted Driver Fatalities
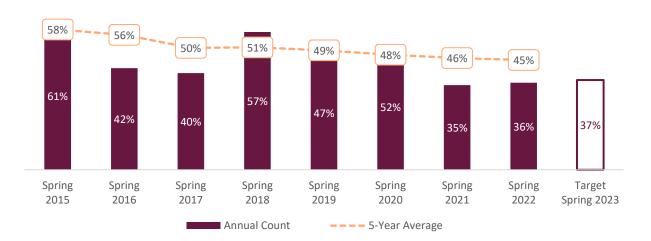
Performance Measure: Media Recall Target

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Media recall	Percentage	37%	Annual	(spring) 2023

This target was set using the five-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent change from the previous three baseline periods to their corresponding comparison years was a 18.3% decrease. While a decrease is not desirable for this target, the projected rate is nevertheless an *3% increase* over the most recent year's metric. Maine will attempt to achieve a media recall rate of 37% for the spring of 2023.

We anticipate that the planned activities listed under the Statewide Paid Media Program Area, to include all programs with data to support a media effort, and together with NHTSA communication calendars and Traffic Safety Marketing materials will help us achieve an increase in our media recall rate.

Media Recall Target

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
5.1.1 eCitation Completeness – Latitude/Longitude	Percentage	19%	4/1-3/31	2022

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

The percentage of electronic citations with Latitude and Longitude values entered by the Officer. To meet this target, Maine intends to increase training outreach to officers on the importance to geolocating citations. Maine has also made program modifications to integrate GPS with the GIS capabilities of the data collection client.

Measurements

Start Date	End Date	Lat/Long Entered	Total Citations	Completeness (%)	Target (%)
April 1, 2018	March 31, 2019	150	2,905	5.16%	
April 1, 2019	March 31, 2020	618	9,199	6.72%	Not set
April 1, 2020	March 31, 2021	1,593	12,577	12.66%	7%
April 1, 2021	March 31, 2022	3,433	19,572	17.54%	14%
April 1, 2022	March 31, 2023				19%

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
5.1.2 eCitation Timeliness-Maine Violations Bureau	Average	3.8	4/1-3/31	2022

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

Maine intends to increase timeliness of citations by increasing use of Maine eCitation versus paper citations using the average number of days from when the citation is issued to the time the citation is entered into the Maine Violations Bureau data system within a period determined by the State.

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

Measurements

Start Date	End Date	Paper Citations	Electronic Citations	Total Citations	Avg Number of Days	Target (Days)
April 1, 2019	March 31, 2020	51,548	9,199	60,747	6.3	Not set
April 1, 2020	March 31, 2021	25,222	12,609	37,831	5.2	Not set
April 1, 2021	March 31, 2022	24,790	19,605	44,395	4.0	5
April 1, 2022	March 31, 2023					3.8

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
5.1.3 eCitation Uniformity-Maine Violations Bureau	Percentage	46%	4/1-3/31	2022

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

Maine intends to increase Uniformity of citations by continuing to increase use of Maine eCitation versus paper citations using the percentage of citation records entered into the Maine Violations Bureau data system submitted with a NIEM-compliant uniform statewide schema.
The state will show measurable progress using the following method: The percentage of citation records entered into the Maine Violations Bureau database with NIEM-compliant uniform statewide schema using a baseline period and a current period.

Measurements

Start Date	End Date	Paper Citations	Electronic Citations	Total Citations	Percent NIEM-compliant	Target (%)
April 1, 2019	March 31, 2020	51,548	9,199	60,747	15.14%	Not set
April 1, 2020	March 31, 2021	25,222	12,609	37,831	33.33%	Not set
April 1, 2021	March 31, 2022	24,790	19,605	44,395	44.16%	Not set
April 1, 2022	March 31, 2023					46%

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
5.1.4 eCitation Completeness – Agency Count	Number	48	4/1-3/31	2022

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

Maine intends to increase Completeness of citations by continuing to increase the number of Maine eCitation agencies using a total number of agencies issuing citations electronically within a period determined by the State.

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

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

Measurements

Start Date	End Date	Number of Agencies Issuing Citations	Number of Total Agencies	Target (Agencies)
April 1, 2018	March 31, 2019	5	162	
April 1, 2019	March 31, 2020	14	162	Not set
April 1, 2020	March 31, 2021	20	162	19
April 1, 2021	March 31, 2022	43	162	23
April 1, 2022	March 31, 2023			48

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
5.1.5 eCitation Completeness-Officer User Count	Number	850	4/1-3/31	2022

Maine will improve the completeness of the eCitation system as measured in terms of: the total number of officer accounts in Maine eCitation.

Maine intends to increase Completeness of citations by continuing to increase the number of Maine eCitation users.

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

Measurements

Start Date	End Date	Officer User Count	Target
April 1, 2017	March 31, 2018	11	
April 1, 2018	March 31, 2019	77	
April 1, 2019	March 31, 2020	320	Not set
April 1, 2020	March 31, 2021	412	380
April 1, 2021	March 31, 2022	823	450
April 1, 2022	March 31, 2023		850

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
5.1.6 eCitation Timeliness	Average	40	4/1-3/31	2022

Maine intends to increase Maine eCitation's electronic citation timeliness; however, Maine realizes that by expanding access to Maine eCitation to agencies with network connection challenges, this target will be difficult to meet. Maine will improve the Timeliness of the eCitation system as measured in terms of:

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

The state will show measurable progress using the following method: The average number of minutes from when the citation is issued to the time the citation is uploaded into the statewide citation database using a baseline period of April 1, 2020 to March 31, 2021 and a current period of April 1, 2021 to March 31, 2022. **Note:** Both the baseline and current periods are limited to reports entered into the database by April 30, 2021 (baseline) and April 30, 2022 (current).

Measurements

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

April 1, 2021	March 31, 2022	19,572	43	22
April 1, 2022	March 31, 2023			40

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
5.1.7 Crash Completeness	Percentage	66%	4/1-3/31	2022

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

Maine is realistic on any improvement on this performance measure since it requires adding geolocation abilities to third party crash data collection software. The current 65% of crashes that are geolocated are collected with a state supplied crash data collection client.
Maine will improve the Completeness of the Crash system as measured in terms of:

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

The state will show measurable progress using the following method:

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

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

Measurements

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

April 1, 2019	March 31, 2020	26,563	40,741	65.20%	66%
April 1, 2020	March 31, 2021	21,218	32,584	65.11%	66%
April 1, 2021	March 31, 2022	26,295	40,387	65.11%	66%
April 1, 2022	March 31, 2023				66%

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
5.1.8 Crash Timeliness-Received within 5 days	Percentage	88.5%	4/1-3/31	2022

Maine's crash reports are very timely, and any increases will be incremental at this point.
Maine will improve the Timeliness of the Crash system as measured in terms of:

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

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

Measurements

Start Date	End Date	Total Reports	Received within 5 days	Target (%)
April 1, 2019	March 31, 2020	40,730	87.80%	
April 1, 2020	March 31, 2021	32,578	87.69%	Not set
April 1, 2021	March 31, 2022	40,387	88.34%	88%
April 1, 2022	March 31, 2023			88.5%

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
5.1.9 Crash Timeliness-Average	Average	5.4	4/1-3/31	2022

Narrative

Maine's crash reports are very timely, and any increases will be incremental at this point.
Maine will improve the Timeliness of the Crash system as measured in terms of:

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

The state will show measurable progress using the following method: The average number of days from the crash date to the date the crash report is entered into the crash database using a baseline period and a current period. **Note:** Both the baseline and current periods are limited to reports entered into the database by April 30 of the baseline and current periods.

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

Measurements

Start Date	End Date	Total Reports	Average Number of Days	Target (Days)
April 1, 2012	March 31, 2013	34,271	12.1	
April 1, 2013	March 31, 2014	37,588	8.5	
April 1, 2014	March 31, 2015	38,811	7.5	
April 1, 2015	March 31, 2016	37,935	6.69	
April 1, 2016	March 31, 2017	40,833	6.48	
April 1, 2017	March 31, 2018	41,375	6.14	
April 1, 2018	March 31, 2019	42,257	11.66	
April 1, 2019	March 31, 2020	40,741	5.6	Not set
April 1, 2020	March 31, 2021	32,584	5.71	5.5
April 1, 2021	March 31, 2022	40,387	5.5	5.5
April 1, 2022	March 31, 2023			5.4

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
5.1.10 Crash Uniformity	Percentage	44%	4/1-3/31	2022

Maine continually evaluates the State crash form for opportunities to increase analysis capabilities as well as MMUCC compliance. Maine has made some recent recommendations that when implemented will increase MMUCC compliance. The number of MMUCC-compliant data elements entered into the crash database or obtained via linkage to other databases will be used to measure this target.

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

Since NHTSA does not compile results to one percentage, but rather breaks them out by area, we are just averaging the reported percentages to simplify the comparison. Maine has determined that form revisions will drive target values for this measure.

MMUCC V5 Compliance	April 1, 2017-March 31, 2018	April 1, 2018 - March 31, 2019
Crash	70.70%	74.44%
Vehicle	59.09%	58.40%
Person	52.89%	56.94%
Roadway	22.92%	22.92%
Fatal Section	22.49%	22.49%
Large Vehicles & Hazardous Materials Section	24.09%	34.61%
Non-Motorist Section	40.53%	40.29%
Dynamic Data Elements	0.00%	32.20%
Average Compliance	**36.59%**	**42.79%**

Measurements

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

April 1, 2020	March 31, 2021	42.79%	44%
April 1, 2021	March 31, 2022	42.79%	44%
April 1, 2022	March 31, 2023		44%

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
5.1.11 EMS Uniformity	Percentage	100%	4/1-3/31	2022

Maine's EMS Uniformity to NEMSIS is nearly 100% and with future planned changes, should achieve 100% uniformity.
Maine will improve the Uniformity of the EMS system as measured in terms of:

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

The state will show measurable progress using the following method:

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

Measurements

Start Date	End Date	NEMSIS 3.4 Reports	Total Reports	NEMSIS 3.4 Compliant (%)	Target
April 1, 2016	March 31, 2017	2,575	292,911	0.87%	
April 1, 2017	March 31, 2018	201,692	287,858	70.06%	
April 1, 2018	March 31, 2019	263,403	277,661	94.86%	
April 1, 2019	March 31, 2020	273,600	273,621	99.99%	99.99%
April 1, 2020	March 31, 2021	228,313	233,867	97.6%	100%
April 1, 2021	March 31, 2022	255,565	258,667	98.8%	100%
April 1, 2022	March 31, 2023				100%

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
5.1.12 EMS Completeness	Percentage	92%	4/1-3/31	2022

This performance measure is based on the I-C-3 model performance measure. Maine's EMS Completeness is very high, and Maine EMS expects incremental improvements as they improve operations, system training, and validation rules. Maine will improve the Completeness of the EMS system as measured in terms of:

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

The state will show measurable progress using the following method:

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

Measurements

Start Date	End Date	Complete Reports	Total Reports	Completeness (%)	Target (%)
April 1, 2019	March 31, 2020	244,031	274,568	89%	Not set
April 1, 2020	March 31, 2021	170,761	275,141	63%	Not set
April 1, 2021	March 31, 2022	275,751	303,008	91%	65%
April 1, 2022	March 31, 2023				92%

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
5.1.13 EMS Timeliness-Received within 24 Hours	Percentage	86%	4/1-3/31	2022

Maine EMS experienced a drop in timeliness two years ago and was not able to get recent data. Maine set the target based on pre-pandemic values.
Maine will improve the Timeliness of the EMS system as measured in terms of:

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

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

Measurements

Start Date	End Date	Total Reports	Received within 24 Hours	Target (%)
April 1, 2019	March 31, 2020	274,568	85%	
April 1, 2020	March 31, 2021	275,141	62%	Not set
April 1, 2021	March 31, 2022			86%
April 1, 2022	March 31, 2023			86%

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
5.1.14 Roadway Uniformity-MIRE-Roadway Segment	Percentage	88%	4/1-3/31	2022

MaineDOT has been improving MIRE FDE Uniformity and plans to continue those efforts by adding additional MIRE FDEs to their roadway data system.
Maine will improve the Uniformity of roadway elements as measured in terms of:

The percentage of MIRE-compliant Roadway fundamental data elements entered in the roadway database or obtained through linkage to other databases.

Start Date	End Date	Percent Complete	Target (Percent)
April 1, 2020	March 30, 2021	80.47%	Not set
April 1, 2021	March 30, 2022	86.01%	Not set
April 1, 2022	March 30, 2023		88%

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
5.1.15 Roadway Uniformity-MIRE-At Grade Intersections/Junctions Elements	Percentage	77%	4/1-3/31	2022

MaineDOT has been improving MIRE FDE Uniformity and plans to continue those efforts by adding additional MIRE FDEs to their roadway data system.

Maine will improve the Uniformity of roadway elements as measured in terms of:

The percentage of MIRE-compliant Roadway fundamental data elements entered in the roadway database or obtained through linkage to other databases.

The result is a decrease of 3.81% in uniformity. The target for the next period is 77 percent.

Start Date	End Date	Percent Complete	Target (Percent)
April 1, 2020	March 30, 2021	79.76%	Not set
April 1, 2021	March 30, 2022	75.95%	Not set
April 1, 2022	March 30, 2023		77%

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
5.1.16 Roadway Uniformity-MIRE-Interchange/Ramp Elements	Percentage	59%	4/1-3/31	2022

MaineDOT has been improving MIRE FDE Uniformity and plans to continue those efforts by adding additional MIRE FDEs to their roadway data system.
Maine will improve the Uniformity of roadway elements as measured in terms of:

The percentage of MIRE-compliant Roadway fundamental data elements entered in the roadway database or obtained through linkage to other databases.

Start Date	End Date	Percent Complete	Target (Percent)
April 1, 2020	March 30, 2021	60.88%	Not set
April 1, 2021	March 30, 2022	57.58%	Not set
April 1, 2022	March 30, 2023		59%

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

Program Areas

Program Area: **Communications (Media)**

Description of Highway Safety Problems

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

MeBHS uses the Request for Proposal (RFP) and resultant vendor/contractor(s) to assist us with PSA production and media buys. The contract currently includes a survey to Maine residents, every six months, regarding the reach and recognition (recall) of media campaigns. Maine residents were asked, "In the past year, have you seen or heard any ads in the newspaper, on television, on the radio, etc. here in Maine that relate to a safe driving campaign?" The Spring 2022 critical insight report shows a small increase in recall rate of 36% from 35% in Spring of 2021. Even though there was a small increase for the recall of safe driving messaging, when looking at individual campaigns there is a decedent increase when comparing spring 2021 to spring 2022, as no campaigns decreased in awareness. Some of the highlights are Click it or Ticket increased from 78% to 84%, Buckle Up/ No Excuses increased from 63% to 74%, Share the Road increased from 65% to 71%, Survive your Drive increased 32% to 47%, and One Text or Call could Wreck it all increased from 46% to 66%. We are slowly but surely getting back to pre-pandemic numbers. During our 2022 plan, we increased our social and digital media campaigns, and started primarily running all the PSA's that were created in 2021. We also branched out to new areas like movie theaters and racetracks to run our messaging. For FFY2023, we plan to create new a video for motorcycle driving courses, a new drivers ed video that focuses on driving around tractor trailer trucks, and new printed handouts to distribute to businesses and organizations. Finally, we have begun reaching out directly to our news outlets to offer tips, suggestions, and press releases for various traffic safety concerns.
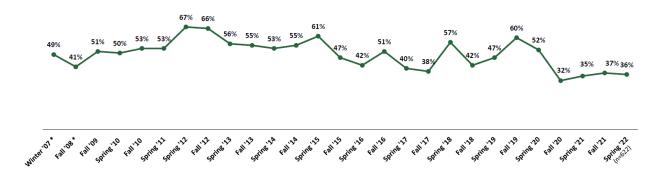
Countermeasure Strategy: Communications Outreach

Project Safety Impacts

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

MEBHS currently is under contract with NL Partners and Critical Insights to survey Maine residents every six months regarding the reach and recognition (recall) of media campaigns. Maine residents were asked "in the past year, have you seen or heard any adds in the newspaper, on television, on the radio, etc., here in Maine that relate to a safe driving campaign?" In fall of 2020 we had a steep decline to 35% due to covid and it being election season. Since then, we have been slowing increasing and we at back to 36% as of spring 2022.

Recall of Safe Driving Messages
(Percent who recall any safe driving campaigns)

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

Rationale for Selection
Maine continues to experience an increase in traffic crashes resulting in fatality and serious injury. Calendar years 2021 ended with a reduction in fatalities over 2020, however fatal crashes and resultant fatalities in 2022 so far hover around a 30% increase from this same time last year. According to NHTSA, effective high visibility communications and outreach are an essential part of successful highway safety programs. Paid advertising can be a critical part of the media strategy. Paid advertising brings with it the ability to control message content, timing, placement, and repetition. The projects selected are expected to have a direct impact on, and assist us with reaching, the performance targets for traffic fatalities, serious injuries, serious injury rate, fatalities/VMT, rural mileage death rate, and urban mileage death rate. Working with our media consultant(s), we will engage the public through use of focus groups to ensure our messaging is resonating with our intended audience. We trust that the paid and earned media projects selected

together with other proven countermeasures selected in this Plan will aid in public education and assist with driver behavioral change.

Planned Activity: Statewide Strategic Media Plan Buy and Statewide Creative Media Production
Planned Activity Number: PM23-001 (AMENDMENT #1 TRANSFERS $20K OF 405 E FLEX TO MC23-001)

Planned Activity Description:
This project will fund a robust paid media (television, radio, print, digital, social) associated with all the MeBHS programs and NHTSA High Visibility Enforcement campaigns. Expenses may include campaign development, re-tagging of NHTSA or other state's PSA's, purchase of radio, television, social, digital, and print materials. To expand our reach, we are also planning on having our messaging at high school and college sporting events, racetracks, movie theaters, airports, and at bars. This expansion in our media buy will reach Mainers in new ways, helping to reinforce our safe driving messaging by creating a top-of-mind awareness. Funding will be used to conduct critical insight surveys during the fall and spring.

This project will also fund the creation of new PSA's for both television, radio, digital, social media and print. Some of the new PSA's will be designed for social media channels such as TicTok and Snapchat. These PSA's target demographic will be for teen drivers. For print media we are looking to create educational handouts for focusing on how to notice and where to turn when a loved one's driving skills are declining with age, lawn signs for motorcycle awareness placed in the counties with the highest number of motor vehicle and motorcycle crashes. We will also include the printing of the Maine Smart Riding Guides for those who pass their riding course. CPS safety handouts will be created for parents, caregivers, and partner distribution and inspection sites. We will be creating new traditional PSA's for TV and Radio. The direction of these PSA's will be determined on a case-by-case basis and we will look at which program areas need additional content to better reach the target demographic.

Additionally, two new long form educational videos will be created. One will be for motorcycle riding courses and the other will be a drivers ed video focusing on safety around tractor-tailers will be created. The motorcycle video is being created to ensure more constancy in the courses, and to cover more complicated subjects. It will be sent to motorcycle rider schools in the counties with the highest number of crashes first. The video for tractor-trailers is being created at their request. A few of the subjects this video is going to cover is how to safely drive around them, where the blind spots are, and why to give them extra space on the road.

The goal for this project is to focus on all areas of driver behavior and connect with the public on a personal level to create a more memorable PSA consistent with

NHTSA messaging. By doing this effectively, drivers will reconsider some of their driving habits for the better.

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

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	402	FAST ACT, BIL & SUPP BIL -402	$4,612,501.50	$1,153,125.38	$1,845,000.60
2022	405e & 405e - Flex	FAST ACT, BIL & SUPP BIL-405e Comprehensive	$~~3,813,605.40~~ $3,793,605.40	$953,401.35	NA
2022	405f	FAST Act 405f	$37,597.47	$9,399.37	NA
TOTAL			$~~8,463,704.37~~ $8,443704.37	$2,115,926.10	

Description of Highway Safety Problems

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

In 2020 there were 3,142 people killed and an estimated additional 324,652 people injured in motor vehicle crashes involving distracted drivers. According to the National Highway Traffic Safety Administration, in 2020 there were an estimated 215,310 distraction affected injury crashes (14 percent of all injury crashes). The majority of fatalities in distraction-affected crashes in 2020 (and in all fatal crashes) were motor vehicle occupants (including motorcyclists): 80 percent for all fatal crashes and 81 percent for distraction-affected fatal crashes. The other victims were nonoccupants—pedestrians, pedacyclists, and others. Distracted drivers were involved in the deaths of 587 nonoccupants in 2020.

Maine tests new drivers about common distracted driving situations. Maine's driver license test contains the following questions specific to and regarding distracted

driving:

Distracted Driving Questions
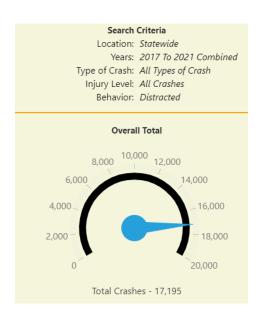
1. When using a cellular telephone in your vehicle, you should:
   A) Continue driving as you normally would
   B) Pull off the road before dialing
   C) Monitor traffic conditions before answering or making calls

2. Nearly all accidents involve;

   A) Visual, manual, cognitive distractions
   B) Listening to the radio
   C) Talking to your passenger

3. A driver under what age is prohibited from operating while using a mobile telephone or handheld electronic device?

   A)   20
   B)   21
   C)   18

4. To manage or eliminate distractions, it's important to understand the three distinct types;

   A)   Visual, speed and road conditions
   B)   Visual, manual and cognitive
   C)   Hearing, passengers and darkness

5. Laws that prohibit cell phone use and texting have an impact on what?

   A)   Getting your license
   B)   Safety
   C)   Time management

6. In the rush to be on time, don't make the sometimes fatal mistake of;

    A) Putting your 4-way flashers on to get other motorists off the road
    B) Multi-tasking behind the wheel
    C) Neither A or B are correct

7. Nearly all motor vehicle accidents involve what?

    A) A combination of two or more types of distractions
    B) A driver who has no formal education
    C) A vehicle operated by an out of state driver

8. When driving, tuning the radio would be considered what type of distraction?

    A) Visual distraction
    B) Manual distraction
    C) Cognitive distraction

9. When using a cellular telephone in your vehicle, you should;

    A) Continue driving as you normally would
    B) Put the phone on the dashboard
    C) Monitor traffic conditions before answering or making calls

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

Maine's Cell Phone Use While Driving in Maine (2021) report found that of 10,973 drivers observed, 2.2% held a phone to their ear, .5% used an in-ear device, and 2.3% of the time drivers were observed manipulating a phone. Overall, 3.8% of drivers were observed holding or manipulating a mobile device.

A query of the Maine Crash Reporting Public Query tool shows that 17,195 crashes were reported as driver behavior: distracted between 2017 and 2021.

