

State of Maine

Department of Public Safety

Bureau of Highway Safety

[www.maine.gov/dps/bhs](http://www.maine.gov/dps/bhs)

45 Commerce Drive, Suite 1

Augusta, ME. 04333-0164



# Federal Fiscal Year 2022 Highway Safety Annual Report

**Janet T. Mills, Governor**

**Michael J. Sauschuck, Commissioner**

**Lauren V. Stewart, Director**

## A Message from the Director



Lauren V. Stewart, Director

The Bureau of Highway Safety (MeBHS) is established in accordance with the Highway Safety Act of 1966, as amended. We are the only agency in Maine *solely* tasked with the primary responsibility of promoting safer roadways by engaging, informing, and collaborating with other state, federal, and community partners to prevent fatalities, injuries, and property damage resulting from motor vehicle crashes. At the Bureau of Highway Safety, we believe it is essential to actively seek the input of our communities to help us achieve long-term safety improvements. We value our role as leaders in fostering cooperation and collaboration with other public and private organizations. We embrace a team-focused working environment and strive for excellence in our everyday mission. Though we focus on the behavioral aspect of highway safety, our overall goal is to eliminate all preventable motor vehicle crashes. We believe that through committed partnerships with others interested in highway safety, through comprehensive and strategic program planning, through public information and education, and through a data-driven approach to coordinated education and enforcement, that we can achieve our goals.

This federal fiscal year 2022 annual report is required under 23 C.F.R. Part 1300.35; however, it also serves as our opportunity to highlight the achievements and accomplishments of the State Highway Safety Office and our many partners. The planned activities represented in this annual report were approved by NHTSA in our FFY2022 Highway Safety Plan as countermeasures that would help us toward achieving our stated goals for the period of October 1, 2021, to September 30, 2022. This annual report provides summary-level detail for the planned activities funded with NHTSA federal funds. More in-depth details are contained in each planned activity file, contract and/or subrecipient agreement. This annual report examines our progress toward achieving the intended goals set out in the federal fiscal year 2022 Highway Safety Plan and discusses the adjustments made, and challenges faced collectively.

I would like to thank Governor's Representative and Public Safety Commissioner Michael J. Sauschuck for his continued support of our team and our efforts. I would also like to thank the Highway Safety Office staff, and our many dedicated partners, for their continued efforts to improve highway safety for everyone traveling Maine roads.

A handwritten signature in black ink that reads "Lauren V. Stewart".

Lauren V. Stewart, Director

## Our Organization

The MeBHS is a Bureau within the Maine Department of Public Safety. The MeBHS currently consists of nine full-time employees. The MeBHS facilitates collaboration with community partners and provides leadership using state and federal financial resources for developing, promoting, and evaluating programs designed to influence public and private policy, make systemic changes, and heighten public awareness of highway safety issues. We are grateful for our contracted partners that supply much needed services and activities such as traffic education services, traffic safety resource prosecutor services, and law enforcement liaison services. We are also thankful for the support of our Region One federal partners at the National Highway Traffic Safety Administration. We are all working together and are dedicated to ensuring safe motor transportation for everyone traveling on Maine roads and highways.