Countermeasure Strategy: Distracted Driving Laws and Enforcement

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

Linkage Between Program Area
High-visibility enforcement and education are proven to be effective together in reducing negative driver behaviors in other program areas. High-visibility enforcement for distracted driving is assumed to have the same effect although a recently released synthesis concluded that for all targeted behaviors, enforcement campaigns were effective at reducing prohibited behaviors, even though the magnitude of the observed safety improvements cannot be predicted by the level of enforcement activity used in the effort.

The chart below shows the number of citations written for distracted driving related offenses (note: 2022 is to date).

Alleged Offense Statute	Alleged Offense Description	2017	2018	2019	2020	2021	2022
29-A-1311-1C	OP mv on intermediate license using a handheld electronic device or mobile telephone	9	16	7	9	8	4
29-A-2116-xx-01	OPR < 18 using mobile phone or handheld electronic device (1st offense)	16	31	14			
29-A-2116-xx-02	OPR < 18 using mobile phone or handheld electronic device (2nd offense & subsq)		1	1			
29-A-2118-2	FT maintain control of mv	803	1,206	681	314	386	159
29-A-2119-2-01	Texting while op a mv (1st offense)	876	1,903	678	135	126	50
29-A-2119-2-02	Texting while op a mv (2nd offense & subsq)	4	35	11	6	5	1
29-A-2121-1-01	OP mv while imp using a handheld electronic device or mobile telephone (1st offense)			893	3,648	3,232	1,618
29-A-2121-1-02	OP mv while imp using a handheld electronic device or mobile telephone (2nd offense & subsq)			5	31	44	33
		1,708	3,192	2,290	4,143	3,801	1,865

Rationale for Selection

According to CTW, Tenth Edition 2020 1.3, numerous studies demonstrate that high-visibility enforcement (HVE) is effective for reducing impaired driving and increasing seat belt use. Recent studies regarding its effectiveness on curbing distracted driving show uncertainty, however combined with public education and strong laws, enforcement plays a key role. This edition of the CTW indicates that state studies in Connecticut and New York have shown a decrease in driver handheld use of cellphones due to both high-visibility enforcement and the support of paid media. Maine has strong laws for distracted driving and several state observational surveys regarding hand-held have shown that a combination of education, enforcement, and laws reduce the percentage of hand-held use observed in Maine. MeBHS chose the following activities focused on enforcement and education. It is expected that the project selected will help us achieve our distracted driver fatality target for FFY2023.

Planned Activity: High Visibility Distracted Driving Enforcement

Planned Activity Number: DD23-000 (various)

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

Intended Subrecipients
Various Law Enforcement Agencies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL & SUPP BIL-405e Comprehensive Distracted Driving	405e DD Law Enforcement (Comprehensive)	$1,699,580.95	$424,895.24	NA

Countermeasure Strategy: Innovative Countermeasure - Distracted Observational Survey

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

Maine's Cell Phone Use While Driving in Maine (2021) report found that of 10,973 drivers observed, 2.2% held a phone to their ear, .5% used an in-ear device, and

2.3% of the time drivers were observed manipulating a phone. Overall, 3.8% of drivers were observed holding or manipulating a mobile device.

Linkage Between Program Area
Educating the public on the dangers of distracted driving requires information regarding the observed usage of hand-held devices while driving. High-Visibility Enforcement deters texting and driving. It is important to conduct observational surveys to determine if a combination of countermeasures (enforcement, public education, and laws) are making a positive impact.

Rationale for Selection
The effectiveness of hand-held cell phone bans in reducing crashes is still unclear. Nikolaev, Robbins, and Jacobson (2010) examined driving injuries and fatalities in 62 counties in New York State both before and after a hand-held cell phone ban took effect. Forty-six counties showed a significant decrease in injury crashes following the ban, and 10 counties showed a less significant decrease in fatal crashes. Although encouraging, the study did not include a control group to account for other factors that may have decreased crashes. A study by the Highway Loss Data Institute (HLDI) investigated State-level automobile insurance collision claims in California, Connecticut, New York, and the District of Columbia. When compared to neighboring States, there was no change in collision claim frequency after these jurisdictions implemented hand-held cell phone bans (HLDI, 2009). However, the data from the Highway Loss Data Institute is proprietary and an independent analysis of the data has not been conducted. Also, not all crashes result in a collision claim, so collision claim rates may differ from crash rates. Several more recent studies (Flaherty et al, 2020; French & Gumus, 2018; Rocco & Sampaio, 2016; Rudisill et al, 2018) have shown that fatal crashes have declined in states with bans on handheld cellphone use. Additional studies show a combination of countermeasures are effective and surveys show the overall effectiveness from year to year.

Planned Activity: Distracted Driving Observational Survey
Planned Activity Number: USM23-001

Planned Activity Description:
Cell phone use and texting while driving can degrade driver performance in three ways -visually, manually, and cognitively. Talking and texting while driving has grown in the past decade as drivers take their cell phones into their vehicles. To gather data on actual cell phone use, and to determine if enforcement efforts and education has been successful, Maine intends to conduct annual cell phone usage observational studies.   A survey was conducted in April of 2021 and the results showed a decrease in the use of handheld electronic devices from 6.1% of drivers observed in 2019 to 3.8% of drivers observed in 2021.

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

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL & SUPP BIL- 405e Flex	405e Comprehensive Distracted Driving	$150,000.00	$37,500.00	NA
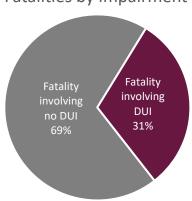
Program Area: **Impaired Driving-Alcohol and Drug**

Description of Highway Safety Problems
Fatality Facts

- There were 226 DUI-related fatal crashes involving 229 impaired drivers between 2015 and 2019.
- There were 242 DUI-related fatalities during this period.
- 31% of all fatalities involved an impaired driver.
- 22% of all drivers involved in fatal crashes were impaired.

Impaired Driving Fatalities in Perspective
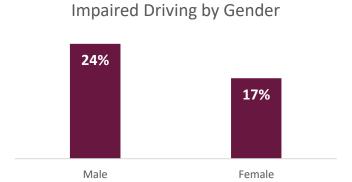
Approximately 31% of all fatalities involved an impaired driver. This proportion ranged from a low of 27% in 2017 to a high of 36% in 2016.

Fatalities by Impairment

Impaired Driving and Gender
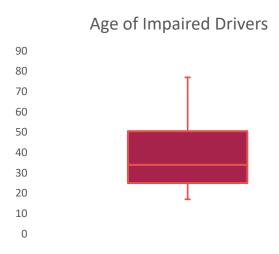
While 22% of all drivers involved in fatal crashes were operating under the influence, a higher proportion of male drivers involved in fatal crashes were operating under the influence (24%) compared to female drivers (17%).

Impaired Driving by Gender

Impaired Driving and Age
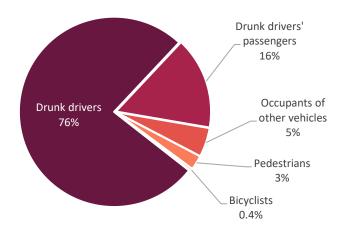
The median age of drivers operating under the influence in fatal crashes was 34, meaning half of the impaired drivers were younger than 34 and half were older. One-quarter of all drivers operating under the influence were between the ages of 17 and 24, and one-quarter were between the ages of 25 and 34. These are dense distributions compared to the remaining two quartiles, which together span the ages of 35 and 77; as such, the bottom two age quartiles might make good targets for public safety messages.

Age of Impaired Drivers

Who Dies?
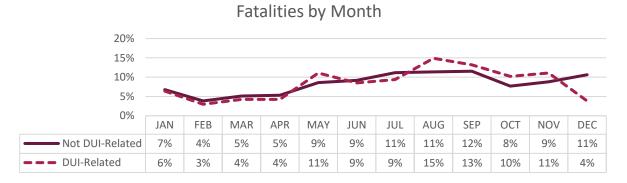
Crashes involving impaired driving resulted in 242 fatalities between 2016 and 2020. The majority of these fatalities (76%) involved the loss of life for the impaired driver. An additional 16% of fatalities involved the impaired drivers' passengers. This suggests that 92% of the risk associated with impaired driving is borne by impaired drivers and their passengers. An additional 8% of fatalities involved occupants of other vehicles, pedestrians, and bicyclists.

OUI-Related Fatalities by Person Type
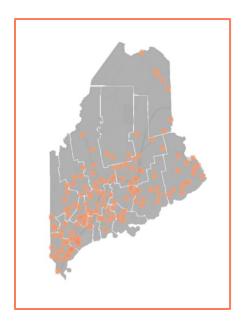
OUI Fatalities by Month

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

Fatalities by Month

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

OUI-Related Fatalities by County
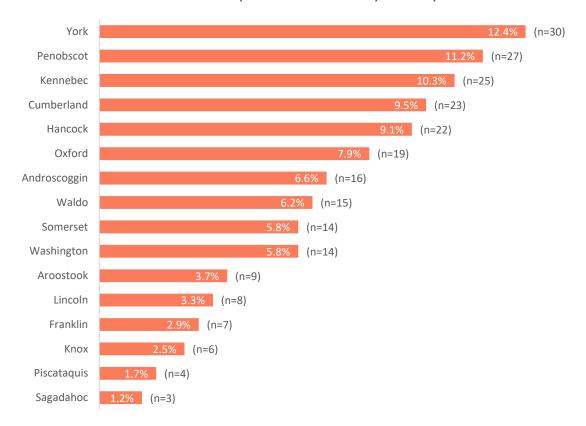
Approximately 12.4% of the 242 DUI-related fatalities that occurred between 2016 and 2020 occurred in York County, followed by 11.2% in Penobscot County, and 10.3% in Kennebec County.

Driver Impaired Fatalities by County

County	Percentage	Count
York	12.4%	(n=30)
Penobscot	11.2%	(n=27)
Kennebec	10.3%	(n=25)
Cumberland	9.5%	(n=23)
Hancock	9.1%	(n=22)
Oxford	7.9%	(n=19)
Androscoggin	6.6%	(n=16)
Waldo	6.2%	(n=15)
Somerset	5.8%	(n=14)
Washington	5.8%	(n=14)
Aroostook	3.7%	(n=9)
Lincoln	3.3%	(n=8)
Franklin	2.9%	(n=7)
Knox	2.5%	(n=6)
Piscataquis	1.7%	(n=4)
Sagadahoc	1.2%	(n=3)
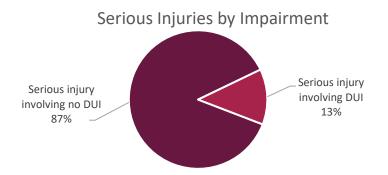
Serious Injury Facts

- There were 108 OUI-related serious injury crashes involving 109 impaired drivers in 2020.
- There were 129 OUI-related serious injuries during this period.
- 20% of all serious injuries involved an impaired driver.
- 13% of all drivers involved in serious injury crashes were impaired.
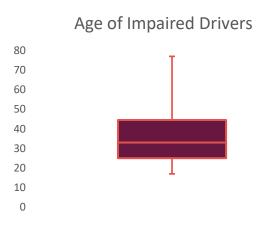
Serious Injuries and Impaired Driving in Perspective

Approximately 13% of all serious injuries involved an impaired driver.

Serious Injuries by Impairment

Serious injury involving no DUI 87%

Serious injury involving DUI 13%

Impaired Driving and Age
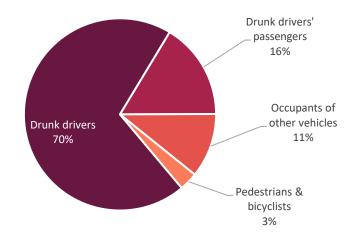
The median age of drivers operating under the influence in serious injury crashes was 33, meaning half of the impaired drivers were younger than 33 and half were older. One-quarter of all drivers operating under the influence were between the ages of 17 and 25, and one-quarter were between the ages of 26 and 33. These are dense distributions compared to the remaining two quartiles, which together span the ages of 34 and 77; as such, the bottom two age quartiles might make good targets for public safety messages.

Age of Impaired Drivers
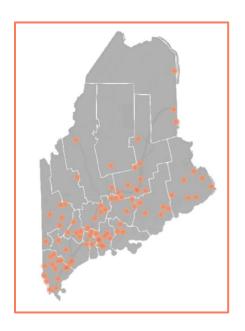
Who Is Seriously Injured?

Crashes involving impaired driving resulted in 129 serious injuries in 2020. The majority of these serious injuries (70%) involved injury to the impaired driver. An additional 16% of serious injuries involved the impaired drivers' passengers. This suggests that 86% of the risk associated with impaired driving is borne by impaired drivers and their passengers. An additional 14% of serious injuries involved occupants of other vehicles, pedestrians, and bicyclists.

OUI-Related Serious Injuries by Person Type

Drunk drivers' passengers
16%

Occupants of other vehicles
11%

Drunk drivers
70%

Pedestrians & bicyclists
3%

OUI-Related Serious Injuries by County
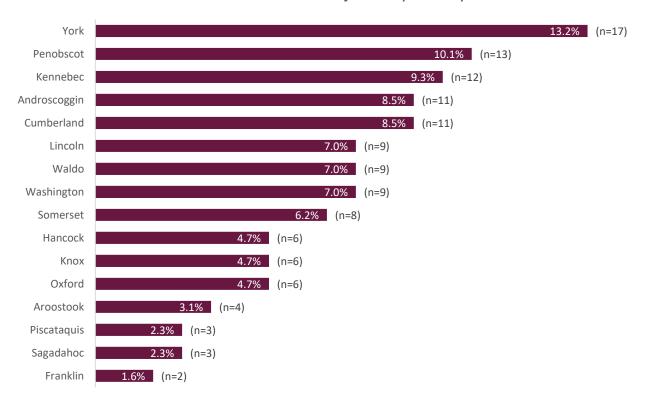
Approximately 13.2% of the 129 DUI-related serious injuries in 2020 occurred in York County, followed by 10.1% in Penobscot County, and 9.3% in Kennebec.

DUI-Related Serious Injuries by County

County	Percent	Count
York	13.2%	(n=17)
Penobscot	10.1%	(n=13)
Kennebec	9.3%	(n=12)
Androscoggin	8.5%	(n=11)
Cumberland	8.5%	(n=11)
Lincoln	7.0%	(n=9)
Waldo	7.0%	(n=9)
Washington	7.0%	(n=9)
Somerset	6.2%	(n=8)
Hancock	4.7%	(n=6)
Knox	4.7%	(n=6)
Oxford	4.7%	(n=6)
Aroostook	3.1%	(n=4)
Piscataquis	2.3%	(n=3)
Sagadahoc	2.3%	(n=3)
Franklin	1.6%	(n=2)

Countermeasure Strategy: Impaired Driving Program Administration

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale for Selection

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

Planned Activity: Impaired Driving Program Management and Roadside Testing Vehicle Operations
Planned Activity Number: AL23-001

Planned Activity Description:

Funding and costs associated with this program area include allowable expenditures for program manager activities, travel, and training. Costs may also include general expenditures for operating costs e.g., printing, supplies, state indirect rates, insurance, and postage.

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

Intended Subrecipients

MeBHS Program Administration

Funding Source:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL & SUPP BIL-402	FAST ACT, BIL & SUPP BIL -402	$300,000.00	$75,000.00	$0.00

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

Project Safety Impacts

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

High-visibility saturation patrols and publicized sobriety checkpoints are proven and accepted NHTSA countermeasures - CTW Tenth Edition, 2020. This project combines the two evidence-based countermeasures of high-visibility saturation patrols and publicized sobriety checkpoints for clarity and conciseness. A high-visibility saturation patrol consists of many law enforcement officers patrolling a specific area to look for drivers who may be impaired. These patrols usually take place at times and locations where impaired driving crashes commonly occur. At a publicized sobriety safety checkpoint, law enforcement officers stop vehicles at a predetermined location to check whether the driver is impaired. They either stop every vehicle or stop vehicles at some regular interval, such as every third or tenth vehicle. To do this, checkpoints should be publicized extensively, highly visible, and conducted regularly as part of an ongoing publicized sobriety checkpoint program. Fell, Lacey, and Voas (2004) provide an overview of checkpoint operations, use, effectiveness, and issues. See Fell, McKnight, and Auld-Owens (2013) for a detailed description of six high visibility enforcement programs in the United States, including enforcement strategies, visibility elements, use of media, funding, and many other issues.

Linkage Between Program Area

Despite continued efforts to reduce traffic-related fatalities and serious injuries in

Maine over the past several years, the number of alcohol-involved crashes, fatalities, and injuries continues to be a challenge in our goal to reach zero fatalities. In the five-year period from 2016-2020, an average of 29% of all fatalities in Maine involve an impaired driver or motorcycle operator.

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

Rationale for Selection
The primary purpose of high-visibility saturation patrol and publicized sobriety checkpoint programs is to deter driving under the influence of alcohol or drugs by increasing the perceived risk of arrest. To do this, high-visibility saturation patrols and sobriety checkpoints should be publicized extensively and conducted regularly, as part of an ongoing impaired driving enforcement program. Saturation patrols and publicized sobriety checkpoints are proven effective by the CTW Tenth Edition 2020 receiving 4 and 5 stars respectively.

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

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

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

3.   To identify specific problem areas within each geographic region, the Maine Bureau of Highway Safety utilized impaired driving crash data from 2016-2020 for each locality. The data includes crashes that resulted in possible injuries, evident injuries, serious injuries, and fatalities.

We believe that the planned projects described in this Plan will help us achieve the impaired driving targets, as well as the targets for traffic fatalities, serious injuries,

serious injury rate, fatalities/VMT, and rural and urban death rates.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
ID23-001	Maine State Police SPIDRE Team
ID23-002 Various	Regional Impaired Driving Task Force Teams (RIDE)
ID23-000 (various)	NHTSA "Drive Sober or Get Pulled Over" and "Drive Sober, Maine!" HVE
ID23-014	Breath Testing Device Procurement to Support of the NHTSA "Drive Sober or Get Pulled Over" and "Drive Sober, Maine!" campaigns

Planned Activity: Maine State Police SPIDRE Team
Planned activity number: ID23-001

Planned Activity Description:
The State Police Impaired Driving Reduction Enforcement team (SPIDRE) is comprised of members of the Maine State Police that are proficient in NHSTA Standardized Field Sobriety Training, ARIDE trained, and several are certified as Drug Recognition Experts. SPIDRE consists of a team leader and team members available Statewide. The SPIDRE team will increase publicized sobriety checkpoints and impaired driving high-visibility saturation patrols, with a focus on scheduled events where there is a significant potential for impaired drivers. The team leader will be a liaison within the MeBHS to work with other agencies. The Maine Bureau of Highway Safety Roadside Testing Vehicle (RTV) and agency message trailers will be utilized when assisting other departments at various events and publicized sobriety checkpoints throughout the State.

Intended Subrecipients
Maine State Police

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL & SUPP BIL-405d	405d Mid-Range and Low-Range	$150,000.00	$37,500.00	NA

Planned Activity: Regional Impaired Driving Enforcement Teams (RIDE)

Planned activity number: ID23-002

Planned Activity Description:

Funds will support overtime costs to continue support of impaired driving enforcement efforts by Regional Impaired Driving Enforcement (RIDE) Teams. RIDE team members are comprised of law enforcement officers from various local jurisdictions within a designated county and include law enforcement officers that are proficient in NHSTA Standardized Field Sobriety Training, ARIDE trained, Drug Recognition Experts, and Forensic Phlebotomists. RIDE team members may also include dedicated dispatch support staff. Each RIDE team member is selected by a designated RIDE team leader based on their impaired driving training and expertise. When established, RIDE teams will be focusing their efforts during the time and days identified by data-analysis of alcohol and drug related crashes in the counties identified as high crash areas. RIDE teams conduct impaired driving high-visibility saturation patrols and sobriety checkpoints in selected locations (using evidence-based traffic safety methods) throughout identified jurisdictions. Exact patrol locations are determined and agreed upon by the MeBHS program coordinators and the Law Enforcement Liaison in partnership with individual RIDE team leaders. MeBHS monitors the successes of the grant as it is being conducted to determine if modifications need to be implemented to ensure the activity is producing results. The MeBHS Roadside Testing Vehicle is used to support various RIDE activities.

Intended Subrecipients

Various Law Enforcement Agencies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL & SUPP BIL-405d	405d-Mid-Range and Low-Range	$50,000.00	$12,500.00	NA

Planned Activity: NHTSA "Drive Sober or Get Pulled Over" and "Drive Sober, Maine!"

Planned activity number: ID23-000 (various)

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

Intended Subrecipients
Various Law Enforcement Agencies identified through data analysis

Funding Sources:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL & SUPP BIL- 405d	405d Mid-Range and Low-Range	$1,000,000.00	$250,000.00	NA

Planned Activity: Breath Testing Device Procurement in Support of the NHTSA "Drive Sober or Get Pulled Over" and "Drive Sober, Maine!" campaigns

Planned Activity Number: ID23-014 (Phase 2)-AMENDMENT #1

Planned Activity Description:

The State of Maine utilizes breath testing devices as the primary means to obtain evidence in alcohol-impaired driving cases. The results from these breath testing devices are used as evidence in court to prosecute OUI offenses. This planned activity will support the NHTSA "Drive Sober or Get Pulled Over" and "Drive Sober, Maine!" campaigns as well as all high-visibility saturation patrols and publicized sobriety checkpoints described above. Maine has 92 Evidential Breath Test (EBT) instruments that are located at various points throughout the State. A large majority of these State-owned EBT instruments are 7-10 years old and are frequently in need of repair. Thirty new units were purchased in FFY2021 and are waiting to be deployed. The COVID pandemic has delayed the software development need for transmission of information from device to servers. Phase 2 was intended for FFY2022, but due to the vendor's inability to provide the necessary software development, Phase 2 is being pushed out to FFY2023. This planned activity will fund up to 30 new EBT instruments, **including gas canisters and hand-held scanners,** and associated costs for training, licensing, and reporting using the new instruments, as part of a 5-year phased-in replacement of the current EBTs in use. This phased approach will allow the State to maintain the integrity of its breath testing program and is an integral part of any high-visibility enforcement and sobriety checkpoint program efficiently and effectively. Any equipment purchased will meet BAA and will be on NHTSA's "Conforming Products List" and will also be pre-approved by NHTSA in writing as required.

Intended Subrecipients

MeBHS Program Administration

Funding Source:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL & SUPP BIL-405e FLEX	s. 405e Flexed to s. 402	$1,000,000.00	$250,000.00	NA

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

Project Safety Impacts

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

Linkage Between Program Area

Despite continued efforts to reduce traffic-related fatalities and serious injuries in Maine over the past several years, the number of alcohol-involved crashes, fatalities, and injuries continues to be a challenge in our goal to reach zero fatalities. On average, approximately 29% of all fatalities in Maine involve an alcohol-impaired driver or motorcycle operator. This proportion ranged from a low of 22% in 2017 and to a high of 27% in 2020.

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

Rationale for Selection

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

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

2.   The eight geographic regions vary significantly in population density, which in turn affects their respective crash rates. To account for population density in each of these regions, the Maine Bureau of Highway Safety calculates the proportion of vehicle miles travelled in each region as compared to the total vehicle miles traveled in the State of Maine. Each region is then assigned a specific number of grants based

upon those percentages and the total number of grants decided upon for each program area in the State.

3.   To identify problem areas within each geographic region, the Maine Bureau of Highway Safety utilized different tools to analyze data. Crash data spanning the five-year period from 2016-2020 is averaged for each program area. The data includes crashes that resulted in possible injuries, evident injuries, serious injuries, and fatalities.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
ID23-100+	Drug Recognition Expert (DRE) and Forensic Phlebotomist (FP) Training and Call-Out Reimbursement Assistance
ID23-006	DHHS HETL Lab Chemists/Toxicologists & Equipment
ID23-008	Maine Annual Impaired Driving Summit (with AAA NNE)
ID23-009	Statewide Impaired Driving Coordinator (MSP)
ID23-010	Specialized Law Enforcement Training (Impaired) MCJA
ID23-013	Civilian Phlebotomist Evidentiary Blood Draw Call-Out & Travel
ID23-015	Impaired Driving Law Enforcement/Prosecutor Resource – Smartphone/Tablet Application

Planned Activity: Drug Recognition Expert (DRE) and Forensic Phlebotomist (FP) Training and Call-Out Reimbursement Assistance
Planned Activity Number: Various Beginning with ID23-100

Planned Activity Description:

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

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

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

In FFY 2020, MeBHS partnered with Kennebec Valley Community College to develop a new Forensic Phlebotomy training course for law enforcement officers. The Forensic Phlebotomy course is modeled after Arizona's Forensic Phlebotomy course. The course provides 5 weeks of online instruction followed by 3 days of classroom instruction and a clinical rotation that requires students to show proficiency in blood draws by completing 80 successful venipunctures. The first course was offered in March of 2020 and 10 students successfully completed the training program in FFY2020. 22 students completed the course in FFY2021, and 7 students completed the course in FFY2022. Kennebec Valley Community College plans to offer the course at least four times in FFY2023 due to the large demand from the law enforcement community. Class size is limited at 12-15 students and we expect to have approximately 50-80 public safety professionals trained in forensic phlebotomy in FFY2023. Kennebec Valley Community College also plans to begin offering a Forensic Phlebotomy refresher training course in FFY2023. The Forensic Phlebotomy refresher training course is a requirement for law enforcement FP officers two years after completing the original training course.

This will ensure that Maine's Forensic Phlebotomy program remains successful and is a program that will maintain a high level of integrity.

This planned activity will reimburse educational fees, and necessary travel costs for law enforcement officers that attend FP training and clinicals. Anticipated costs to have approximately 50-80 public safety professionals trained in forensic phlebotomy in FFY2023

Intended Subrecipients
Various LE Agencies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL & SUPP BIL-405d	405d Mid-Range and Low-Range	$350,000.00	$87,500.00	NA

Planned Activity: DHHS HETL Lab Chemists/Toxicologists
Planned Activity Number: ID23-006

Planned Activity Description:

This planned activity funds the activities of four chemists at the Maine Health and Environmental Testing Lab (HETL).

Two chemists are tasked with analyzing blood samples for drugs. These chemists also assist with urine drug testing and the breath testing alcohol program. Training and travel costs are necessary for the chemists to remain certified toxicologists and to ensure Maine is working under, and toward, best practices and to ensure that these chemists can provide expert toxicological and pharmacological testimony for Maine prosecutors as needed. Training may include: SOFT conference, Borkenstein courses, IACP DRE conference, and Web Based ABFT Prep Courses. Additionally, and new for FFY2023, this planned activity will also fund two additional chemist activities. These activities will further assist the current chemists in developing optimized testing methods for the analytical blood and urine drug testing programs. They will help with intake and handling of evidence submitted by law enforcement agencies, perform analytical testing of toxicology evidence, review and interpret scientific results. These chemists will interpret technical scientific results. They will prepare forensic case certificate of analysis reports, technically review other chemist's case files, and provide expert opinions. Finally, the chemists will testify as state expert witnesses before criminal, civil and administrative court.

Lastly, this activity will fund supplies necessary to ensure the integrity of the blood/drug testing program. Controlled standard reference materials and certified negative blood are ongoing materials required to maintain testing.

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

Intended Subrecipients
Maine DHHS

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL & SUPP BIL-405d	405d Mid-Range and Low-Range	$1,466,858.54	$366,714.64	NA
2022	FAST ACT, BIL & SUPP BIL-405e	405e Flexed to 402	$33,141.46	$8,285.37	NA
Total			$1,500,000.00		NA

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

Planned Activity Number: ~~ID23-008~~ SA23-002 AMENDMENT #3 02-2023-USING SA PROJECT NUMBER AND USING 405E FLEX AND NOT 405D.

Planned Activity Description:
MeBHS, with our partners, will continue to elevate the importance of the serious and growing issue of drug impaired driving by hosting another annual summit like previous successful summits. The date and location will be determined upon contract negotiation with AAA NNE. The project opportunity will be released upon approval of this Plan. These specialized Impaired Driving Summits are usually attended by over 200 people. Several out of state national speakers present at the conference. In order for AAANNE to continue to provide the level of instruction and demonstration necessary for participants to continue to attend, and for CEU's to be granted ~~were granted~~ to eligible participants in the legal field, it is imperative to the program that AAANNE representatives attend other national conferences that allow them the opportunity to network and see and hear other topnotch speakers and secure them for our annual summits. A survey was conducted to measure the attendance and effectiveness of the Summit. Responses indicated a need for a yearly summit with highly rated speakers. The attendance at the Annual Maine impaired driving summit has ranged from 200-250 attendees in years past including in FFY2021 when the Summit was held virtually. The FFY202~~3~~2 Summit is underway and planned for ~~July 21, 2022~~ June 27, 2023 at Husson University. ~~the Augusta Civic Center~~. The goal is always to increase the attendance of the Impaired Driving Summits and to encourage greater judicial and legislative attendance. The summits generate a significant amount of earned media and the after-event surveys provide useful recommendations for ongoing annual summits in Maine.

Intended Subrecipients
AAA Northern New England

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	~~FAST ACT, BIL & SUPP BIL- 405d~~ 405e Flexed to 402	~~405d Mid-Range and Low Range~~ 405e flexed to 402	$50,000.00	$12,500.00	NA

Planned Activity: Statewide Impaired Driving Coordinator (MSP)
Planned Activity Number: ID23-009

Planned Activity Description:
Impaired Driving continues to be the largest challenge facing Maine, especially with the drug and opiate crisis, and the legalization of marijuana laws driving expansion of sales for recreational and medical marijuana. A dedicated statewide impaired driving coordinator ensures that all of Maine's approaches to address impaired driving are implemented Statewide. The coordinators' purpose includes assisting the highway safety program coordinator with law enforcement training; conducting successful sobriety checkpoints; alcohol and drug testing procedures and protocols are in place; increasing the number of ARIDE and DRE trained officers; working with the Law Enforcement Liaison to increase enforcement of impaired driving; and to work with the Traffic Safety Resource Prosecutors to ensure successful prosecution of cases. A well- trained cadre of officers and prosecutors in impaired driving is beneficial to a state's Impaired Driving Program. Increasing ARIDE, DRE trained officers, and well-trained prosecutors will enhance the State's overall impaired driving program.

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

Intended Subrecipients
Maine State Police

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL & SUPP BIL-405d	405d Mid-Range and Low-Range	$350,000.00	$87,500.00	NA

Planned Activity: Specialized Law Enforcement Training (Impaired) MCJA
Planned Activity Number: ID23-010

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

This project funds the specialized training and supplies necessary for law enforcement officers to detect, apprehend, and prosecute motorists suspected of operating under the influence of alcohol and/or drugs. The Maine Impaired Driving Task Force has identified that a best practice methodology for OUI investigation dictates a three-pronged approach: (1) the NHTSA approved curriculum in Standardized Field Sobriety Testing (SFST) which is mandatory for all new police officers trained at the Maine Criminal Justice Academy's Basic Law Enforcement Training Program; (2) the Advanced Roadside Impairment Driving Enforcement (ARIDE) program offered to experienced patrol officers who desire better awareness of OUI drug cases; and (3) The Drug Recognition Expert (DRE) program for those police officers who excel in OUI Enforcement. The MeBHS recognizes the need to increase DREs and is actively working toward that goal. To ensure that they

meet the proficiency requirements without undue delay, these individuals may travel out of state for their certification requirements. This project provides travel expenses for DRE candidates to complete field certifications in more densely populated states. This project also funds selected attendance at the annual IACP DRE Conference which is critical for keeping DRE's current and proficient in utilizing best practices. These projects are administered jointly with the Maine DRE and impaired driving training coordinator at the Maine Criminal Justice Academy (MCJA).

We expect to train 80-100 new officers for ARIDE and at least 15 new Drug Recognition Experts in FFY2023.

Intended Subrecipients
Maine Criminal Justice Academy and MEBHS Administrative

Funding Sources:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL & SUPP BIL-405d	405d Mid-Range and Low Range	$100,000.00	$25,000.00	NA

Planned Activity: **Civilian Phlebotomist Evidentiary Blood Draw Call-Out & Travel**
Planned Activity Number: ID23-013

Planned Activity Description:

Maine law enforcement officers continue to experience challenges in obtaining evidential blood draws in impaired driving cases. While the medical community (both pre-hospital and hospital) continue to assist in rare cases, they remain reluctant to obtain non-medical related blood draws. In response to this problem, Maine created the Forensic Phlebotomy program for law enforcement officers with the Kennebec Valley Community College and we reimburse trained officers for overtime call-outs (see planned activity # ID23-100+) and we maintain a small civilian phlebotomist call out program. The civilian phlebotomy program is utilized to fill the gaps in geographic portions of the state where a forensic phlebotomist is not available to respond. Civilian Phlebotomists receive a flat state-funded stipend of $35 per call out.

This project would support additional funds (above the state stipend) for call out and travel costs associated with civilian phlebotomists to respond, on as needed basis, to law enforcement officers requesting an evidential blood draw in impaired

driving cases. The Maine Bureau of Highway Safety maintains the roster of qualified civilian phlebotomists available for call out. This list is distributed to local dispatch centers across the State of Maine. We anticipate upon roll-out of the program, that we will have up to 15 civilian phlebotomists available for on-call.

Intended Subrecipients

MeBHS Administrative with Various Civilian Phlebotomist contracts

Funding sources:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL & SUPP BIL-405e	405e flexed to 402	$475,489.48	$118,872.37	NA

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

Planned Activity Number: ID23-015

Planned Activity Description:

This planned activity has been included in prior HSP's but has yet to be implemented. We have worked with Maine OIT to determine the best course of application and content. It will support costs associated with the creation and maintenance of a mobile application that would be utilized as an educational/enforcement resource for law enforcement officers and prosecutors throughout the State of Maine on a smartphone and/or tablet.

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

Intended Subrecipients

Vendor to be identified through State of Maine procurement processes.

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL & SUPP BIL-405eFlex	405e Flexed to 402	$500,000.00	$125,000.00	NA

Countermeasure Strategy: Deterrence: Prosecution and Adjudication

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale for Selection

CTW Tenth Edition 2012 supports judicial and prosecutor training as part of the enforcement of drug and alcohol impaired driving.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
ID23-011	Traffic Safety Resource Prosecutor (TSRP) Activities including Prosecutor, Toxicologist, and Law Enforcement Training

Planned Activity: Traffic Safety Resource Prosecutor (TSRP) Activities including Prosecutor, Toxicologist, and Law Enforcement Training
Planned Activity Number: ID23-011

Planned Activity Description:
Traffic Safety Resource Prosecutors:

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

The TSRPs disseminate, among other things, training schedules, case law updates, new trial tactics, and new resource material to help keep prosecutors, judges, and law enforcement officers, and other interested parties current and informed. This project will fund printing costs of various training materials.

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

Trainings:
This project supports Maine's Traffic Safety Resource Prosecutor training projects for Maine prosecutors, law enforcement and others. The project funding covers the following classes: (1) OUI Investigation Review (including first on-scene to fatal crashes); (2) Prosecutor and Toxicologist Expert Testimony in Impaired Driving Cases; (3) Cops in Court; (4) Implied Consent; (5) HIPAA; (6) Prosecutor Presentations; and (7) Un-Masking CDL.

These classes have been chosen by the Maine TSRPs after reviewing the current landscape in Maine's impaired driving investigation and enforcement and assessing the needs of police officers, prosecutors, the Bureau of Motor Vehicles Hearings Examiners, and the Health and Environmental Testing Chemists over the past year. The classes are designed to deliver the best and most current impaired driving investigation and prosecution information to the needed practitioners as efficiently as possible. The following are brief descriptions of each class:

OUI Investigation Review: This class presents the concepts and principles employed by law enforcement officers in OUI investigation; including alcohol and drug impairment, chemical testing, fatal motor vehicle investigation and relevant Maine case law. The class has been accredited by the Maine Board of Bar Overseers for continuing legal education credits. This is a one-day class.

Prosecutor and Toxicologist Expert Testimony in Impaired Driving Cases: As chemical testing in impaired driving investigation becomes more complicated with caselaw and the addition of drug blood testing capabilities at the Maine HETL laboratory and the addition of specialized expert staff and recreational cannabis becomes more widely popular, the frequency and need for expert testimony in drug impaired driving cases will be needed. These professionals will benefit from specific training designed to teach them better courtroom communication skills. This is a one-day class.

Cops in Court: This NTLC created class is intended to teach report writing and courtroom testifying to line officers who are involved in impaired driving enforcement. Maine's TSRP Scot Mattox assisted the NTLC and NHTSA in updating this curriculum in early 2000. He and TSRP Josh Saucier has further amended to this training to include new prosecutors to obtain more joint training and moot court exercises. This class is one day.

Implied Consent: Maine's Implied Consent law and the relevant chemical testing procedures are an area of dynamic change in both statutory and case law around impaired driving investigations. Recent changes to Maine statutory law, the HETL procedures, as well as important cases handed down from both the SCOTUS and the Maine Law Court affect chemical testing collection and their subsequent admissibility. This is especially relevant for OUI drug investigations and blood testing. Course discussion topics include: Constitutional Rights and Chemical Testing; Implied Consent and Chemical Testing; How Implied Consent and Constitutional Rights Intersect; DRE Evaluations and Chemical Testing; Chemical Testing for drug OUI's when a DRE is not available. This is a one-day class.

HIPAA: Medical Records and Search Warrants
This class focuses on issues for prosecutors, law enforcement officers and motor vehicle hearings examiners might deal with concerning the intersection of medical privacy rules and criminal OUI investigation and trials. The class discusses what information is available for use, what information is restricted and how to get this information introduced into evidence at trial. This class covers Rule 17A Subpoenas for Medical Records, Rule 503 Doctor/Patient Privilege in Maine's evidence rules as well as discussing the federal guidelines and applicable restrictions of using these records in court. This is a one-day class.

Prosecutor's Association Annual Conference Presentation: The TSRP either attends or make presentations at the annual Maine Prosecutors Conference held in Bar Harbor every October. This project would reimburse travel and lodging for the Maine TSRP or an out-of-state TSRP who is making a presentation to the Maine Prosecutors Association at this conference.

Un-Masking CDL Masking: Action Plan for Improved CDL Enforcement & Masking Avoidance This project would support the Maine TSRP making a joint presentation with the National Traffic Law Center for Maine prosecutors and judiciary on CLD laws. This presentation would take place either via zoom or live in Maine at either the Maine Prosecutors or Impaired Driving Conference. CDL holders have the privilege of operating 80,000-pound vehicles, and with that privilege comes greater training, licensing expectations and responsibility. Federal and most state law prohibits the "Masking" of convictions. Misconceptions continue to persist surrounding this statute's mandate requiring the reporting of CDL/CMV violations and convictions and prosecutors' discretion to negotiate these cases. This presentation will analyze the rules and regulations about CDL operators and the legal, as well as the often deadly, practical consequences of what happens when unsafe CDL drivers are allowed to operate commercial motor vehicles.

This project is designed to provide this high-quality training – at no cost – to all prosecutorial districts in Maine that they would otherwise not be able to obtain. Project funding is intended to *include* the expenses associated with delivery of the above trainings including printing/ materials, travel, lodging, lunch on site, and registration fees (if applicable) for the training staff (including expenses for out of state subject matter experts) and prosecutors, law enforcement, and HETL and BMV staff attending.

Due to changing staffing levels amongst agencies in Maine, the location, date, and time of the trainings will be determined by TSRPs in accordance with the needs of law enforcement and prosecutorial districts as assessed by the TSRPs at the time to training is offered. Emphasis will be placed on holding the trainings at different locations so that the greatest number of participants can attend. These classes will also be live steamed and/or recorded for on-demand video when appropriate.

The goal is provide at least one of each class during FFY2023 throughout the State. A survey instrument will be sent out after each class to provide the SHSO with data on how the class is received and what the needs are for suture training. Additional classes (up to 2 of each) will be scheduled in conjunction with the SHSO if needed throughout the year.

Intended Subrecipients
Contract with Dirigo Safety, LLC.

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL & SUPP BIL-405e	405e flexed to 402	$7,580,000.00	$187,500.00	NA

Program Area: **Motorcycle Safety**

Description of Highway Safety Problems

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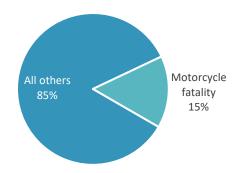
Fatality Facts

♦ There were 112 fatal motorcycle crashes between 2016 and 2020 involving 134 motorcyclists (120 drivers and 14 passengers).

♦ One hundred seventeen (117) motorcyclists died in these crashes (109 drivers and 8 passengers)

Motorcycle Fatalities in Perspective

Motorcycle fatalities made up 15% of all the fatalities between 2016 and 2020.
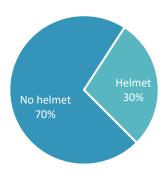
Motorcycle Fatalities

Helmet Use

Approximately 70% of motorcycle fatalities involved the failure to use a (DOT-compliant) helmet.
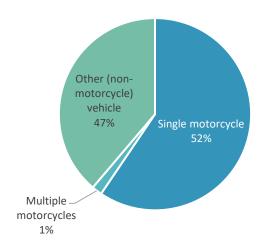
Motorcycle Fatalities by Helmet Use

Other Vehicle Involvement

In approximately 52% of all fatal motorcycle incidents, only a single motorcycle was involved. In an additional 1% of all fatal motorcycle incidents, another motorcycle was involved. In 47%, at least one other non-motorcycle vehicle was involved. Thus, more than half (53%) of all fatal motorcycle crashes involved only one or two motorcycles but no other vehicle.

Fatal Motorcycle Crashes by Vehicle Involvement
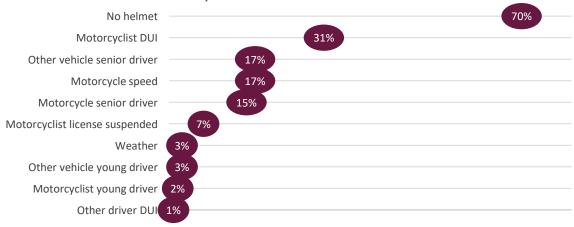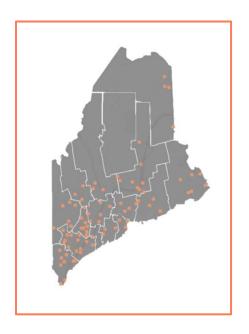
Motorcycle Fatalities and Other Factors

Several factors may contribute to motorcycle fatalities. The following table summarizes the percentage of fatalities associated with each factor. The factor most frequently associated with motorcyclist fatalities was *no helmet,* at 70%, followed by *motorcyclist DUI,* at 31%. Only 11% of motorcyclist fatalities were not associated with any of the factors below.

Motorcyclist Fatalities & Other Factors

Factor	Percentage
No helmet	70%
Motorcyclist DUI	31%
Other vehicle senior driver	17%
Motorcycle speed	17%
Motorcycle senior driver	15%
Motorcyclist license suspended	7%
Weather	3%
Other vehicle young driver	3%
Motorcyclist young driver	2%
Other driver DUI	1%

Motorcyclist Fatalities by County
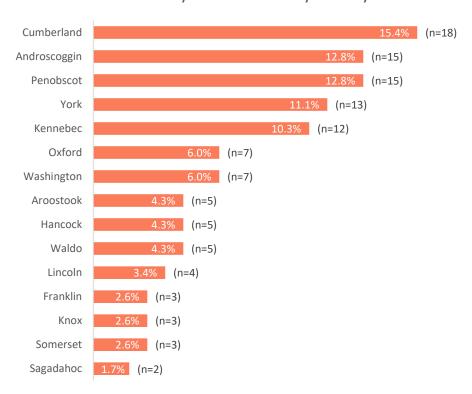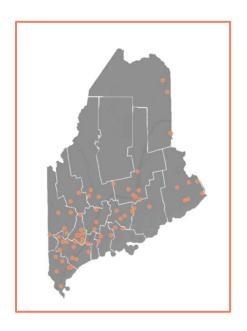
Approximately 15.4% of the 117 motorcyclist fatalities that occurred between 2016 and 2020 occurred in Cumberland County, followed by 12.8% in both Androscoggin and Penobscot Counties.

Motorcyclist Fatalities by County

County	Percentage
Cumberland	15.4% (n=18)
Androscoggin	12.8% (n=15)
Penobscot	12.8% (n=15)
York	11.1% (n=13)
Kennebec	10.3% (n=12)
Oxford	6.0% (n=7)
Washington	6.0% (n=7)
Aroostook	4.3% (n=5)
Hancock	4.3% (n=5)
Waldo	4.3% (n=5)
Lincoln	3.4% (n=4)
Franklin	2.6% (n=3)
Knox	2.6% (n=3)
Somerset	2.6% (n=3)
Sagadahoc	1.7% (n=2)

Unhelmeted Motorcyclist Fatalities by County

Approximately 13.4% of the 82 unhelmeted motorcyclist fatalities that occurred between 2016 and 2020 occurred in Cumberland County, followed by 12.2% in both Androscoggin and Penobscot Counties.

Unhelmeted Motorcyclist Fatalities

County	Percentage	n
Cumberland	13.4%	(n=11)
Androscoggin	12.2%	(n=10)
Penobscot	12.2%	(n=10)
York	11.0%	(n=9)
Kennebec	8.5%	(n=7)
Oxford	7.3%	(n=6)
Washington	7.3%	(n=6)
Waldo	6.1%	(n=5)
Lincoln	4.9%	(n=4)
Aroostook	3.7%	(n=3)
Somerset	3.7%	(n=3)
Franklin	2.4%	(n=2)
Hancock	2.4%	(n=2)
Knox	2.4%	(n=2)
Sagadahoc	2.4%	(n=2)
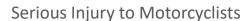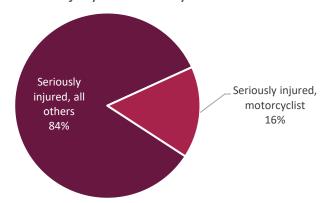
Serious Injury Facts

♦ There were 97 motorcycle crashes resulting in serious injury in 2020 involving 120 motorcyclists (104 drivers and 16 passengers).