<https://www.maine.gov/dps/bhs/>



<https://www.maine.gov/dps/bhs/>



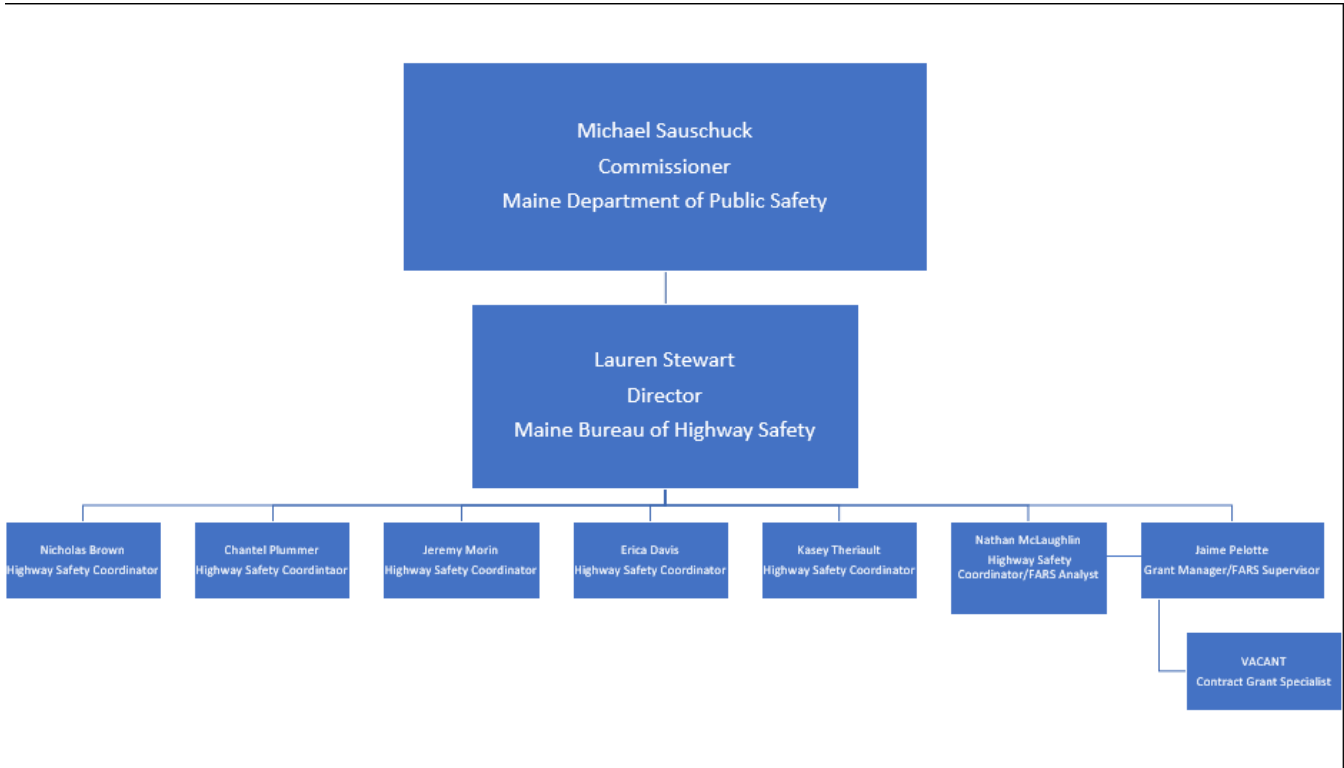
<https://www.facebook.com/MaineBureauOfHighwaySafety>



<https://twitter.com/SafeHighways4ME>



[https://www.instagram.com/maine\\_bureau\\_of\\_highway\\_safety/](https://www.instagram.com/maine_bureau_of_highway_safety/)



## Some of our Partners in Highway Safety

AAA of Northern New England

American Association of Retired People (AARP) Atlantic  
Partners, EMS

Federal Highway Administration (FHWA)

Federal Motor Carrier Safety Administration (FMCSA)

Governor's Highway Safety Association (GHSA)

Maine Bicycle Coalition

Maine Bureau of Labor Standards Maine

Bureau of Motor Vehicles (BMV)

Maine CDC's Injury and Violence Prevention Maine

Chiefs of Police Association

Maine Criminal Justice Academy (MCJA)

Maine Department of Health and Humans Services

Health Environmental Testing Lab (HETL)

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 Safety Administration (NHTSA) NL

Partners Marketing

Safety and Health Council of Northern New England (SHCNNE)

United Bikers of Maine (UBM) University of

Southern Maine (USM)

## 2020-2022 Preliminary Snapshot of Motor Vehicle Fatality Information for Maine

	2020	2021*	2022* (as of 12/20/2022)	% change 2020-2021	% change 2021-2022 (as of 12/20/2022)
All Fatalities	164	153	175	-6.70%	14.37%
Driver Alcohol > .08 Involved	49	26	26	-46.93%	0.00%
Speeding Involved	47	35	54	-25.53%	54.28%
Distracted Driver Involved	15	6	5	-60.00%	-16.66%
Unrestrained Passenger Vehicle Occupants	64	47	53	-26.56%	12.76%
Motorcyclists	29	21	31	-27.58%	47.61%
Pedestrians	9	20	20	122.22%	0.00%
Bicyclists	2	2	2	0.00%	0.00%
Large Truck Involved	11	15	7	36.36%	-53.33%
Young Drivers 15-20 Involved	15	5	13	-66.66%	160.00%
Drivers 21> Involved	165	99	122	-40.00%	23.23%