♦ One hundred two (102) motorcyclists were seriously injured in these crashes (89 drivers and 13 passengers).

Serious Injury to Motorcyclists in Perspective

Seriously injured motorcyclists accounted for 16% of all serious injuries in 2020.

Serious Injury to Motorcyclists

Seriously injured, all others 84%

Seriously injured, motorcyclist 16%
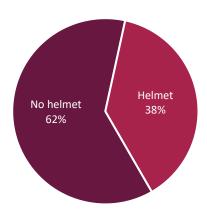
Helmet Use

Approximately 62% of seriously injured motorcyclist were not using a (DOT-compliant) helmet.
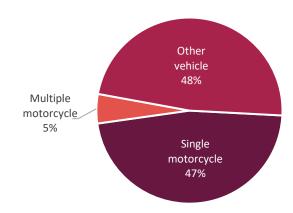
Helmet Use by Seriously Injured Motorcyclist

Other Vehicle Involvement

In approximately 47% of all crashes involving a seriously injured motorcyclist, only a single motorcycle was involved. In an additional 5%,

Serious Motorcycle Crashes by Vehicle

another motorcycle was involved. In 48%, at least one other non-motorcycle vehicle was involved. Thus, 52% of all crashes involving a seriously injured motorcyclist involved only one or two motorcycles but no other vehicle.
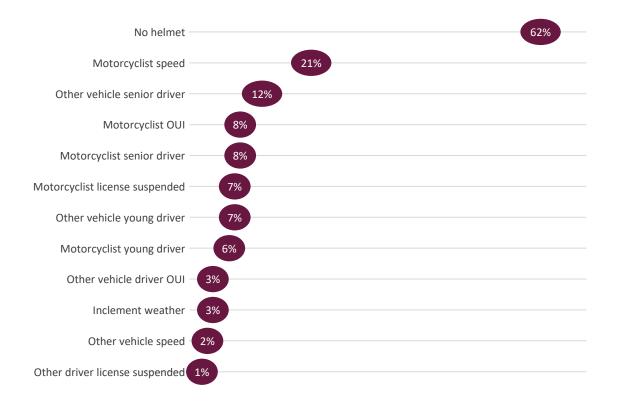
Seriously Injured Motorcyclists and Other Factors
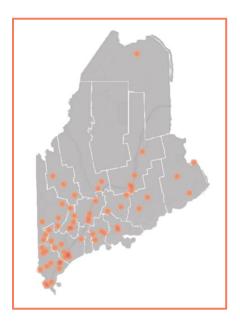
Several factors may contribute to the serious injury of motorcyclists. The following graph displays the percentage of serious injuries associated with each factor. Notable contributing factors were *no helmet, motorcyclist speed,* and *other vehicle*

senior driver. These factors were associated with 62%, 21%, and 12% of all seriously injured motorcyclists, respectively. Only 9% of all serious injuries to motorcyclists were not associated with any of the factors shown.

Seriously Injured Motorcyclist & Other Factors

Factor	Percentage
No helmet	62%
Motorcyclist speed	21%
Other vehicle senior driver	12%
Motorcyclist OUI	8%
Motorcyclist senior driver	8%
Motorcyclist license suspended	7%
Other vehicle young driver	7%
Motorcyclist young driver	6%
Other vehicle driver OUI	3%
Inclement weather	3%
Other vehicle speed	2%
Other driver license suspended	1%
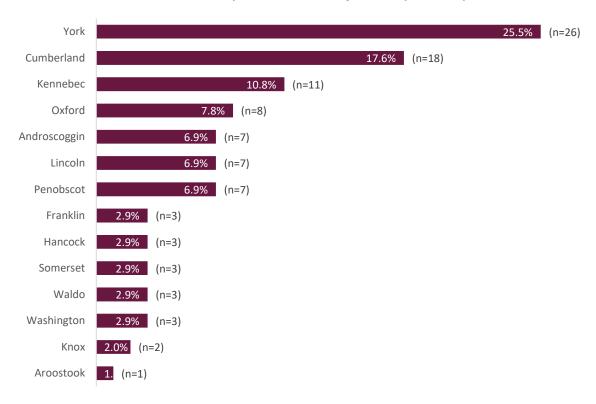
Motorcyclist Serious Injuries by County
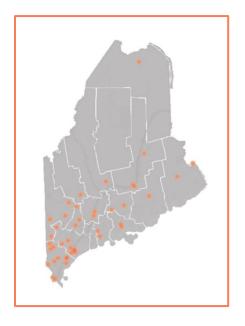
Approximately 25.5% of the 102 motorcyclist serious injuries in 2020 occurred in York County, followed by 17.6% in Cumberland County, and 10.8% in Kennebec County.

Motorcyclist Serious Injuries by County

County		
York	25.5%	(n=26)
Cumberland	17.6%	(n=18)
Kennebec	10.8%	(n=11)
Oxford	7.8%	(n=8)
Androscoggin	6.9%	(n=7)
Lincoln	6.9%	(n=7)
Penobscot	6.9%	(n=7)
Franklin	2.9%	(n=3)
Hancock	2.9%	(n=3)
Somerset	2.9%	(n=3)
Waldo	2.9%	(n=3)
Washington	2.9%	(n=3)
Knox	2.0%	(n=2)
Aroostook	1.	(n=1)
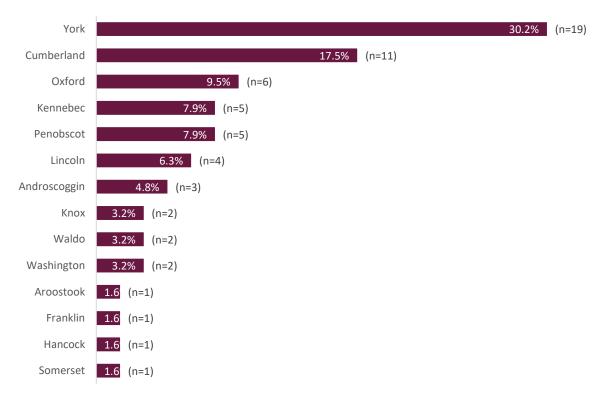
Unhelmeted Motorcyclist Serious Injuries by County

Approximately 30.2% of the 63 unhelmeted motorcyclist serious injuries in 2020 occurred in York County, followed by 17.5% in Cumberland County, and 9.5% in Oxford County.

Unhelmeted Motorcyclist Serious Injuries by County

County	Percent	Count
York	30.2%	(n=19)
Cumberland	17.5%	(n=11)
Oxford	9.5%	(n=6)
Kennebec	7.9%	(n=5)
Penobscot	7.9%	(n=5)
Lincoln	6.3%	(n=4)
Androscoggin	4.8%	(n=3)
Knox	3.2%	(n=2)
Waldo	3.2%	(n=2)
Washington	3.2%	(n=2)
Aroostook	1.6	(n=1)
Franklin	1.6	(n=1)
Hancock	1.6	(n=1)
Somerset	1.6	(n=1)
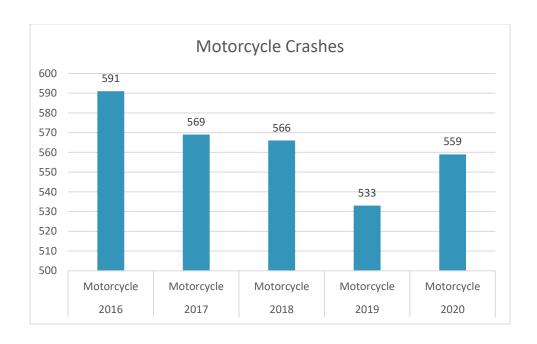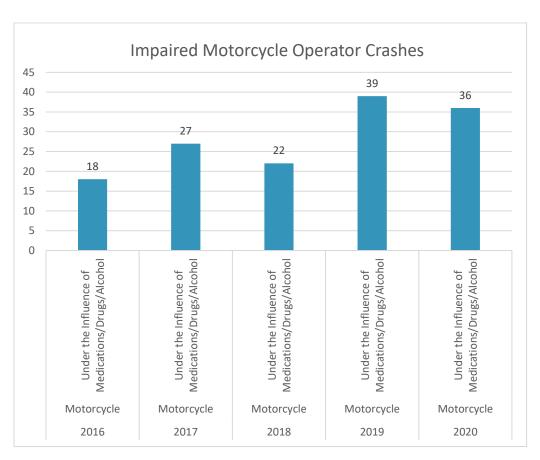
Number of Courses planned by County and Number of Registered Motorcycles by County:

ANDROSCOGGIN 105 BRC	KENNEBEC 55 BRC	PENOBSCOT 30 BRC	WALDO 0 BRC
AROOSTOOK 8 BRC	KNOX 0 BRC	PISCATAQUIS 0 BRC	WASHINGTON 2 BRC
CUMBERLAND 18 BRC	LINCOLN 0 BRC	SAGADAHOC 0 BRC	YORK 65 BRC
FRANKLIN 8 BRC HANCOCK 69 BRC	OXFORD 4 BRC	SOMERSET 0 BRC	STATEWIDE 364 BRC's

County or Political Subdivision	Number of registered motorcycles
Androscoggin	4399
Aroostook	2499
Cumberland	9073
Franklin	1488
Hancock	2305
Kennebec	5234
Knox	1624
Lincoln	1557
Oxford	3037
Penobscot	5870
Piscataquis	707
Sagadahoc	1450
Somerset	2259
Waldo	2106
Washington	982
York	11149

Motorcycle Crashes

591	569	566	533	559
Motorcycle 2016	Motorcycle 2017	Motorcycle 2018	Motorcycle 2019	Motorcycle 2020

Impaired Motorcycle Operator Crashes

18	27	22	39	36
Under the Influence of Medications/Drugs/Alcohol	Under the Influence of Medications/Drugs/Alcohol	Under the Influence of Medications/Drugs/Alcohol	Under the Influence of Medications/Drugs/Alcohol	Under the Influence of Medications/Drugs/Alcohol
Motorcycle 2016	Motorcycle 2017	Motorcycle 2018	Motorcycle 2019	Motorcycle 2020

Countermeasure Strategy: MC Safety Communications and Outreach Campaign

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

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

Rationale for Selection
CTW, Tenth Edition, 2020 - we believe that the projects planned below will help us achieve our FFY2023 targets for motorcyclist fatalities and for unhelmeted motorcyclist fatalities.

Planned Activity: Motorcycle Safety Paid Media Campaign
Planned Activity Number: (See also **PM23-001)**

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

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

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405f, 402, 405e Flex.	Fast Act 405f, 402, 405e flexed to 402	See PM23-001 for Funding Sources		NA

Planned Activity: Motorcycle Safety Program Assessment
Planned Activity Number: MC23-001-AMENDMENT #1

Planned Activity Description
MeBHS will conduct a NHTSA Motorcycle Safety Program Assessment in FFY2023. NHTSA's Assessment Program provides support to State Highway Safety Offices and other state agencies. A team of non-federal subject matter experts conduct a comprehensive review of a highway safety program area using an organized, objective approach and well-defined procedures that provide an overview of the program's status; note the program's strengths and weaknesses; and provide recommendations for improvement.

The program assessment will provide the following benefits:

Providing an opportunity for productive conversation between the host office and experienced subject matter experts; identifying strengths, weaknesses, and opportunities for improvement; assisting with long-range planning; assisting with resource allocation; generating support for program improvement; serving as a benchmark against which to measure future improvements; offering best practice recommendations; and potentially fulfilling incentive grant criteria.

Intended Subrecipients
MeBHS Administration

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act FLEX 405e	Fast Act Flex 405e	$20,000.00	$20,000.00	NA

Program Area: Non-motorized (Pedestrians and Bicyclist)

Description of Highway Safety Problem
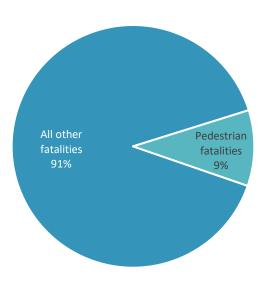
<u>Fatality Facts</u>

- There were 69 fatal pedestrian crashes between 2016 and 2020 resulting in 70 pedestrian deaths.
- Twenty-one percent (21%) of the pedestrians who died in crashes were under the influence.

Pedestrian Fatalities in Perspective

Approximately 9% of highway fatalities were pedestrian fatalities.
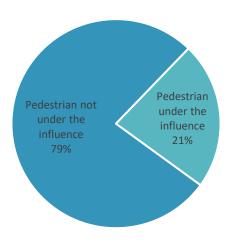
Pedestrian fatalities

All other fatalities 91%

Pedestrian fatalities 9%

Pedestrians Under the Influence

A sizeable proportion (21%) of the pedestrians who died as a result of highway crashes were under the influence at the time of the crash.
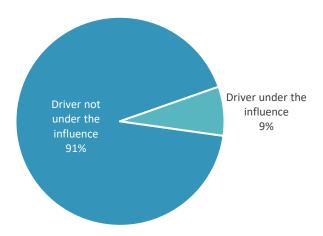
Pedestrian Fatalities by Impairment

Pedestrian not under the influence 79%

Pedestrian under the influence 21%

Pedestrian Fatalities and Drivers Under the Influence

A smaller proportion (9%) of crashes that resulted in a pedestrian fatality involved a driver who was under the influence at the time of the crash.
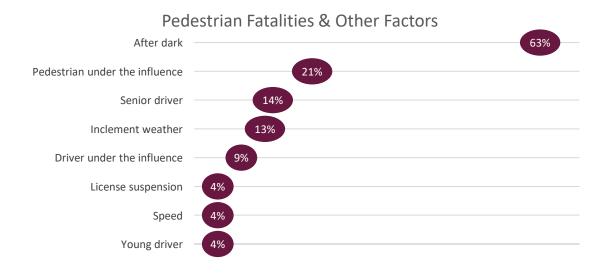
Pedestrian Fatalities by Driver Impairment

Driver not under the influence 91%

Driver under the influence 9%
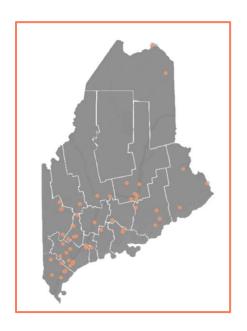
Pedestrian Fatalities and Other Factors

Several factors contribute to pedestrian fatalities. The following table summarizes the percentage of fatalities associated with some of these known factors. The factor

most frequently associated with pedestrian fatalities was *after dark,* at 63%, followed by *pedestrian under the influence, senior driver,* and *inclement weather,* at 21%, 14% and 13%, respectively. Only 17% of pedestrian fatalities were not associated with any of the factors presented below.

Pedestrian Fatalities & Other Factors

Factor	
After dark	63%
Pedestrian under the influence	21%
Senior driver	14%
Inclement weather	13%
Driver under the influence	9%
License suspension	4%
Speed	4%
Young driver	4%
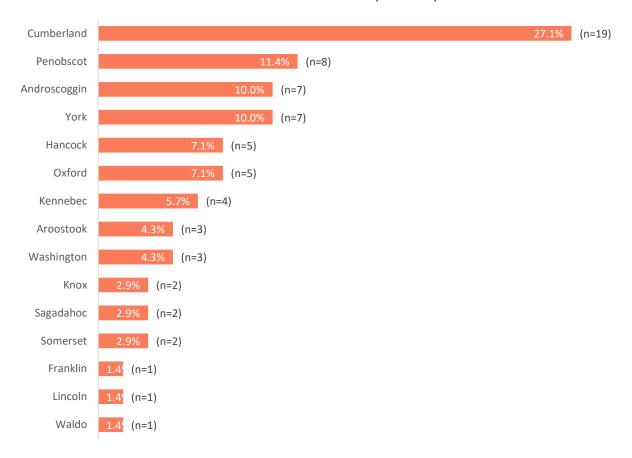
Pedestrian Fatalities by County

Approximately 27.1% of the 70 pedestrian fatalities that occurred between 2016 and 2020 occurred in Cumberland County, followed by 11.4% in Penobscot County, and 10.0% each in Penobscot and York Counties.

Pedestrian Fatalities by County

County	Percentage	Count
Cumberland	27.1%	(n=19)
Penobscot	11.4%	(n=8)
Androscoggin	10.0%	(n=7)
York	10.0%	(n=7)
Hancock	7.1%	(n=5)
Oxford	7.1%	(n=5)
Kennebec	5.7%	(n=4)
Aroostook	4.3%	(n=3)
Washington	4.3%	(n=3)
Knox	2.9%	(n=2)
Sagadahoc	2.9%	(n=2)
Somerset	2.9%	(n=2)
Franklin	1.4%	(n=1)
Lincoln	1.4%	(n=1)
Waldo	1.4%	(n=1)
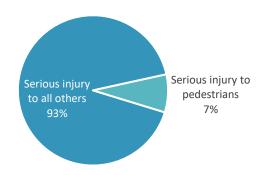
Serious Injury Facts

♦ There were 45 pedestrian crashes in 2020 resulting in the serious injury of 45 pedestrians.

♦ Seven percent (7%) of the pedestrians who were seriously injured in crashes were under the influence.

Serious Injury to Pedestrians in Perspective

Approximately 7% of serious injuries were to pedestrians.

Serious Injury to Pedestrians

Serious injury to all others 93%

Serious injury to pedestrians 7%
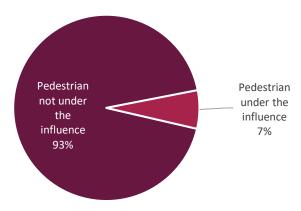
Pedestrians Under the Influence

One out of every 15 seriously injured pedestrians (7%) were under the influence at the time of the crash.
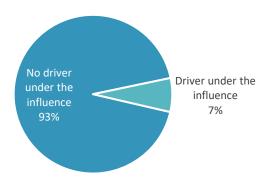
Serious Injury to Pedestrian by Impairment

Pedestrian not under the influence 93%

Pedestrian under the influence 7%

Serious Injury by Driver Impairment

Approximately 7% of serious pedestrian injuries involved a driver who was operating under the influence.
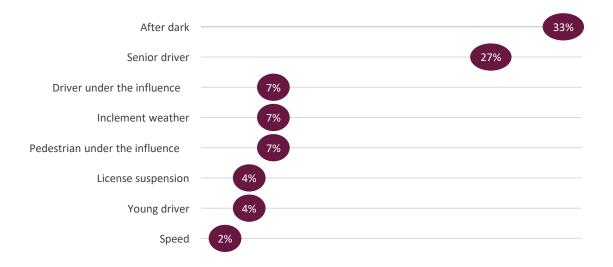
Serious Injury by Driver Impairment
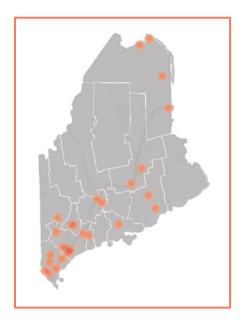
Serious Injury to Pedestrians and Other Factors

Several factors contribute to the serious injury of pedestrians. The following table summarizes the percentage of serious injury associated with some of these known factors. Notable contributing factors were *after dark* and *senior driver,* at 33% and 27%, respectively. Only a third of pedestrian serious injuries were not associated with any of the factors presented below.

Seriously Injured Pedestrian & Other Factors
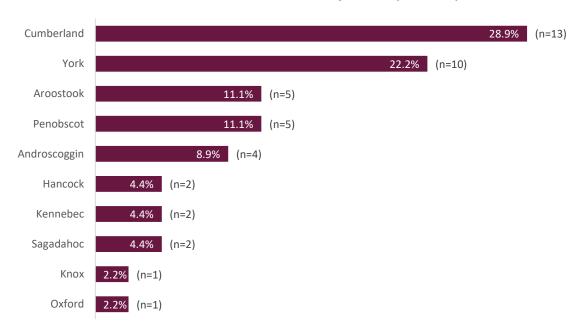
Pedestrian Serious Injuries by County

Approximately 28.9% of the 45 pedestrian serious injuries in 2020 occurred in Cumberland County, followed by 22.2% in York County, and 11.1% in Aroostook County.

Pedestrian Serious Injuries by County

County	Percentage	Count
Cumberland	28.9%	(n=13)
York	22.2%	(n=10)
Aroostook	11.1%	(n=5)
Penobscot	11.1%	(n=5)
Androscoggin	8.9%	(n=4)
Hancock	4.4%	(n=2)
Kennebec	4.4%	(n=2)
Sagadahoc	4.4%	(n=2)
Knox	2.2%	(n=1)
Oxford	2.2%	(n=1)
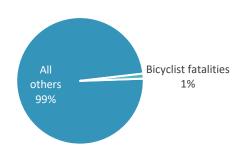
Bicycle Fatality Facts

◆ There were 11 fatal bicycle crashes between 2016 and 2020, taking the lives of 11 bicyclists.

Bicyclist Fatalities in Perspective

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

Bicyclist Fatalities
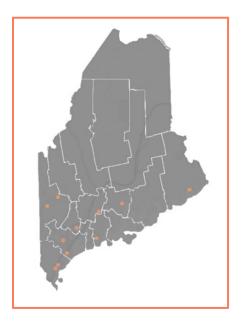
Bicyclist Fatalities and Other Factors

Several factors contribute to bicyclist fatalities:

◆ 4 fatalities involved a young (< age 21) vehicle driver
◆ 3 fatalities involved a young (< age 16) bicyclist
◆ 2 fatalities occurred after dark
◆ 2 fatalities involved a senior (≥age 65) vehicle driver
◆ 1 fatality involved inclement weather
◆ 1 fatality involved an impaired vehicle driver
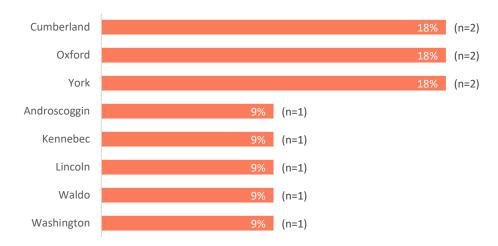
No bicyclist fatalities involved speeding, impaired bicyclist, or driver's license suspension.

Bicyclist Fatalities by County

More than half (55%) of the 11 bicyclist fatalities that occurred between 2016 and 2020 occurred in Cumberland, Oxford, and York Counties.

Bicyclist Fatalities by County

County		
Cumberland	18%	(n=2)
Oxford	18%	(n=2)
York	18%	(n=2)
Androscoggin	9%	(n=1)
Kennebec	9%	(n=1)
Lincoln	9%	(n=1)
Waldo	9%	(n=1)
Washington	9%	(n=1)
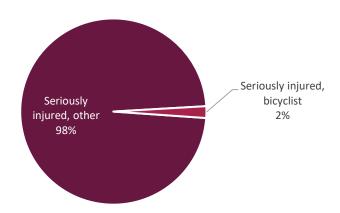
Bicyclist Serious Injury Facts
♦ There were 13 crashes resulting in serious injury to 13 bicyclists in 2020.

Serious Injury to Bicyclists in Perspective
Bicyclists make up a very small proportion, 2%, of all serious injuries.