As of December 20, 2022

Core Outcome Measures	FY 2022			FY 2021		
	Data source		On track to meet target (Y/N/ in progress)	Data source		Met target Y/N
	Target years Target	Result years Result to date		Target years Target	Result years Result	
C-1) Total Traffic Fatalities	FARS		Y	FARS		Y
	2018-2022 160	2018-2022* 157.8		2017-2021 158	2017-2021 156.6	
C-2a) Serious Injuries in Traffic Crashes	State		Y	State		Y
	2018-2022 715	2018-2022† 670.8		2017-2021 725.0	2017-2021 685.8	
C-2b) Serious Injury Rate	State		Y	State		Y
	2018-2022 4.90	2018-2022† 4.58		2017-2021 5.02	2017-2021 4.69	
C-3a) Fatalities/VMT	FARS		Y	FARS		Y
	2018-2022 1.12	2018-2022† 1.10		2017-2021 1.12	2017-2021 1.10	
C-3b) Rural Mileage Death Rate	FARS		Y	FARS		Y
	2022 1.28	2022† 1.28		2021 1.36	2021 1.28	
C-3c) Urban Mileage Death Rate	FARS		N	FARS		N
	2022 0.59	2022† 0.69		2021 0.63	2021 0.70	
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	FARS		N	FARS		Y
	2022 48	2022† 53		2021 51	2021 47	
C-5) Alcohol-Impaired Driving Fatalities	FARS		Y	FARS		Y
	2022 50	2022† 29		2021 48	2021 28	
C-6) Speeding-Related Fatalities	FARS		N	FARS		Y
	2022 40	2022† 51		2021 38	2021 35	
C-7) Motorcyclist Fatalities (FARS)	FARS		N	FARS		Y
	2022 27	2022† 31		2021 22	2021 21	
C-8) Unhelmeted Motorcyclist Fatalities	FARS		Y	FARS		Y
	2022 20	2022† 20		2021 15	2021 11	
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	FARS		Y	FARS		Y
	2022 10	2022† 10		2021 11	2021 5	
C-10) Pedestrian Fatalities	FARS		N	FARS		N
	2022 16	2022† 20		2021 14	2021 20	
C-11) Bicyclist Fatalities	FARS		Y	FARS		Y
	2022 2	2022† 2		2021 2	2021 2	

Core Behavior Measures	Target years Target	Result years Result to date	On track to meet target (Y/N/ in progress)	Target years Target	Result years Result	Met target Y/N
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	State		Y	State		Y
	2022 88.5%	2022 93.4%		2021 88.9%	2021 91.8%	
Non-Core Outcome Measures						
Distracted Driver Fatalities	State		Y	State		Y
	2022 10	2022 <sup>†</sup> 5		2021 6	2021 6	
Senior Driver Fatalities	State		Y	State		Y
	2022 27	2022 <sup>†</sup> 23		2021 26	2021 21	
Media Recall Target	State		N	State		N
	2022 40%	Spring 2022 36%		2021 48%	Spring 2021 35%	
Activity Measures						
# of Seat Belt Citations Issued During Grant-Funded Enforcement Activities	State		n/a	State		n/a
	n/a	2022 870		n/a	2021 1,075	
# of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	State		n/a	State		n/a
	n/a	2022 196		n/a	2021 168	
# of Speeding Citations Issued During Grant-Funded Enforcement Activities	State		n/a	State		n/a
	n/a	2022 2,654		n/a	2021 3,503	
# of Distracted Driving Citations Issued During Grant-Funded Enforcement Activities	State		n/a	State		n/a
	n/a	2022 2,115		n/a	2021 1,958	

\* Value reported is the average of data from 2018 to 2022 using a projected value for 2022. Historically, approximately 94.9% of fatalities occur on or before Dec. 12 of each year. The current count for 2022 is 175 (12/20/2022) and is expected to be 184 by year's end.

† Value reported is to-date value.