Serious Injury to Bicyclists

Serious Injury to Bicyclists and Other Factors
Several factors contribute to the serious injury of bicyclists:
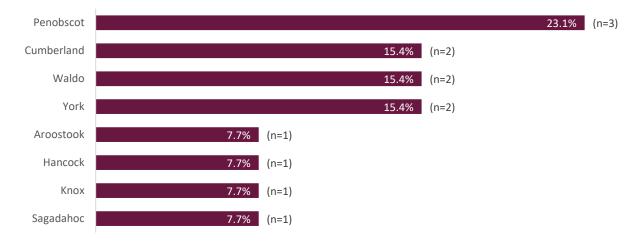
♦ 3 serious injuries involved a senior (≥ age 65) bicyclist
♦ 3 serious injuries involved a senior (≥ age 65) vehicle driver
♦ 2 serious injuries involved riding after dark
♦ 2 serious injuries involved a driver with a suspended license
♦ 1 serious injury involved an impaired vehicle driver
♦ 1 serious injury involved an impaired bicyclist

Bicyclist Serious Injuries by County

Approximately 23.1% of the 13 bicyclist serious injuries in 2020 occurred in Penobscot County, followed by 15.4% each in Cumberland, Waldo, and York Counties.

Bicyclist Serious Injuries by County

County	Percent	Count
Penobscot	23.1%	(n=3)
Cumberland	15.4%	(n=2)
Waldo	15.4%	(n=2)
York	15.4%	(n=2)
Aroostook	7.7%	(n=1)
Hancock	7.7%	(n=1)
Knox	7.7%	(n=1)
Sagadahoc	7.7%	(n=1)

Countermeasure Strategy: Enforcement Strategies

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale for Selection

Education for pedestrians, bicyclists, and drivers make them understand why behavior changes are important. Enforcement is necessary to encourage compliance. We believe that the planned projects selected will help us achieve our FFY2023 target for pedestrian and bicyclists' fatalities and reduce overall serious injuries.

Planned Activity: Pedestrian and Motor Vehicle Traffic Enforcement
Planned Activity Number: **PS23-000 (Various)**

Planned Activity Description

Focused enforcement (in high pedestrian crash locations) will continue to be utilized to reduce the number of pedestrian crashes and fatalities in the State of Maine. Agencies will be selected together with the Maine DOT and as identified by the Maine Department of Transportation Pedestrian Safety Working Group. If not all the identified agencies accept an award, the MeBHS will use our data-analysis to select additional subrecipients in surrounding areas to impact those towns/cities.   Together with grants for education and enforcement efforts, the Bureau intends to support the October 2023 Pedestrian Safety Month and plans to address impaired-walking and bicycling, and distracted walking and bicycling, as part of our paid media campaign. MeBHS anticipates 10-15 subrecipients for pedestrian-related enforcement activities. The Maine DOT Pedestrian Safety Working Group is known to work with those that are homeless, older adults, and those who primary language is not English and who may be representative of pedestrian crashes and injuries.

Intended Subrecipients

High-Crash Pedestrian Community Law Enforcement Agencies

Funding Sources: $30,000.00 transferred to

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 402	FAST Act 402	$276,978.67	$69,244.67	$276,978.67

Program Area: Occupant Protection (Adult and Child Passenger Safety)
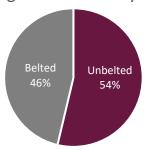
Description of Highway Safety Problems:

Fatality Facts

♦ More than half (54%) of the fatalities in which the occupant was required to be belted were not.

♦ About two-thirds (65%) of those involved in fatal crashes between 2015 and 2019 who were required to wear seatbelts were wearing them while a little over a third (35%) were not.

♦ The proportion of occupants involved in fatal crashes who were wearing seatbelts varied between a low of 60% in 2020 and a high of 71% in 2017.

♦ Sixty-one percent (61%) of males involved in fatal crashes between 2016 and 2020 were wearing seatbelts while 71% of females were.

Unbelted Fatalities in Perspective

Approximately 54% of the fatalities in which the occupant was required to be belted were not.

Seatbelt Eligible Fatalities by Seatbelt Use
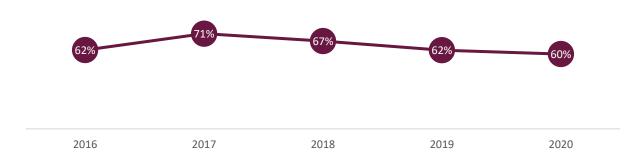
Seatbelt Use Over Time

While 65% of occupants involved in fatal crashes (fatalities and survivors) between 2016 and 2020 who were required to wear seatbelts were wearing them, that rate

varied from one year to another. The lowest rate occurred in both 2020, at 60%, while the highest occurred in 2018, at 71%.
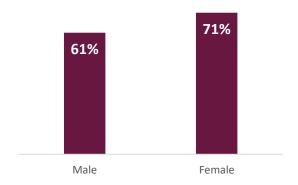
Seatbelt Use by Year

| 2016 | 2017 | 2018 | 2019 | 2020 |

Seatbelt Use and Gender

Seat belt use rate also varied depending upon occupant gender. Approximately 71% of females involved in fatal crashes were wearing seatbelts compared to 61% of males.
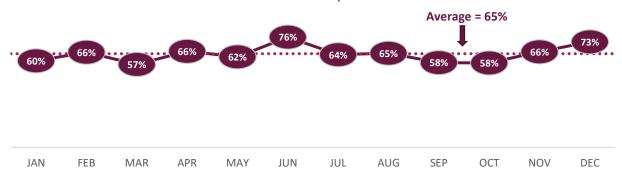
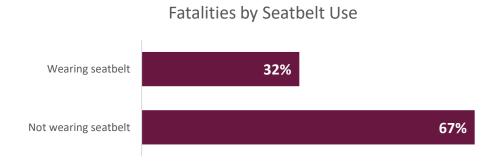## Seatbelt Use and Gender

Seatbelt Use by Month

Seatbelt use varied slightly depending on time of year, ranging from a low of 57% in March to a high of 76% in June. (These differences were not statistically significantly different.)

Seatbelt Use by Month

Average = 65%

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
60%	66%	57%	66%	62%	76%	64%	65%	58%	58%	66%	73%
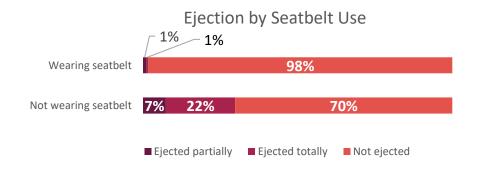
Seatbelt Use and Fatalities

Approximately 44% of all people involved in fatal crashes between 2016 and 2020 who were required to wear seatbelts died, but unbelted occupants died at more than double the rate (67%) of belted occupants (32%). Seatbelt use may partially determine who does and does not die in a fatal crash.

Fatalities by Seatbelt Use

Wearing seatbelt	32%
Not wearing seatbelt	67%
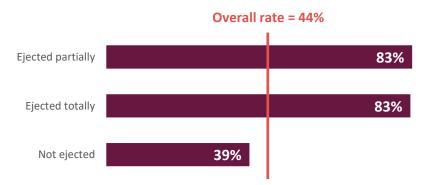
Seatbelt use saves lives in part by preventing occupants from being ejected during fatal crashes. Approximately 30% of all those who were not belted were partially or fully ejected from their vehicles during fatal crashes, while only 2% of those who were belted were ejected.

Ejection by Seatbelt Use

	Ejected partially	Ejected totally	Not ejected
Wearing seatbelt	1%	1%	98%
Not wearing seatbelt	7%	22%	70%

■ Ejected partially ■ Ejected totally ■ Not ejected
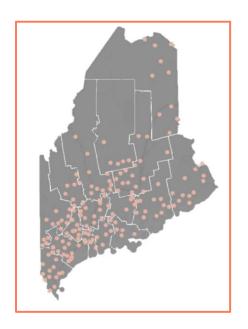
Ejection, in turn, results in a much higher probability of death. While 39% of those who were not ejected nevertheless died, the rates were much higher for those who were partially or totally ejected, at 83%.

Fatality Rates by Ejection

Overall rate = 44%

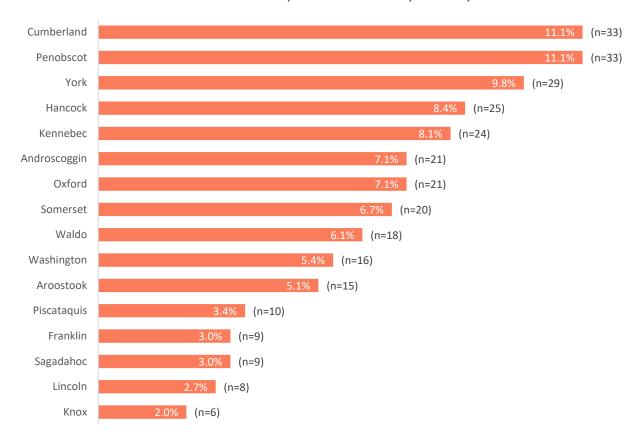|	
Ejected partially	83%
Ejected totally	83%
Not ejected	39%

Unbelted Occupant Fatalities by County

Approximately 11.1% of the 297 unbelted occupant fatalities that occurred between 2016 and 2020 occurred in Cumberland County, with another 11.1% in Penobscot County, and 9.8% in York County.
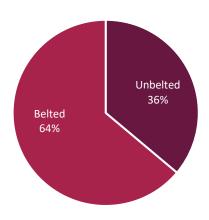
Unbelted Occupant Fatalities by County

County	Percentage	Count
Cumberland	11.1%	(n=33)
Penobscot	11.1%	(n=33)
York	9.8%	(n=29)
Hancock	8.4%	(n=25)
Kennebec	8.1%	(n=24)
Androscoggin	7.1%	(n=21)
Oxford	7.1%	(n=21)
Somerset	6.7%	(n=20)
Waldo	6.1%	(n=18)
Washington	5.4%	(n=16)
Aroostook	5.1%	(n=15)
Piscataquis	3.4%	(n=10)
Franklin	3.0%	(n=9)
Sagadahoc	3.0%	(n=9)
Lincoln	2.7%	(n=8)
Knox	2.0%	(n=6)

Serious Injury Facts

- More than a third (36%) of the occupants with serious injuries who were required to be belted were not.
- Seventy-six percent (76%) of those involved in serious injury crashes in 2020 were wearing seatbelts while 24% were not.
- Seventy-four percent (74%) of males involved in serious injury crashes in 2020 were wearing seatbelts while 80% of females were.

Unbelted Serious Injuries in Perspective

Approximately 36% of all occupants with serious injuries who were required to be belted were not.
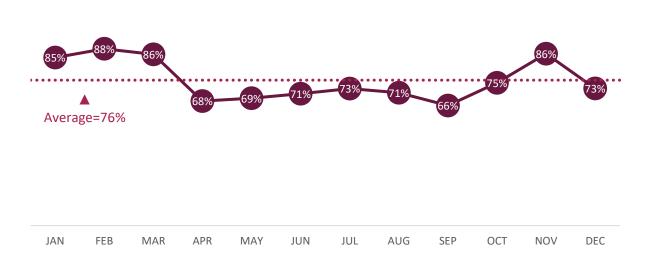
Serious Injuries by Seatbelt Use

Seatbelt Use by Month

While 76% of all those involved in serious injury crashes were belted, this proportion varied by month and ranged from a low of 66% in September to a high of 88% in February.
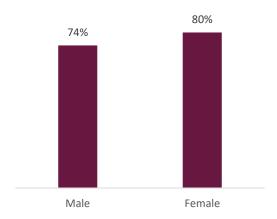
Seatbelt Use by Month

Seatbelt Use and Gender
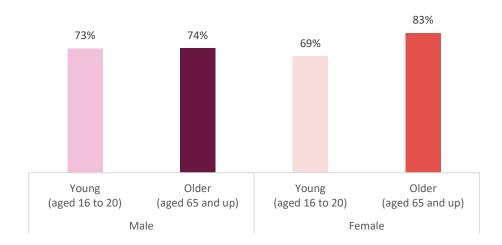
Seatbelt use rate varied depending upon occupant gender. Approximately 74% of males involved in serious injury crashes were wearing seatbelts compared to 80% of females.
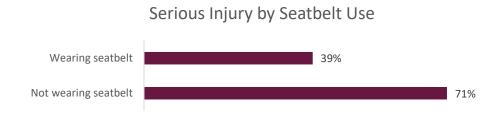
Seatbelt Use by Gender

Seatbelt Use and Young Occupants

There was no difference between the overall rates of seatbelt use for young people (20 years of age and younger) and the rest of the driving population. Age did, however, impact the difference between males and females use of seatbelts. In fact, the rates for young males, older males, and young females are similar at 73%, 74%, and 69%, respectively, while older females had a statistically significantly higher rate, at 83%.
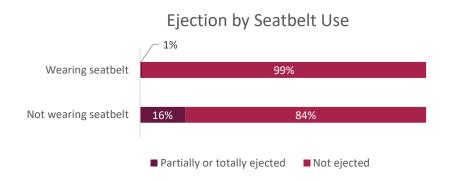
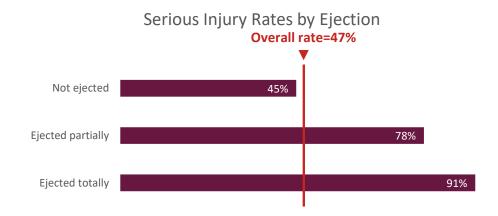## Seatbelt Use and Serious Injury

Approximately 47% of all people involved in serious injury crashes in 2020 who were required to wear seatbelts were seriously injured, but unbelted occupants were injured at a significantly higher rate (71%) than belted occupants (39%). Seatbelt use may partially determine who is and is not seriously injured in a serious injury crash.

Serious Injury by Seatbelt Use

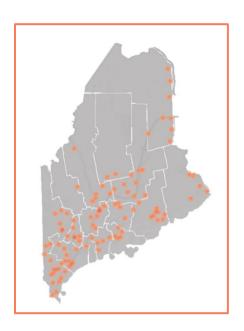|	
Wearing seatbelt	39%
Not wearing seatbelt	71%

Seatbelt use protects occupants in part by preventing them from being ejected during crashes. Approximately 16% of all those who were not belted were partially or fully ejected from their vehicles during serious injury crashes, while 1% of those who were belted were ejected.

Ejection by Seatbelt Use

Wearing seatbelt	1%	99%
Not wearing seatbelt	16%	84%

■ Partially or totally ejected   ■ Not ejected

Ejection, in turn, results in a much higher probability of serious injury. While 45% of those who were not ejected nevertheless were seriously injured, the rates were much higher for those who were totally or partially ejected at 78%% and 91%, respectively.
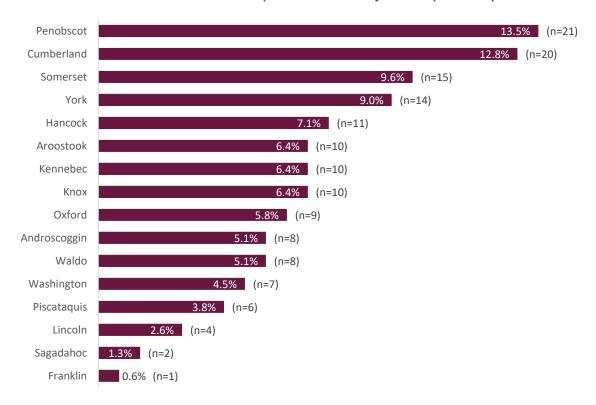
Serious Injury Rates by Ejection

Overall rate=47%

Not ejected	45%
Ejected partially	78%
Ejected totally	91%

Unbelted Occupant Serious Injuries by County

Approximately 13.5% of the 156 unbelted occupant serious injuries in 2020 occurred in Penobscot County, with another 12.8% in Cumberland County, and 9.6% in Somerset County.

Unbelted Occupant Serious Injuries by County

County	Percentage	n
Penobscot	13.5%	(n=21)
Cumberland	12.8%	(n=20)
Somerset	9.6%	(n=15)
York	9.0%	(n=14)
Hancock	7.1%	(n=11)
Aroostook	6.4%	(n=10)
Kennebec	6.4%	(n=10)
Knox	6.4%	(n=10)
Oxford	5.8%	(n=9)
Androscoggin	5.1%	(n=8)
Waldo	5.1%	(n=8)
Washington	4.5%	(n=7)
Piscataquis	3.8%	(n=6)
Lincoln	2.6%	(n=4)
Sagadahoc	1.3%	(n=2)
Franklin	0.6%	(n=1)

Countermeasure Strategy: Occupant Protection Administration

Project Safety Impacts

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

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

Linkage Between Program Area

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

Rationale for Selection

A statewide occupant protection program is necessary to reduce serious injuries and fatalities resulting from non-belted adults and non-restrained children. We believe that a well administered child passenger safety and occupant protection

program will help us reach our targets in FFY2023 for traffic fatalities, serious injuries, serious injury rate, rural and urban death rates, and unrestrained passenger occupants.

Planned Activity: Occupant Protection Program Management and Operations Planned Activity Number: OP23-001

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

Intended Subrecipients
MeBHS Administration

Funding Source:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT 402	FAST ACT 402	$300,000.00	$75,000.00	$0.00

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

Project Safety Impacts:

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

Linkage Between Program Area:

From 2016 to 2020, thirteen children aged twelve and under died in crashes in Maine. To reach zero, we distribute child safety seats to income-eligible children together with proper installation instruction for parents and caregivers. We also provide free seat checks and installation education for all children and families in Maine.

Rationale for Selection:

Countermeasures That Work Tenth Edition, 2020.

The misuse of child restrains has been a concern for many years. Programs have been implemented to provide parents and caregivers with hands-on assistance with the installation and proper use of child restraints to combat widespread misuse. Child Passenger Safety (CPS) inspection stations are places or events where families and received assistance from certified CPS technicians. We believe the planned projects in this FFY2023 Plan will help us achieve our unrestrained motor vehicle occupant (in all seating positions) target.

Planned Activity: Car Seat Purchase for Income Eligible Children/Inspection Station Technician Support
Planned Activity Number: CR23-001

Planned Activity Description:

This project supports the purchase and distribution of child safety seats (convertible and/or booster) for Maine income eligible families that are issued through partner CPS distribution sites having at least one certified technician on staff. Every distribution and inspection station are staffed with certified child passenger safety technicians. We expect to distribute more than 750 seats to income eligible children in FFY2023 through our current and active distributions sites. Inspection stations and distribution stations are located around the State of Maine and serve 70% of the State. All Maine counties offer car seat inspection services. Underserved communities are the rural towns throughout the State of Maine. Essential services are provided in larger towns/cities where smaller underserved communities seek services. There are 100% of Maine residents that have access to car seat inspection/educational services, consistent services are offered in each county/larger service area across Maine. Minority populations/refugees are served through these service locations/centers and are directed to services upon entry to the State. The MeBHS and our partners plan the below number of inspection events:

Population Served - urban	22
Population Served - rural	16
Population Served- at risk	20

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

Population – est. July 2021 – 1,372,247

Rank	County	Population
1	Cumberland County	294,520
2	York County	206,074
3	Penobscot County	151,696
4	Kennebec County	122,158
5	Androscoggin County	107,958
6	Aroostook County	67,431
7	Oxford County	57,741
8	Hancock County	54,832
9	Somerset County	50,573
10	Knox County	39,809
11	Waldo County	39,723
12	Sagadahoc County	35,720
13	Lincoln County	34,415
14	Washington County	31,378
15	Franklin County	29,933
16	Piscataquis County	16,864

United States Census Bureau. B01001 SEX BY AGE, 2020 American Community Survey 5-Year Estimates. U.S. Census Bureau, American Community Survey Office. Web. 17 March 2022. http://www.census.gov/.

Intended Subrecipients

MeBHS with contracted distribution sites with certified technicians

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL & SUPP BIL- 405b	405b Low (5%)	$47,661.85	$11,915.46	NA
2022	FAST Act 402	FAST Act 402	$229,808.26	$57,452.07	$229,808.26
Total			$277,470.11	$69,367.53	$229,808.26

Planned Activity: CPS Technician and Instructor Training and Stipends

Planned Activity Number: OPB23-001

Planned Activity Description:
This project will support the new certification training costs (and possible conference attendance) for Child Passenger Safety (CPS) technicians and instructors. It will also provide for recertification for those with expired credentials. Child Passenger Safety Technicians participating in MeBHS authorized events and Maine CPS Instructors receive a set-fee stipend for activities associated with seat installations, check-up events, and training classes. MeBHS anticipates at least four certification classes and at least one certification renewal class in the federal fiscal year 2023 resulting in up to 80 newly certified technicians, as well as a one-day training on the digital check form which we hope to begin using in earnest in FFY2023.

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

Additionally, MeBHS will host a one-day CEU training for technicians and instructors at a centrally located venue (TBD) in the last Fall of 2022 or the early Spring of 2023. We expect attendance of up to 100. Costs will include speaker fees, venue rental, food, and other allowable costs as determined.

Certified instructors in partnership with MeBHS, will provide an updated CPS Basic Awareness Training to be delivered to Department of Health and Human Services licensed childcare providers and transporters. This updated training will ensure young passengers are properly restrained during transit by caregivers. Over the FFY2023, we expect to train up to 50 providers.

Additionally, certified CPS Instructors and the CPS Highway Safety Coordinator will train law enforcement in the Maine Criminal Justice Basic Law Enforcement Academy regarding basic child passenger safety to ensure informed traffic stops and to increase enforcement of child passenger laws. Maine law enforcement does well in the enforcement of OP laws for adult drivers and passengers, but more needs to be done to ensure that child OP laws are enforced also.

Intended Subrecipients
MEBHS

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL & SUPP BIL-405b	405b Low	$100,000.00	$25,000.00	NA

Planned Activity: Refugee and Immigrant Occupant Protection Education Program
Planned Activity Number: OPB23-004

Planned Activity Description:
This project supports partnering with the Maine Immigrant and Refugee Services to provide outreach and education on the importance of Occupant Protection and Child Passenger Safety to any underserved or minority populations throughout Maine. We expect to distribute child safety seats for Maine income eligible families at the Maine Immigrant and Refugee Services, once they have at least one CPS Technician certified. Maine Immigrant and Refugee Services will provide interpreter services for families that speak various languages, at the location where the child safety seat distribution appointment is held. Maine Immigrant and Refugee Services will help translate and promote culturally and linguistically appropriate educational messaging and/or resources to their communities regarding the importance of occupant protection.

Intended Subrecipients
MeBHS with contracted distribution site Refugee Services

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL & SUPP BIL- 405b	405b Low	$150,000.00	$37,500.00	NA

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

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale for Selection

Maine is a high-belt use rate state with an observed rate of 91.8% (2021 rate). The observational survey was conducted as planned in FFY2022 and those results will be shared when available. To retain 90%, a robust plan for both high-visibility and sustained enforcement is necessary. CTW, Tenth Edition, 2020.

Planned Activity: Maine State Police TOPAZ
Planned Activity Number: OPB23-002

Planned Activity Description

The Maine State Police Targeted Occupant Protection Awareness Zone (TOPAZ) project is planned to sustain enforcement of seat belt laws year-round to increase seat belt compliance and decrease unrestrained fatalities. The TOPAZ team of troopers focus on seat belt enforcement in previously identified zones with the highest unbelted fatalities. The annual observational study has helped the MeBHS determine not only where the unbelted driving is primarily occurring, it has also identified the times (day and night) at which unbelted driving tends to occur. The MSP TOPAZ team will work the specific days, times and zones and will focus on those drivers least likely to voluntarily buckle up.

Intended Subrecipients
Maine State Police

Funding Source:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL, SUPP BIL -405b	405b Low	$75,000.00	$18,750.00	NA

Planned Activity: HVE Occupant Protection (CIOT-BUNE)
Planned Activity Number: OPB23-000 (various)

Planned Activity Description

Funds will support overtime enforcement activities for law enforcement to conduct patrols for the NHTSA National *Click It or Ticket* high-visibility campaign and for qualifying agencies to conduct sustained enforcement under the state Buckle Up. No Excuses! campaign. This project supports law enforcement overtime activities to increase the seat belt usage rate, voluntary compliance, and to decrease unbelted passenger fatalities. Selected law enforcement agencies will be awarded grants following Maine's standard process for subrecipient contracting and will follow the data analysis process described elsewhere in this document. Participating law enforcement agencies often incorporate an educational component (non-federally funded) to their CIOT activities through school events, MeBHS marketing events, and community events.

Intended Subrecipients

Approximately 50 Law Enforcement Agencies, based on data analysis, are planned for participation in the national mobilization FFY2023 and 15 agencies are expected to continue with sustained enforcement.

Funding Source: **Amendment #1 – transfer $30,000.00 to OPB23-003 for CPS Survey**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL & SUPP BIL-405b	405b Low	~~$686,430.20~~ $656,430.20	~~$171,607.55~~ $164,107.55	NA

Countermeasure Strategy: Occupant Protection: Seat Belt Surveys

Project Safety Impacts:

Understanding what a statewide seat belt usage rate is, allows a state to understand its occupant protection problem and aids in deploying resources and education to lower belt use counties and toward identified demographics. Identifying child restrain use and misuse will aid technicians in identifying areas of high-misuse and areas for additional education.

Linkage Between Program Area

Uniform Guidelines for Highway Safety Program 20 stipulate that states must conduct and publicize at least on statewide observational survey of seat belt use annually, ensuring that it meets current, applicable Federal guidelines. Child safety seat observational surveys are not required, but are considered a good program practice.

Rationale for Selection

Observational seat belt usage surveys are a requirement by NHTSA for continued grant eligibility. Identifying types and areas of child safety seat misuse by observation will aid the bureau in identifying specific training needs.

Planned Activity: Annual Observational Seat Belt Use Survey
Planned Activity Number: OPB23-003- Amendment #1

Planned Activity Description

This project funds the contract for the MeBHS annual observational, attitudinal and Child Passenger Safety surveys. These surveys are usually conducted following the May/June *Click It or Ticket* enforcement campaign. Results of surveys are certified and shared with NHTSA upon completion. Maine certified a 91.8% belt use rate in FFY2021. A FY2022 survey is currently underway and this project funds the FFY2023 survey contract. The last Child Passenger Safety survey was conducted in 2015 and was a recommendation in the last OP Assessment report.

Intended Subrecipients

MeBHS with contracted vendor University of Southern Maine

Funding Sources:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL & SUPP BIL-405b	405b Low	$~~200,000.00~~ $230,000.00	$~~50,000.00~~ $57,500.00	NA

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

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

Linkage Between Program Area

Traffic Safety Education is a vital component of an Occupant Protection Program. Traffic Safety Educators allow us to communicate directly with the public, and especially with those least likely to voluntarily use their seat belts including low income and non-English speaking communities. In addition to school programs, the educators conduct safety trainings at various public venues such as race tracks, fairs, businesses, communication action centers, and other places where they can make an impact.

Rationale for Selection

CTW, Tenth Edition, 2020. It is expected that the projects planned and selected will impact our ability to meet FFY2023 targets including unrestrained motor vehicle occupants, distracted drivers, and drivers age 20 and younger involved in fatal crashes.

Planned Activity: Traffic Safety Education

Planned Activity Number: OP23-002

Planned Activity Description

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

Intended Subrecipients
Atlantic Partners EMS

Funding Sources:

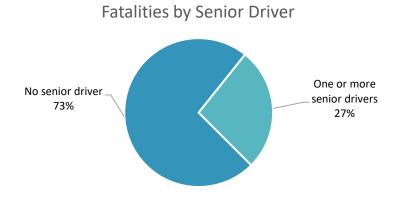| Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 402	FAST Act 402	$250,000.00	$62,500.00	$250,000.00

Program Area: **Older (Senior) Drivers**

Description of Highway Safety Problems

Fatality Facts

♦ Senior drivers were involved in 200 of the 733 fatal crashes (27%) that occurred between 2016 and 2020.

♦ Of the 789 fatalities that occurred, 217 (28%) involved a senior driver.

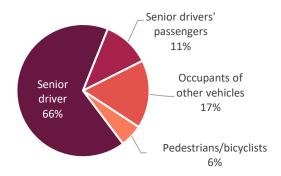## Senior Driver Fatalities in Perspective

A total of 217 fatalities were associated with senior drivers (ages 65 and older) between 2016 and 2020. These fatalities accounted for 27% of all highway fatalities.

Fatalities by Senior Driver

No senior driver
73%

One or more
senior drivers
27%

Who Dies?

Many of the fatalities associated with senior drivers, 66%, involved loss of life for the senior driver. An additional 11% of fatalities were the senior drivers' passengers. This suggests that 78% of the risk associated with senior drivers is borne by senior drivers and their passengers. An additional 22% of fatalities were occupants of other vehicles, bicyclists, and pedestrians.

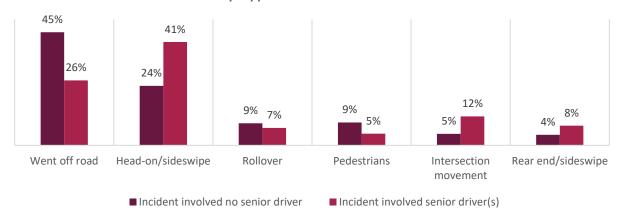Senior Driver Fatalities by Person Type

Type of Crash

The majority (96%) of **all** fatalities between 2016 and 2020 were related to one of the following crash types:

- ♦ Went off road (40%)
- ♦ Head-on/sideswipe (28%)
- ♦ Rollover (8%)
- ♦ Pedestrians (8%)
- ♦ Intersection movement (6%)
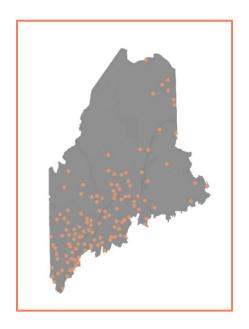- ♦ Rear-end/sideswipe (5%)

While these six categories were likewise the top six categories for fatalities involving a senior driver, there were nevertheless differences between senior drivers and the remainder of the driving population in the distribution among these categories. *Went off the road* accounted for the plurality of fatalities involving no senior driver; approximately 45% of fatalities from incidents involving no senior driver fell into this category. *Head-on/sideswipe* crashes accounted for an additional 24% of fatalities involving no senior driver. For fatalities involving senior drivers, the order of these categories was flipped: Approximately 41% of fatalities involving senior drivers were associated with *head-on/sideswipe* crashes, while 26% were associated with *went off the road.*

In addition to this difference, incidents involving senior drivers were more likely to be associated with *intersection movement* crashes. Approximately 12% of incidents involving senior drivers were *intersection movement* crashes, while only 5% of incidents involving no senior drivers fell into this category.

Fatalities by Type of Crash and Senior Driver

	Went off road	Head-on/sideswipe	Rollover	Pedestrians	Intersection movement	Rear end/sideswipe
Incident involved no senior driver	45%	24%	9%	9%	5%	4%
Incident involved senior driver(s)	26%	41%	7%	5%	12%	8%

■ Incident involved no senior driver ■ Incident involved senior driver(s)
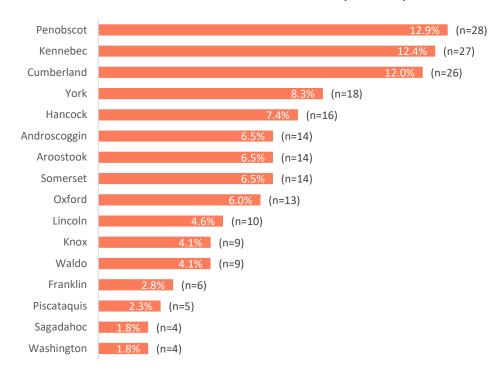
Senior Driver-Related Fatalities by County

Approximately 12.9% of the 217 senior-driver related fatalities that occurred between 2016 and 2020 occurred in Penobscot County, followed by 12.4% in Kennebec County, and 12.0% in Cumberland County.
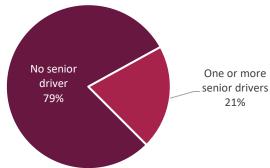
Senior Driver-Related Fatalities by County

County	Percentage	n
Penobscot	12.9%	(n=28)
Kennebec	12.4%	(n=27)
Cumberland	12.0%	(n=26)
York	8.3%	(n=18)
Hancock	7.4%	(n=16)
Androscoggin	6.5%	(n=14)
Aroostook	6.5%	(n=14)
Somerset	6.5%	(n=14)
Oxford	6.0%	(n=13)
Lincoln	4.6%	(n=10)
Knox	4.1%	(n=9)
Waldo	4.1%	(n=9)
Franklin	2.8%	(n=6)
Piscataquis	2.3%	(n=5)
Sagadahoc	1.8%	(n=4)
Washington	1.8%	(n=4)

Serious Injury Facts

♦ Senior drivers were involved in 114 of the 576 crashes (20%) that resulted in serious injury in 2020.

♦ Of the 639 serious injuries that occurred, 131 (21%) involved a senior driver.

Serious Injury to Senior Drivers in Perspective

A total of 131 serious injuries were associated with senior drivers (ages 65 and older) in 2020. These injuries accounted for 21% of all serious injuries.
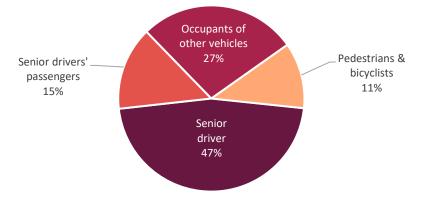
Serious Injury by Senior Driver

No senior
driver
79%

One or more
senior drivers
21%

Who Is Seriously Injured?

Many of the serious injuries associated with senior drivers, 47%, were sustained by the senior driver. An additional 15% of injuries were sustained by the senior drivers' passengers. This suggests that 61% of the risk associated with senior drivers is borne by senior drivers and their passengers. An additional 39% of serious injuries were sustained by occupants of other vehicles, bicyclists, and pedestrians.

Serious Injuries & Senior Drivers by Person Type

Occupants of
other vehicles
27%

Senior drivers'
passengers
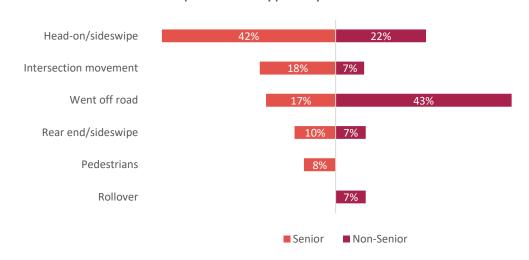15%

Pedestrians &
bicyclists
11%

Senior
driver
47%

Type of Crash

The majority (86%) of **all** serious injuries in 2020 were related to one of the following crash types:
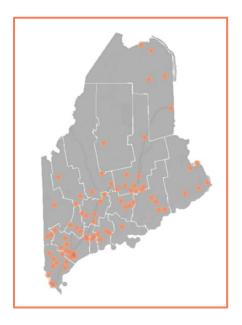
- Went off road (37%)
- Head-on/sideswipe (26%)
- Intersection movement (9%)
- Rear-end/sideswipe (8%)
- Pedestrians (6%)

The top five categories differed, however, depending on whether the crash involved a senior driver as shown in the graphic below. Crashes involving a senior driver were most likely to be *head-on/sideswipe* crashes. This type of crash accounted for 42% of all serious injury crashes involving a senior driver and 22% of all crashes involving no senior drivers. Crashes involving no senior driver were most likely to be *went off road* crashes. This type of crash accounted for 43% of all serious injury crashes involving no senior drivers and 17% of all crashes involving a senior driver.
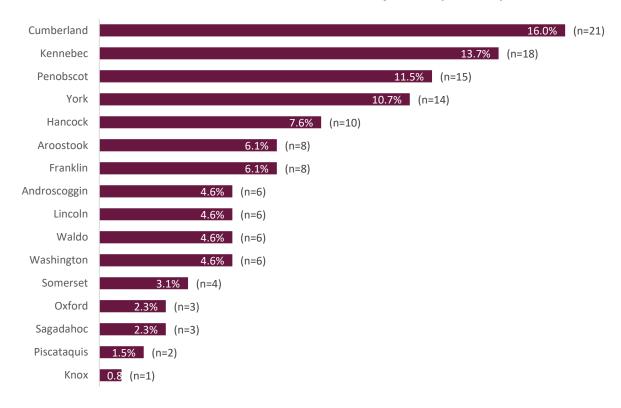
Top 5 Crash Types by Senior Driver

Crash Type	Senior	Non-Senior
Head-on/sideswipe	42%	22%
Intersection movement	18%	7%
Went off road	17%	43%
Rear end/sideswipe	10%	7%
Pedestrians	8%	
Rollover		7%

Senior — Non-Senior

Senior Driver-Related Serious Injuries by County

Approximately 16.0% of the 131 senior driver related serious injuries in 2020 occurred in Cumberland County, followed by 13.7% in Kennebec County, and 11.5% in Penobscot County.

Senior Driver-Related Serious Injuries by County

County	Percentage	Count
Cumberland	16.0%	(n=21)
Kennebec	13.7%	(n=18)
Penobscot	11.5%	(n=15)
York	10.7%	(n=14)
Hancock	7.6%	(n=10)
Aroostook	6.1%	(n=8)
Franklin	6.1%	(n=8)
Androscoggin	4.6%	(n=6)
Lincoln	4.6%	(n=6)
Waldo	4.6%	(n=6)
Washington	4.6%	(n=6)
Somerset	3.1%	(n=4)
Oxford	2.3%	(n=3)
Sagadahoc	2.3%	(n=3)
Piscataquis	1.5%	(n=2)
Knox	0.8	(n=1)

Countermeasure Strategy: General Communications and Education

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale for Selection

CTW Tenth Edition, 2020. We expect that a focused educational campaign for senior drivers, and increased training for law enforcement on older driver challenges, will help us reach our FFY2023 target for senior driver fatalities.

Planned Activity: Older Driver Education Media

Planned Activity Number: **PM23-001**

Planned Activity Description:

The MeBHS media vendor will work with us to develop driver safety educational materials for physicians, nurses, care takers, family and others for distribution and public dissemination. The educational materials will completement the older driver paid, earned and digital media campaign. The focus of the materials will be the effects of prescription, the natural decline of driving time which may lead to perception deception, the effects of various medications on driving, and will include resources for where people can turn to if they feel themselves or a loved one's driving abilities are starting to decline. This project wasn't completed as planned in FFY2022 as the focus went to creating a new Older Driver PSA, that fits more in line with our new direction for our PSA's. This project will be completed in FFY2023. Additionally, following NHTSA Guideline #13, we will look at creating reference materials for law enforcement officers regarding what to look for in older drivers and information on how to refer them for driver review.

Intended Subrecipients

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

Funding sources: See also PM23-001

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 402	FAST Act 402	$500,000.00	$125,000.00	$500,000.00
2022	FAST ACT, BIL, SUPP BIL-405e	405e flexed to 402	$88,216.96	$22,054.24	NA
Total			$588,216.96	$147,054.24	

Program Area: **Planning & Administration**

Description of Highway Safety Problems

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

Countermeasure strategies: Administration

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale for Selection

Planning and Administration is an allowable cost and necessary for the administration of the State Highway Safety Office and its programs. It is expected that administration of the Highway Safety Plan will help us achieve all the targets set in the FFY2023 Plan.

Planned Activity: Planning & Administration

Planned Activity Number: PA23-001

Planned Activity Description

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

- Identifying the State's most significant traffic safety problems
- Prioritizing problems and developing methods for distribution of funds
- Developing the annual Highway Safety Plan and Annual Report
- Recommending individual grants for funding
- Developing planned grants
- Monitoring and evaluating grant progress and accomplishments

- Preparing program and grant reports
- Conducting grantee performance reviews
- Increasing public awareness and community support of traffic safety and appropriate behaviors that reduce risk
- Participating on various traffic safety committees and task forces
- Promoting and coordinating traffic safety in Maine
- Creating public awareness campaigns and providing staff spokespersons for all national and State campaigns, including Child Passenger Safety Week, Drive Sober or Get Pulled Over, Teen Driver Week, etc.
- Conducting trainings for applicable grant personnel
- Applicable salaries and State costs
- Preparing for Management Reviews
- Collaboration with many traffic safety partners

Costs under this program area include salaries for program manager activities, travel (e.g., TSI training courses, in-State travel to monitor sub-grantees, meetings) and operating costs (e.g., printing, supplies, State indirect rate, postage, and grant-related supplies) that are directly related to the development, coordination, monitoring, evaluation, public education, monitoring, marketing, and training required to administer the State Highway Safety Office and Program.   Although the exact cost is unknown at this time, there will likely be one-time and ongoing P&A expenses related to use of the e-grant module, including contracted vendor time, to prepare the module specifically for the Bureau. The MEBHS has been testing a state grant accounting system grant module for over one year and while we are confident it will work; more testing and programming is required. Activities have been delayed due to COVID and the inability of the MEBHS staff to test and manage administrative grant activities at the same time.

Finally, the Bureau will use P&A funds for costs of a vendor to complete both the annual Highway Safety Plan and Annual Reports. This will be accomplished through an RFP for services.

Intended Subrecipients
MEBHS Administration

Funding sources

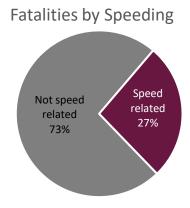| Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL & SUPP BIL- 402	402 (15%)	$1,487,651.34	$1,487,651.34	NA

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

Description of Highway Safety Problem:

Fatality Facts

♦ There were 184 speed-related fatal crashes between 2016 and 2020.

♦ There were 208 speed-related fatalities between 2016 and 2020, including 155 driver fatalities, 50 passenger fatalities, and 3 pedestrian fatalities.

♦ Twenty-seven percent (27%) of all highway fatalities were speed related.
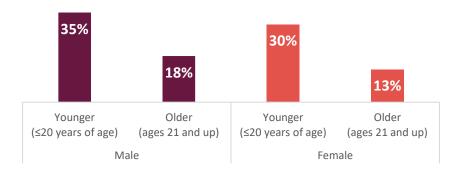
Speeding Fatalities in Perspective

Between 2016 and 2010 there were 208 fatalities related to speeding. These speed-related fatalities made up approximately 27% of all highway fatalities.

Fatalities by Speeding

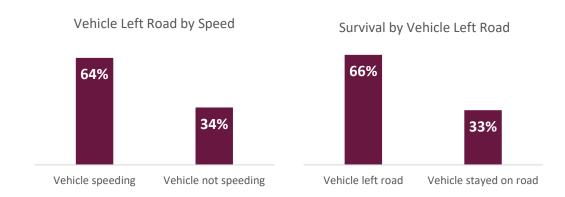## Speeding and Age and Gender

While 27% of all drivers involved in fatal crashes were speeding, a much higher proportion of young male drivers (ages 16 to 20) involved in fatal crashes were speeding (35%) compared to older male drivers (18%), young female drivers (30%), and older female drivers (13%).

Driver Speed by Age & Gender
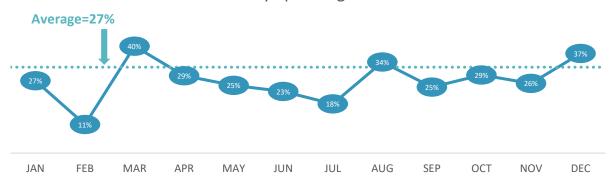

Speeding Fatalities and Leaving the Road

Approximately 64% of speeding vehicles left the road, while approximately 34% of non-speeding vehicles did so. This is an important distinction because a smaller proportion of people involved in fatal crashes in which the vehicle leaves the road survive the crash. Two-thirds (66%) of occupants involved in fatal crashes in which the vehicle remained on the road survived the crash, but when the vehicle left the road only about half that rate (33%) survived.

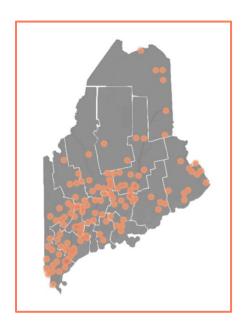
Vehicle Left Road by Speed

Survival by Vehicle Left Road

Speeding by Month

Overall, 25% of fatal crashes were speed related, but this proportion varied depending on month. Rates ranged from a low of 16% in July to a high of 39% in December.

Fatalities by Speeding and Month

Average=27%

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC

Data points: JAN 27%, FEB 11%, MAR 40%, APR 29%, MAY 25%, JUN 23%, JUL 18%, AUG 34%, SEP 25%, OCT 29%, NOV 26%, DEC 37%
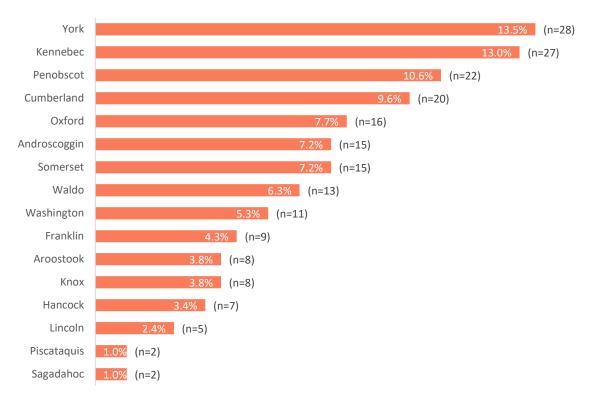
Speed-Related Fatalities by County

Approximately 13.5% of the 208 speed-related fatalities that occurred between 2016 and 2020 occurred in York County, followed by 13.0% in Kennebec County, and 10.6% in Penobscot County.
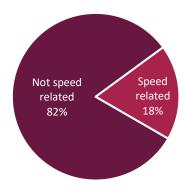
Speed-Related Fatalities by County

County	Percent	n
York	13.5%	(n=28)
Kennebec	13.0%	(n=27)
Penobscot	10.6%	(n=22)
Cumberland	9.6%	(n=20)
Oxford	7.7%	(n=16)
Androscoggin	7.2%	(n=15)
Somerset	7.2%	(n=15)
Waldo	6.3%	(n=13)
Washington	5.3%	(n=11)
Franklin	4.3%	(n=9)
Aroostook	3.8%	(n=8)
Knox	3.8%	(n=8)
Hancock	3.4%	(n=7)
Lincoln	2.4%	(n=5)
Piscataquis	1.0%	(n=2)
Sagadahoc	1.0%	(n=2)

Serious Injury Facts

- There were 103 speed-related serious injury crashes in 2020.
- There were 117 speed-related serious injuries in 2020, including 90 driver injuries, 26 passenger injuries, and 1 pedestrian injury.
- Eighteen percent (18%) of all serious injuries were speed related.
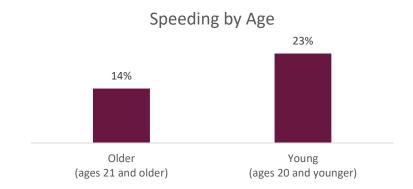
Speed-Related Serious Injuries in Perspective
In 2020, there were 117 serious injuries related to speeding. This was approximately 18% of all serious injuries.

Serious Injuries by Speeding
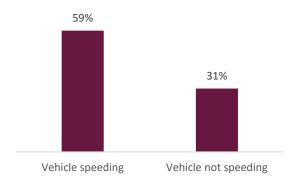

Speeding by Age and Gender

While 15% of all drivers involved in serious injury crashes were speeding, young drivers (under age 21) were more likely to be speeding than other drivers. Thirty percent (23%) of young drivers were speeding, compared to 14% of older drivers.
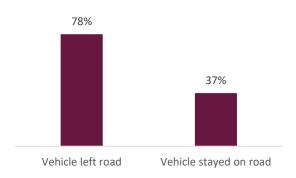
Speeding by Age

Speed-Related Serious Injuries and Leaving the Road

Approximately 59% of speeding vehicles left the road, while 31% of non-speeding vehicles did so. This is an important distinction because a larger proportion of people involved in serious injury crashes in which the vehicle leaves the road are seriously injured. Approximately 37% of occupants involved in crashes in which the vehicle remains on the road are seriously injured, but when the vehicle leaves the road, the proportion rises to 78%.

Vehicle Left Road by Speeding

```
59%

┌──────┐
│      │
│      │              31%
│      │
│      │          ┌──────┐
│      │          │      │
│      │          │      │
│      │          │      │
│      │          │      │
└──────┴──────────┴──────┘
Vehicle speeding    Vehicle not speeding
```

Serious Injury by Vehicle Left Road

```
78%

┌──────┐
│      │
│      │              37%
│      │
│      │          ┌──────┐
│      │          │      │
│      │          │      │
│      │          │      │
│      │          │      │
└──────┴──────────┴──────┘
Vehicle left road   Vehicle stayed on road
```
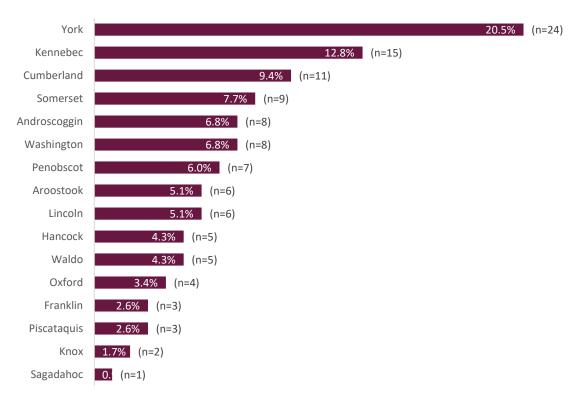
Speed-Related Serious Injuries by County

Approximately 20.5% of the 117 speed-related serious injuries in 2020 occurred in York County, followed by 12.8% in Kennebec County, and 9.4% in Cumberland County.

Speed-Related Serious Injuries by County

County	Percentage	Count
York	20.5%	(n=24)
Kennebec	12.8%	(n=15)
Cumberland	9.4%	(n=11)
Somerset	7.7%	(n=9)
Androscoggin	6.8%	(n=8)
Washington	6.8%	(n=8)
Penobscot	6.0%	(n=7)
Aroostook	5.1%	(n=6)
Lincoln	5.1%	(n=6)
Hancock	4.3%	(n=5)
Waldo	4.3%	(n=5)
Oxford	3.4%	(n=4)
Franklin	2.6%	(n=3)
Piscataquis	2.6%	(n=3)
Knox	1.7%	(n=2)
Sagadahoc	0.	(n=1)

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

Project Safety Impacts

Police Traffic Services Program Management is necessary for administering a program designed to primarily reduce speeding and speed-related crashes and fatalities. Speeding and aggressive driving continues to be a major concern on our State's roadways and a factor in approximately 27% of fatalities from motor vehicle crashes.

Linkage Between Program Area

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

Rationale for Selection

Administration of the safety programs listed under this strategy is necessary to successful implementation and is expected to help us achieve the targets set in the FFY2023 Plan including the target for speeding-related fatalities.

Planned Activity: Police Traffic Services Program Management and Operations
Planned Activity Number: PT23-001

Planned Activity Description:

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

Intended Subrecipients
MeBHS

Funding Sources:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL, SUPP BIL-402	FAST ACT, BIL, SUPP BIL-402	$500,000.00	$125,000.00	$0.00

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

Project Safety Impacts

High-Visibility and sustained enforcement are proven countermeasures to reduce speeding and aggressive driving. Sustained enforcement together with a robust educational component, is proven to be more effective in changing driver behavior. Speeding continues to be a factor in motor vehicle fatal crashes in all categories (younger, older, motorcycle). By choosing this countermeasure and by conducting sustained speed enforcement in locations of known high-crash will help us reduce speeding related crashes in 2023 and beyond.

Linkage Between Program Area

High-visibility and sustained enforcement are proven countermeasures to reduce speeding and aggressive driving.

Rationale for Selection

Between 2016 and 2010 there were 208 fatalities related to speeding. These speed-related fatalities made up approximately 27% of all highway fatalities. Approximately 64% of speeding vehicles left the road, while approximately 34% of non-speeding vehicles did so. With Maine being primarily rural, municipal, and county speed enforcement is necessary to curb the behavior. The CTW tenth edition, 2020 notes enforcement as an effective countermeasure. It is expected that the enforcement projects in this Plan will help us achieve our FFY2023 target for speeding-related fatalities.

Planned Activity: Municipal and County Speed Enforcement

Planned Activity Number: PT23-000 (various)

Planned Activity Description:

High-visibility and sustained enforcement are proven countermeasures to reduce speeding and aggressive driving. Enforcement, together with a robust educational component, is proven to be more effective in changing driver behavior. Speeding continues to be a significant factor in motor vehicle fatal crashes in all categories (younger, older, motorcycle). By choosing this strategy to conduct data-driven sustained speed enforcement in locations of known high-crash will help reduce speeding related crashes in FFY2023 and beyond. The MeBHS will utilized a tiered approach to awarding funding. If larger high crash location agencies do not apply, lower crash rate agencies will be offered an opportunity to apply. MeBHS anticipates approximately 25-30 subrecipients for speed enforcement activities. This project will also support reimbursement for speed enforcement equipment, such as speed measuring devices meeting NHTSA's CPL, if equipment is necessary and required to conduct the additional speed patrols. Agencies with the greatest need will be considered first.

Intended Subrecipients
Various Law Enforcement Agencies

Funding Sources:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL, SUPP BIL- 402	FAST ACT, BIL, SUPP BIL- 402	$1,000,000.00	$250,000.00	$1,000,000.00

Planned Activity: Maine State Police Strategic Area Focused Enforcement (SAFE) Program
Planned Activity Number: PT23-003

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

Intended Subrecipients
Maine State Police

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL, SUPP BIL-402	FAST ACT, BIL, SUPP BIL-402	$150,000.00	$37,500.00	$0.00

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

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

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

Rationale for Selection
State Law Enforcement Liaisons serve many different roles for State Highway Safety Offices. However, benefits of the LEL are realized through increased partnerships with all state law enforcement agencies. NHTSA encourages states to fund Law Enforcement Liaisons because they realize the value of working closely with the enforcement community. We believe that the LEL project has a direct impact on our ability to meet FFY2023 targets including those for traffic records, impaired driving, speeding, young drivers, pedestrian, and bicycles.

Planned Activity: Law Enforcement Liaison

Planned activity number: PT23-002

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

Intended Subrecipients
MeBHS Administrative with Dirigo Safety, LLC Contract

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL, SUPP BIL-402	FAST ACT, BIL, SUPP BIL-402	$300,000.00	$75,000.00	$300,000.00

<div style="border:1px solid black; text-align:center;">

Program Area: **Traffic Records**

</div>

Description of Highway Safety Problems

A complete traffic records program is necessary for planning, problem identification, operational management, and evaluation of a state's highway safety activities. MeBHS and its partners collect and use traffic records data to identify highway safety problems, select the most appropriate countermeasures and evaluate their effectiveness. The goal of Maine's Traffic Records Coordinating Committee (TRCC) is to continue to develop a comprehensive traffic records system so Maine can address the highest priority highway safety issues. The TRCC met on February 2, 2022, April 13, 2022, and June 8, 2022. The State's TRCC includes Executive and Technical members as follows:

Executive Committee:

Name / Title	Agency	System Represented
Amy Quinlan, Esq. *State Court Administrator*	Maine Judicial Branch	Citation
Shenna Bellows *Secretary of State*	Office of the Secretary of State	Driver/Vehicle
Bruce Van Note *Commissioner*	Maine Department of Transportation	Crash/Roadway
Michael J. Sauschuck *Commissioner*	Maine Department of Public Safety	Crash/Citation/ Highway Safety/ Injury Surveillance System

Technical Committee:

Name / Title	Agency	System Represented
Thomas Reagan *Law Enforcement Liaison*	Maine Bureau of Highway Safety	Law Enforcement
J. Sam Hurley *Director*	Department of Public Safety, Maine EMS	Injury Surveillance System
Christopher Ireland *Director of License Services*	Maine Bureau of Motor Vehicles	Driver/Vehicle
Karen Knox *Systems Team Leader*	Maine Office of Information Technology	Information Technology

Name / Title	Agency	System Represented
Robyn Dumont *CODES and Data Analyst*	University of Southern Maine Muskie School	Highway Safety
David Poulin *Systems Section Manager*	Maine Office of Information Technology	Information Technology
Mike Pollis *Information Systems Support Specialist II*	Maine Office of Information Technology	Information Technology
Bruce Scott *Lieutenant, Traffic Safety*	Maine State Police	Crash/Citation TRCC Co-Chair
John Smith *Manager*	Maine Violations Bureau	Citation
Robert Skehan *Director, MDOT Safety Office*	Maine Department of Transportation	Roadway
Lauren Stewart *Director, State Highway Safety Office*	Maine Department of Public Safety, Bureau of Highway Safety	Highway Safety TRCC Co-Chair TRCC Coordinator
Jaime Pelotte *Contract Grant Manager*	Maine Bureau of Highway Safety	Highway Safety

Maine's TRCC partners have made significant progress in improving the State's traffic records systems. These accomplishments and projects are identified in the *Traffic Records Strategic Plan* (separate attachment).

Maine's TRCC has identified, selected and prioritized projects to resolve the deficiencies identified in the Traffic Records Strategic Plan through Traffic Records Assessments. The TRCC agreed on the prioritization of FFY2023 projects during the April 2022 meeting and voted on funding priority. Maine's TRCC prioritized projects based on the ability to: improve data quality in the core traffic records data systems, bring existing efforts currently contracted and underway to completion, make measurable progress toward the end goals of the TRCC and the Sections 405c programs using the performance areas (timeliness, consistency, completeness, accuracy, accessibility, and integration), and increase MMUCC and NEMSIS compliance.

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

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

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale for Selection

NHTSA's Traffic Records Program Assessment Advisory discusses the core components and measures of successful Traffic Records Projects. We expect that the planned Traffic Records projects selected for FF2023 will help us achieve timeliness, accuracy, accessibility, completeness, uniformity, and integration of core data systems as described below.

Planned Activity: Maine Crash Reporting System Upgrades
Planned Activity Number: TRC23-002/ME-P-00006

Planned Activity Description

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

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

Maintaining a complete programming development environment for all system components, including SQL Server database and IIS webservers.

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

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

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

Update the web portal to reflect user and stakeholder feedback and to address emerging issues (e.g., form changes, additional reports, security updates).

Update the web services (Import Web Service, INFORME Web Service, MCRS Client Web Service) to reflect user and stakeholder feedback and to address emerging issues (e.g., form changes, system improvements, security updates).

Update client application to reflect user and stakeholder feedback and to address emerging issues (e.g., form changes, system improvements, security updates).

Intended Subrecipients

Lexis-Nexis Contract

Funding Sources:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL, SUPP BIL-405C	405C	$434,335.18	$108,583.80	NA
2022	FAST ACT, BIL, SUPP BIL-405e	405e Flexed to 402	$400,000.00	$100,000.00	NA
Total			$835,335.18	$208,583.80	

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

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

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

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

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

Planned Activity: E-Citation Upgrades and Improvements

Planned Activity Number: TRC23-002/ME-P-00011

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

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

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

technician will respond, via telephone, to address calls and prioritize based on the importance and criticality of the question asked and/or problem.

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

Update the eCitation web portal to reflect user and stakeholder feedback and to address emerging issues (e.g., form changes, additional reports, security updates).

Update the eCitation Web APIs (Citation data transfer, Citation Violation Codes, Citation Numbering) to reflect user and stakeholder feedback and to address emerging issues (e.g., form changes, system improvements, security updates).

Update the eCitation client application to reflect user and stakeholder feedback and to address emerging issues (e.g., form changes, system improvements, security updates).

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

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

- Updating Maine eCitation Third-Party Interface to comply with evolving security requirements including .NET Framework updates, security techniques, and authentication-related security updates.
- Updating of Maine eCitation Third-Party Interface functionality to comply with evolving business requirements (i.e., business rule updates, schema updates, updates related to new legislation).

In FFY2022, the Maine legislature enacted law requiring all agencies in Maine to track and provide data for every vehicle stopped for any traffic violation. LD 132, An act to Eliminate Profiling in Maine, went into law without the Governor's signature on July 15, 2021. Now, as required under state statute, Title 5, section 337-D, all agencies must begin collecting the data from these traffic stops on July 1st of 2023. Then all agencies must submit said data annually to the Attorney General's Office for review, analysis, and legislative reporting by January 15th, 2024. This data must include, at a minimum, the following information:

A. The number of persons stopped for traffic infractions;

B. Characteristics of race, color, ethnicity, gender and age of each person described in paragraph A. The identification of such characteristics must be based on the **observation and perception** of the law enforcement officer responsible for reporting the stop.

C. The nature of each alleged traffic infraction that resulted in a stop;

D. Whether a warning or citation was issued, an arrest was made or a search was conducted as a result of each stop for a traffic infraction; and

E. Any additional information the law enforcement agency determines appropriate.

The Maine E-Citation client is an electronic citation solution that provides law enforcement with the electronic means to issue traffic-related citations in an efficient manner from within a diverse law enforcement environment. The Maine law enforcement community (State, Municipal, and County) are the primary users of the E-Citation system, with additional stakeholders that include Maine Judicial Branch, the Maine Bureau of Highway Safety, and the Maine Bureau of Motor Vehicles.

The Maine E-Citation system is designed to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of citation data for the State of Maine. Making enhancements to the current E-Citation client by adding an E-Warning module and soliciting the required data elements from Title 5, 337-D, would allow agencies to properly collect and report the necessary elements needed to meet this new statutory requirement.

In addition to meeting the new collecting and reporting guidelines required by this statute, the enhancement will allow all agencies in Maine to better identify and track high offender/crash locations within their jurisdiction. There is currently no central repository that tracks **all traffic stops** in the State of Maine. Having one would allow all agencies, other stake holders and the Bureau of Highway Safety to best align their resources and better focus on their grant related activities. As we know, multiple agencies may have jurisdiction in any given area, yet none of they know what the other agencies are doing by way of enforcement. This new system would allow any agency to participate in information sharing and data tracking as it relates to all traffic safety matters. Like the Maine Crash Reporting System that is shared by all agencies in Maine, this would be the gold standard for information sharing throughout the state. Having this information at our fingertips will allow us to perform statistical analysis on all traffic violations, overlayed with current crash data to become a force multiplier and much more accurate with predictive enforcement.

Activities to accomplish the eWarning and eStop modules are below:

eWarnings Module

Coplogic will add an eWarnings Module to the existing statewide Maine eCitation system that will adhere to the functional requirements listed below.

eWarnings Functional Requirement
Allow law enforcement users to issue eWarnings.
Allow printing of a Warning containing information similar to the existing Citation form with adjustments necessary for any additional warning elements.
eWarnings data will be stored in the existing eCitation database; however, eWarnings data will be stored in separate tables within the database and will not be transmitted to the Maine Violations Bureau.
eWarnings module will include five standard analytical reports and five dashboard analytical charts as defined by Maine Department of Public Safety.
eWarnings module will include the same customizable ad hoc query tool as currently available for eCitation data. This query tool will be designed and configured to allow for querying of eWarnings data.
eWarnings data contains PII and will not be shared with external entities, data will be available to Maine DPS and any other State agencies as authorized by Maine DPS.
Leverage the same functionality for recording person, vehicle, and location information that currently exists in the Maine eCitation.
Work toward the goal of collecting eWarnings data as quickly and easily as an eCitation by leveraging existing functionality, where appropriate.
System will not be capable of importing eWarnings data from external RMS systems.

eWarnings Functional Requirement
Business rules will be minimal to allow for quick capture and will be configured to collect appropriate data elements for desired statistical analysis of gender and race.

eStop Module

Coplogic will add an eStop Module to the existing statewide Maine eCitation system that will adhere to the functional requirements listed below as detailed in LD 132.

eStop Functional Requirement
Allow law enforcement users to collect stop data as defined in LD 132.
eStop data will be stored in the existing eCitation database; however, eStop data will be stored in separate tables within the database and will not be transmitted to the Maine Violations Bureau and will not contain PII.
eStop module will include three standard analytical reports and three dashboard analytical charts as defined by Maine Department of Public Safety.
eStop module will include the same customizable ad hoc query tool as currently available for eCitation data. This query tool will be designed and configured to allow for querying of eStop data.
eStop data will not be shared with external entities, data will be available to Maine DPS and any other State agencies as authorized by Maine DPS.
Leverage the same functionality for recording location information that currently exists in the Maine eCitation.
Work toward the goal of collecting eStop data as quickly and easily as an eCitation by leveraging existing functionality, where appropriate.
System will not be capable of importing eStop data from external RMS systems.
Business rules will be minimal to allow for quick capture and will be configured to collect appropriate data elements for desired statistical analysis of LD 132 data.
LD 132 form would include: • Officer Full Name* • Officer Reporting Agency*† • Date of Stop*† • Time of Stop*† • City/Town*† • Route/Street Place* • Latitude*† • Longitude*† • Sex*† • Age*† (calculated from Date of Birth from eWarnings or eCitation) • Color • Ethnicity • Race*

eStop Functional Requirement

- The nature of each alleged traffic infraction that resulted in a stop (we will need a list of choices to present to the officer). †
- Whether a warning or citation was issued, an arrest was made, or a search was conducted because of each stop for a traffic infraction. Choices in a dropdown would be: Warning, Citation, Arrest, Search.
- Any additional information the law enforcement agency determines appropriate will be captured in the form of an optional notes field.

* Pre-Filled eStop data elements
Indicates eStop data elements that will be pre-filled from the eWarning or eCitation module if a warning or citation was issued for that stop.

† Model Minimum Uniform Crash Criteria 5th Edition compliant.
The eStop module will comply with MMUCC data elements to the fullest extent possible to standardize data input with national standards and allow for linking of eStop data with State of Maine crash data.

Intended Subrecipient
Lexis-Nexis Contract

Funding Sources:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL, SUPP BIL-405e	405e Flexed to 402	$1,200,000.00	$300,000.00	NA

Planned Activity: eCitation in-cruiser printer procurement

Planned Activity Number: Various beginning with TRC23-025+

Planned Activity Description:

This project increases accessibility to the Traffic Records project for eCitation. This project was started in FFY2021 and will continue as Phase III in FFY2023, to directly support Maine law enforcement agencies accessibility of the Statewide eCitation system by supporting the agency procurement of necessary in-cruiser printers (and required supplies) in a one-time purchase. Currently agencies do not have the means to procure the printers required for using the system and are therefore opting to continue to use paper citations. In addition to increasing accessibility, this project also increases the timeliness and accuracy of citation data by eliminating the mailing of paper citations to the Violations Bureau and replacing it with an immediate electronic upload. Phase I and II of this project has provided 40 agencies with 274 in-cruiser printers. With the development and implementation of the eWarning and eStop modules of the eCitation system, it is estimated that in FFY2023, up to 1,000 printers at a cost estimated at $600 each could be procured. This project would use 405e funds flexed to 402.

Intended Subrecipients: various law enforcement agencies

Funding sources- Amendment #1 to reduce by $145,000 for TRC003

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL, SUPP BIL-405e	405e flexed to 402	~~$1,694,506.23~~ $1,549,506.23	~~$423,656.56~~ $387,376.56	NA

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

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

Planned Activity: Public Access Reports (Crash Public Query Tool)
Planned Activity Number: TRC23-002/ME-P-00015

Planned Activity Description:

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

Maintain a complete programming development environment for all programs and IIS web server.

Provide telephone support to Maine Office of Information Technology staff by the vendor's project technical/development staff for the Crash Public Query Tool website hosted by the State of Maine.

Intended Subrecipients
Lexis-Nexis Contract

Funding sources:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL, SUPP BIL-405e	405e flexed to 402	$465,664.82	$116,416.21	NA

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

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

Planned Activity: ~~EMS Data Quality Analysis~~ Assist Maine EMS with their attempt to establish a crash reporting system for emergency medical response agencies to report when emergency medical vehicles are involved in a crash.

Planned Activity Number: TR23-001/ME-P-00024

Planned Activity Description:

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

~~The vendor will work with Maine EMS staff to obtain MEFIRS (Maine Fire & EMS Incident Reporting System) data. Data will be audited for timeliness to help determine the extent to which ambulance services filed the necessary run reports on time. Data will also be examined for accuracy by measuring the number of data validation errors present in MEFIRS.~~

~~Initial timeliness and accuracy analyses will focus on findings at the aggregate level to provide an overview of how well EMS services are meeting certain timeliness and accuracy guidelines. These findings will be summarized in a written report. Further analyses will focus on provider-level data. These findings will help identify agencies that are contributing heavily to problem areas and provide a report card for each agency.~~

~~Vendor staff will be available to meet with key EMS staff to present and discuss the findings and potential ways in which EMS can use the findings for training purposes with ambulance services. EMS staff will be encouraged to identify key data fields and/or service providers for further analysis. Findings will likewise be presented to BHS staff and/or TRCC members upon request.~~

Contemporary research suggests that the use of emergency notification elements (lights and sirens) in emergency vehicles is associated with higher risk of involvement in a highway crash, and Maine EMS believes that this to be true in Maine as well. They would like the SRC to assist them in exploring whether Maine crash data bears this out and to establish a mandatory reporting system to make it easier to track this risk factor and others (e.g., long shifts) in the future.

Toward that end, Maine EMS will provide the SRC with deidentified patient care reports from 2018 through 2022 as well as Maine DOT crash records involving ambulances for that same time period. It is anticipated that the latter will include approximately 88 records per year, for a total of 440 records. SRC staff will work with Maine EMS to determine which variables from the patient care reports and DOT crash records will be needed. Once data are received, SRC staff will use date/time, location, and VIN variables to attempt to match each record to a patient care report. A total match will not be possible because crashes may occur outside of patient runs. SRC staff will work with Maine EMS when a possible match needs confirmation since narrative field may make this clear at a glance.

When matches are established, the SRC will flag the patient care report as having been involved in a crash and will attempt to identify whether the crash occurred while responding (enroute to patient), transporting (enroute to hospital), or returning (enroute to home base). This is of interest to Maine EMS because units that are transporting likely have only one attendant in the front of the ambulance to monitor surrounding traffic.

SRC staff will use bivariate analysis to explore the relationship between crashing and the use of lights and sirens to test the theory that there's a positive association between the use of emergency notification elements and crashes. They will also make recommendations to Maine EMS regarding the data elements that should be required in ambulance crash reports in the future to facilitate ongoing matching of dataset and monitoring of crashes involving emergency vehicles. Findings and recommendations will be presented to Maine EMS in a written report.

Intended Subrecipients

Contract with University of Southern Maine

Funding Sources:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL, SUPP BIL-402	FAST ACT, BIL, SUPP BIL- 402	$25,000.00	$6,250.00	NA

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

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

Project Safety Impacts

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

Linkage Between Program Area

Integration of systems is a traffic records core criterion.

Rationale for Selection

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

Planned Activity: Traffic Records Data Warehouse
Planned activity number: TRC23-002/ ME-P-0000

Planned Activity Description

Continue to develop and enhance the traffic records data warehouse that hosts a central repository of traffic records data that provides Highway Safety stakeholders advanced analysis capabilities to develop, implement, and monitor highway safety programs and countermeasures.

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

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

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

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

Traffic Records Data Warehouse functionality will allow users to access reports, dashboards, and analytics tools and extract insights from EMS data, monitor business performance, and support highway safety decision making. These reports, dashboards, and analytics tools will be powered by the Traffic Records Data Warehouse. The warehouse stores data in a way that minimizes I/O and enables quick and easy querying of vast amounts of traffic records data.

Intended Subrecipient:

Lexis-Nexis Contract

Funding Source:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL, SUPP BIL- 405e	405e Flexed to 402	$444,000.00	$111,000.00	NA

Planned Activity: **Crash and Citation CPI Message Switch Interface**
Planned activity number: TRC23-002/ ME-P-0000

Planned Activity Description:

This is a programming task that involves creating an interface between the **MCRS** data collection client and the State's CPI message switch. The interface will allow users to perform person and vehicle searches and auto-populate the crash reports with results obtained from the message switch for in-state source data.

This task involves creating an interface between the **eCitation** data collection client and the State's CPI message switch. The interface will allow users to perform person and vehicle searches and auto-populate the citation with results obtained from the message switch for in-state source data.

This task involves upgrading the CPI message switch interface to perform person and vehicle searches and auto-populate the citation with results obtained from the message switch for out-of-state data. Note that each state returns results in a unique format that must be processed and handled accordingly.

Intended Subrecipient:

Lexis-Nexis Contract

Funding Source:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL, SUPP BIL-405e	405e Flexed to 402	$55,000.00	$13,700.00	NA

Planned Activity: Maine eCitation Interface
Planned activity number: TRC23-003 – Amendment #1

Planned Activity Description:

This project involves developing the Message Switch functionality (CPI side of the interface) that the eCitation Message Switch Interface Project (TRC23-002) will use for Maine eCitation to query the message switch for auto populating driver and vehicle data in Maine eCitation. CPI will configure a new RESTful web services interface between the Maine OpenFox Message Switch (METRO) and the Maine eCitation server for the purposes of accepting Driver License Inquiry and Vehicle Registration Inquiry transactions from Maine's eCitation server and forwarding subsequent responses to Maine's eCitation server from either the Maine Bureau of Motor Vehicles (BMV) or from Nlets (depending upon whether each individual query routes in-state or out-of-state).

Intended Subrecipient:

Maine State Police

Funding Source:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL, SUPP BIL-405e	405e Flexed to 402	**$145,000.00**	**$36,250.00**	NA

Countermeasure Strategy: Administration of Core Highway Safety Databases

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

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

Rationale for Selection

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

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

Planned Activity: FARS

Planned Activity Number: TRC23-001

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

Intended Subrecipients
MEBHS Administration

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FASTACT, BIL, SUPP BIL-405e	405e flexed to 402	$55,000.00	$13,750.00	NA

Planned Activity: Highway Safety Data Analysis

Planned activity number: TR23-001

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

Intended Subrecipients
MeBHS with University of Southern Maine.

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 402	FAST Act 402	$25,000.00	$6,250.00	$0.00

Planned Activity: Traffic Records Program Administration

Planned activity number: TR23-001

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

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

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

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

- Assist the TRCC and sub-grantees in project development and reporting; support the TRCC in development of performance measures and use of standardized quantitative measurements to establish a baseline or benchmark for proposed projects; compile data and statistics from Section 405 (c) funded projects; coordinate input from involved agencies in order to prepare the Traffic Records grant application. Arrange and provide support/assistance for three (3) TRCC meetings each year; prepare and distribute meeting minutes to TRCC/TREC members; document action plan and distribute; participate in sub-committee meetings providing

support/assistance.

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

Intended Subrecipients

MEBHS Administration and contract with Lexis-Nexis

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL, SUPP BIL-402	402	$75,000.00	$18,750.00	$0.00

Program Area: **Young Drivers**

Description of Highway Safety Problem:
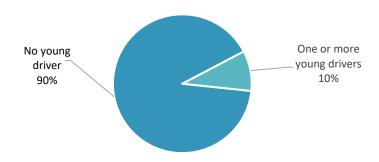
Fatality Facts

♦ Young drivers (ages 16 to 20) were involved in 72 of the 733 fatal crashes (10%).

♦ Seventy-nine (79) of the 789 fatalities involved a young driver (10%).

♦ Seven percent (7%) of drivers involved in fatal crashes between 2016 and 2020 were young drivers.

Young Driver Fatalities in Perspective

A total of 79 fatalities were associated with young drivers (ages 16 to 20) between 2016 and 2020. These fatalities accounted for 10% of all highway fatalities.
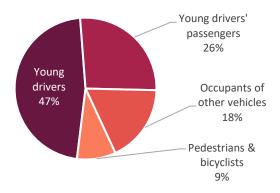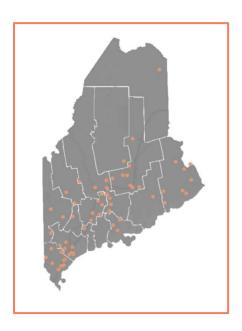
Fatalities by Young Driver (ages 16 to 20)

No young driver 90%

One or more young drivers 10%

Who Dies?

Many of the fatalities associated with young drivers (47%) involved loss of life for the young driver. An additional 26% of fatalities were the young drivers' passengers. This suggests that 73% of the risk associated with young drivers is borne by young drivers and their passengers. An additional 27% of fatalities were occupants of other vehicles, pedestrians, and bicyclists.

Young Driver Fatality by Person Type

Young drivers' passengers 26%

Young drivers 47%

Occupants of other vehicles 18%
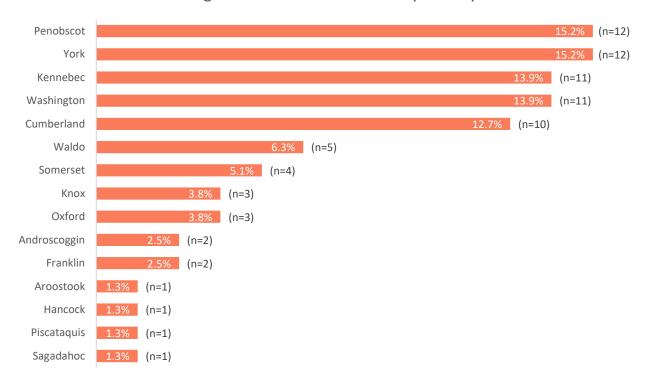
Pedestrians & bicyclists 9%

Young Driver-Related Fatalities by County

Approximately 15.2% of the 79 young driver-related fatalities that occurred between 2016 and 2020 occurred in Penobscot County, followed by another 15.2% in York County, and 13.9% in both Kennebec and Washington Counties.
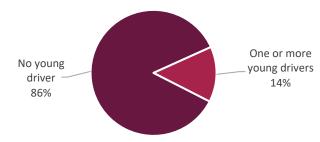
Young Driver-Related Fatalities by County

County	Percentage	Count
Penobscot	15.2%	(n=12)
York	15.2%	(n=12)
Kennebec	13.9%	(n=11)
Washington	13.9%	(n=11)
Cumberland	12.7%	(n=10)
Waldo	6.3%	(n=5)
Somerset	5.1%	(n=4)
Knox	3.8%	(n=3)
Oxford	3.8%	(n=3)
Androscoggin	2.5%	(n=2)
Franklin	2.5%	(n=2)
Aroostook	1.3%	(n=1)
Hancock	1.3%	(n=1)
Piscataquis	1.3%	(n=1)
Sagadahoc	1.3%	(n=1)

Serious Injury Facts

♦ Young drivers (ages 16 to 20) were involved in 79 of the 576 crashes (14%) that resulted in serious injury.

♦ Ninety-one (91) of the 639 serious injuries involved a young driver (14%).

♦ Ten percent (10%) of drivers involved in crashes resulting in serious injury in 2020 were young drivers.

Serious Injury to Young Drivers in Perspective

A total of 91 serious injuries were associated with young drivers (ages 16 to 20) in 2020. These injuries accounted for 14% of all serious injuries.
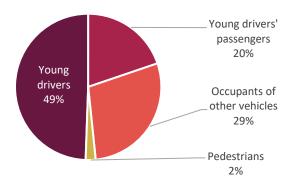
Serious Injury by Young Driver (aged 16 to 20)
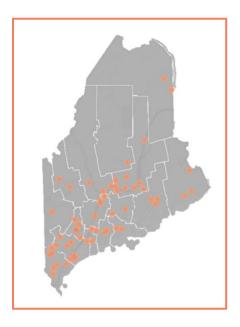
No young driver 86%

One or more young drivers 14%

Who Is Seriously Injured?

Many of the serious injuries associated with young drivers (49%) were sustained by a young driver. An additional 20% of serious injuries were sustained by a young drivers' passengers. This suggests that 69% of the risk associated with young drivers is borne by young drivers and their passengers. An additional 31% of serious injuries were sustained by occupants of other vehicles and pedestrians.

Serious Injury & Young Driver by Person Type

Young drivers 49%

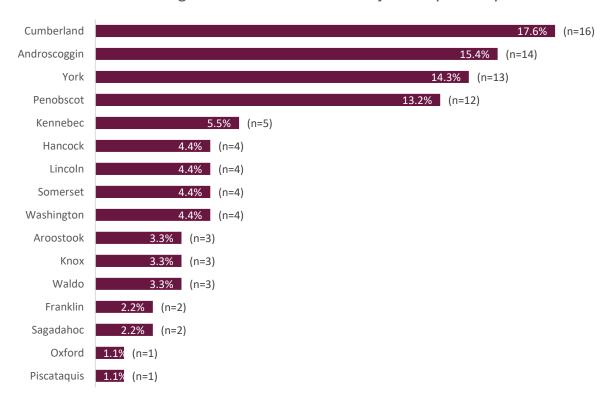Young drivers' passengers 20%

Occupants of other vehicles 29%

Pedestrians 2%

Approximately 17.6% of the 91 young driver-related serious injuries in 2020 occurred in Cumberland County, followed by 15.4% in Androscoggin County, and 14.3% in York County.

Young Driver-Related Serious Injuries by County

County	Percentage	Count
Cumberland	17.6%	(n=16)
Androscoggin	15.4%	(n=14)
York	14.3%	(n=13)
Penobscot	13.2%	(n=12)
Kennebec	5.5%	(n=5)
Hancock	4.4%	(n=4)
Lincoln	4.4%	(n=4)
Somerset	4.4%	(n=4)
Washington	4.4%	(n=4)
Aroostook	3.3%	(n=3)
Knox	3.3%	(n=3)
Waldo	3.3%	(n=3)
Franklin	2.2%	(n=2)
Sagadahoc	2.2%	(n=2)
Oxford	1.1%	(n=1)
Piscataquis	1.1%	(n=1)

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

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

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

Rationale for Selection
CTW Tenth Edition 2020: It is expected that the projects selected for this program will directly impact our ability to meet the targets set in the FFY2023 Plan including drivers aged 20 and younger involved in fatal crashes.

Planned Activity: SADD State Coordinator

Planned Activity Number: SA23-001

Planned Activity Description:

This project will fund the activities of one SADD, Inc (Students Against Destructive Decisions) peer-to-peer program coordinator, increase the number of SADD Chapters to 40 across the state, host 25 traffic safety events, engage elementary students in 10 targeted communities with established SADD Chapters, and partner with Driver Education groups. SADD, Inc. is responsible for creating educational messaging that promotes safe teen driving across social media, digital, and traditional communications to establish new chapters and support existing chapters. Students are empowered to help identify problems within their school and community and will oversee delivery interventions, participate in activities, and run their local SADD Chapter. In addition to the SADD coordinator activities, funds will be used to produce and procure various educational materials, cover supporting technology costs for programs such as Adobe Suite, and allow in and out of state pre-approved travel costs.

Intended Subrecipient

SADD Nation, Inc.

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL, SUPP BIL-402	402	$300,000.00	$75,000.00	$300,000.00

Planned Activity: AAA NNE and MeBHS Driver Educator Summit (AAANNE Impaired Summit project will use this planned activity number and 405e flex funding.
Planned Activity Number: SA23-002

Planned Activity Description:

(See ID23-008 also) Traffic crashes are the leading cause of death for U.S. teens ages 16-19. Per miles driven, teen drivers are nearly three times more likely than drivers aged 20 and older to be killed in a crash. A study from the AAA Foundation for Safety found that a quality driver's education program is key to helping teens gain the skills and knowledge they need to keep themselves, their passengers, and fellow motorists safe. Maine has 348, state licensed driver education instructors that train roughly 13,000 teen drivers on an annual basis. A recent Driver Education

Assessment demonstrated opportunities for increased training and collaboration between all Maine driving instructors. In partnership with AAA, and the Maine Bureau of Motor Vehicles, the Maine Bureau of Highway Safety is increasing access to developmental training for driver education instructors. The training(s) will leverage national and state safety stakeholders that include various state agencies, law enforcement, AAA and the Maine Driver Education Associations. The training(s) will address Maine's safety concerns in a coordinated way and maximize effectiveness and efficiency in achieving the improvements in many of the state's strategic highway safety plan target areas. The first training of this nature ~~is being~~ was held in Augusta in FFY2022. The FFY2023 event is scheduled for early August at the Bangor Cross Insurance Center.

Intended Subrecipients
AAA Northern New England

Funding Sources:

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST ACT, BIL, SUPP BIL-405e	405e flexed to 402	$50,000.00	$12,500.00	NA

Project Budget Summary

HSP PROJECT	ELIGIBLE USE OF FUNDS	PROJECT #	Total Project Cost
			$ -
Administration (PA)			
Planning and Administration Costs (15%)	402	PA23-001	$1,487,651.34
			$1,487,651.34
Traffic Records (TR)			
Traffic Records Management (inc. TRCC L-N)	402	TR23-001	$75,000.00
Highway Safety Data Analysis	402	TR23-001	$25,000.00
FARS	402, 405e Flex	TRC23-001	$55,000.00
TRCC Projects (MCRS/EC/PQ /Interfaces/Warehouse	405C, 405e Flex	TRC23-002	$3,000,000.00
E-CITATION PRINTER PURCHASE	405e Flex	TRC23-025+	$1,694,506.23
EMS QA ME-P-00024	402	TR23-001	$25,000.00
			$4,874,506.23
Impaired Driving (AL)			
Impaired Driving Program Mgmt & Operations (inc. RTV)	402	AL23-001	$300,000.00
MSP SPIDRE	405d	ID23-001	$150,000.00
RIDE Teams	405d	ID23-002	$50,000.00
DRE & FP Call-Out & Training	405d	ID23-100+	$350,000.00
Civilian Phlebotomist Call Out & Travel	405d, 405e Flex	ID23-013	$475,489.48
DHHS HETL Chemists and Equipment	405d, 405e Flex	ID23-006	$1,500,000.00
AAA Impaired Driving Summit	405d	ID23-008	$50,000.00
MSP Statewide Impaired Driving Coordinator	405d	ID23-009	$350,000.00
MCJA Specialized LE Training	405d	ID23-010	$100,000.00
TSRP incl. Prosecutor/Toxicologist/LE Trng.	405d, 405e Flex	ID23-011	$750,000.00
Intox Purchase - Phase 2	405E Flex	ID23-014	$1,000,000.00
Imp. LE/Prosecutor/Smartphone & Tablet App	402, 405e Flex	ID23-015	$500,000.00
HVE-Impaired Driving	405d	ID23-000	$1,000,000.00
			$6,575,489.48
Occupant Protection (OP) Child Passenger Safety			
OP Program Management	402	OP23-001	$300,000.00
HVE-Occupant Protection (CIOT-BUNE)	405b	OPB23-000+	$686,430.20
Maine State Police -TOPAZ	405b	OPB23-002	$75,000.00
Annual Observational Surveys	405b	OPB23-003	$200,000.00
Traffic Safety Education/NETS	402	OP23-002	$250,000.00
CPSTI Training	405b	OPB23-001	$100,000.00
Refugee and Immigrant OP Education/Seat Program	405b	OPB23-004	$150,000.00
CPS Seats for Income Eligible Families	405b (5%) & 402	CR23-001	$277,470.11
			$2,038,900.31
Police Traffic Services (PT)			
PTS Program Management	402	PT23-001	$500,000.00
LEL	402	PT23-002	$300,000.00
HVE - Speed	402	PT23-000+	$1,000,000.00
Maine State Police SAFE	402	PT23-003	$150,000.00
			$1,950,000.00
Communications (Media)			
Statewide Strategic Media Plan (inc. MC)	402, 405e,405e flex, 405f	PM23-001	$8,463,704.37
			$8,463,704.37

Young Driver Safe Community Programs			
SADD State Coordinator	402	SA23-001	$300,000.00
AAANNE & MEBHS DE Summit	402, 405e flex,	SA23-002	$50,000.00
			$350,000.00
Distracted Driving			
Distracted Driving HV Enforcement	405e	DD23-000+	$1,699,580.95
Distracted Driving Observational Survey	405e Flex	USM23-001	$150,000.00
			$1,849,580.95
Mature Driver			
Older Driver Education Media	402, 405e Flex	PM23-001	$588,216.96
			$588,216.96
Pedestrian and Bicycle Safety			
Pedestrian and MV Enforcement	402	PS23-000+	$276,978.67
			$276,978.67
			$28,455,028.31

Evidence-Based Traffic Safety Enforcement Program (TSEP)

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

Unique Identifier	Planned Activity Name
ID23-006	DHHS HETL Lab Chemists
ID23-100+	Drug Recognition Expert (DRE) and Forensic Phlebotomist (FP) Call-Out Assistance
DD23-000+	High-Visibility Enforcement -Distracted Driving
OPB23-000+	High-Visibility Enforcement – Occupant Protection (CIOT/BUNE)
ID23-001	Maine State Police -SPIDRE Team
PT23-003	Maine State Police – SAFE Program
OPB23-002	Maine State Police – TOPAZ
PT23-000+	Municipal and County Speed Enforcement
ID23-000+	High-Visibility Enforcement/Drive Sober, Maine Impaired Driving
PS23-000+	Pedestrian/Motor Vehicle Traffic Enforcement
ID23-002	RIDE Teams – Impaired Driving

Crash Analysis

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

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

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

2. The eight geographic regions vary significantly in population density, which in turn affects their respective crash rates. To account for population density

in each of these regions, the Maine Bureau of Highway Safety calculates the proportion of vehicle miles travelled in each region as compared to the total vehicle miles traveled in the State of Maine. Each region is then assigned a specific number of grants based upon those percentages and the total number of grants decided upon for each program area in the State.

3. To identify problem areas within each geographic region, the Maine Bureau of Highway Safety utilized different tools to analyze data. Crash data spanning the five-year period from the most recent 5-year period is averaged for each program area. The data includes crashes that resulted in possible injuries, evident injuries, serious injuries, and fatalities.

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

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

Deployment of Resources
MeBHS uses a combination of evidence-based countermeasures which can be found in the most recent edition of NHTSA's, *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices* and other innovative countermeasures. The innovative countermeasures outlined in this plan were a result of various program specific task force recommendations. Maine currently has impaired driving and occupant protection task forces. The individual task forces are made up of stakeholders from various agencies and organizations responsible for critical components of the highway safety plan. These stakeholders are selected and nominated as subject matter experts in their field. The groups meet on a quarterly basis and remain in constant communication when issues involving their individual program arise.

To ensure the effective and efficient deployment of resources, MeBHS utilizes focused, evidence-based, and innovative countermeasures to ensure a

comprehensive effort towards Maine's overall safety goal of zero deaths. The following overarching strategies are part of the MeBHS strategy:

1. Collaborate with stakeholders such as the Maine Center for Disease Control, Bureau of Alcoholic Beverages and Lottery Operations, local schools, employers, and other community-based coalitions to prevent high-risk driving.

2. Identify high-risk populations and locations through extensive crash data analysis.

3. Reduce impaired driving behavior through focused high-visibility enforcement, effective prosecution, enhanced penalties for subsequent offenses resulting from high-risk driving.

4. Combine high-visibility enforcement with increased public awareness of the dangers, costs, and consequences of high-risk driving with emphasis on high-risk populations and locations.

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

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

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

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

Unique Identifier	Planned Activity Name
DD23-000+	High Visibility Distracted Driving Enforcement
ID23-002	Regional Impaired Driving Task Force Teams (RIDE)
ID23-000+	NHTSA HVE and Drive Sober, Maine!
ID23-001	Maine State Police SPIDRE Team
OPB23-002	Maine State Police TOPAZ
PT23-000+	Municipal and County Speed Enforcement
PT23-003	Maine State Police Strategic Area Focused Enforcement (SAFE) Program
OPB23-000+	NHTSA HVE CIOT and Buckle Up. No Excuses!

Certifications, Assurances, and Highway Safety Plan PDFs

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

ME_FY23_ CERTIFICATIONS AND ASSURANCES APPENDIX A- Attached

ME_FY23_ CERTIFICATIONS AND ASSURANCES APPENDIX B- Attached

ME_FY23_405c_Traffic Records Strategic Plan- Attached

ME_FY23_405b -Attached

ME_FY23_405c-Attached

ME_FY23_405d – Attached

ME_FY23_405e – Attached

ME_FY23_405f – Attached