	TRAFFIC RECORDS OUTCOME MEASURES	Timeframe	2018	2019	2020	2021	2022	2022 Target	Target Met
	eCitation Completeness-Lat/Long	4/1/-3/31		5.16%	6.72%	12.66%	17.54%	14.0%	Y
	eCitation Timeliness-Maine Violations Bureau	4/1/-3/31			6.3	5.2	4.0	5.0	Y
	Crash Completeness	4/1/-3/31	65.13%	65.36%	65.20%	65.11%	65.11	66.0%	N
	Crash Timeliness-Average	4/1/-3/31	6.14	11.66	5.6	5.71	5.5	5.5	Y
	Crash Timeliness-Received within 5 days	4/1/-3/31			87.8%	87.69%	88.34	88.0%	Y
	Crash Uniformity	4/1/-3/31	36.59%	42.79%	42.79%	42.79%	42.79	44.0%	N
	eCitation Completeness-Agency Count	4/1/-3/31		5	14	20	43	23	Y
	eCitation Completeness-Officer User Count	4/1/-3/31	11	77	320	412	823	450	Y
	ECitation Timeliness	4/1/-3/31		141	7	23	43	22	N
	EMS Uniformity	4/1/-3/31	70.06%	94.86%	99.99%	100%	98.8	100%	N
	EMS Completeness	4/1/-3/31			89.0%	63.0%	91	65.0%	Y
	EMS Timeliness-Received within 24 Hours	4/1/-3/31			85.0%	62.0%	NA	86.0%	-

## Assessment of Progress and Adjustments to Plans

Much progress has been made over the years to reduce and eliminate motor vehicle crashes, serious injuries, fatalities, and property damage on Maine's roadways. However, much work still needs to be done to eliminate needless motor vehicle related deaths. At the time of this report submission, 175 individuals have died in motor vehicle crashes on Maine roads since January 1, 2022. This represents the highest number of fatalities reported since 2007 when 183 lives were lost. Despite our collective efforts, we continue to see increases in fatalities involving unrestrained occupants, pedestrians, motorcycles, and speeding.

During June and July of 2022, the Bureau, through its contract with the University of Southern Maine Muskie School of Public Service, conducted the NHTSA required observational survey and the optional attitudinal survey for seat belt usage. Our surveys always follow the National Click It or Ticket Mobilization due to the recent increase in media and enforcement presence. The seat belt observations for day and night show that while overall usage increased from 91.8% in 2021 to 93.4% in 2022, the observed nighttime belt usage remained statistically unchanged from 83.8% in 2021 to 84.8% in 2022. These results coincide with the results of our attitudinal survey which indicated that ninety-five percent (95%) of survey participants reported that they *always* or *nearly always* use their seat belts up from 94% in 2021. However, we continue to see close to one-half of fatalities in motor vehicle crashes as unrestrained. The newly formed Occupant Protection Task Force is working on countermeasures to specifically address this continued trend and we look forward to seeing potential new messaging from NHTSA to support our efforts.

In June 2019 Maine upgraded its distracted driving law to include a ban on handheld devices for both talking and texting whereas the prior law only banned texting while driving. The law went into effect September 19, 2019. The ban extends to vehicles stopped at traffic-controlled intersections but allows for drivers pulled safely to the side of the road to use a device. In April of 2022, we conducted our fourth voluntary observational study for hand-held device use and manipulation. Observations were also conducted in April 2018, April 2019, and April 2021. The April 2020 survey was cancelled due to COVID-19. As with the others, this most recent observation followed the April mobilization for distracted driving. This study sought to evaluate the continued impact of that law on handheld device use for both phone manipulation and talking on a handheld phone. *Any Use* defined as handheld or manipulating was seen among 6.1 percent of drivers in 2019 down to 3.8 percent in 2021 but the 2022 survey showed an increase to 4.5%. This indicates that continued enforcement of hands-free and texting laws, together with additional and consistent education is necessary. Not unlike other states, Maine has seen a noted decrease in traffic enforcement presence on our roadways. This is due in part to significant statewide staffing shortages, lack of interest in overtime activities by officers, and competing priorities from illegal activities and increased drug and substance abuse and overdoses.

On the following pages of this report, you will find progress updates on the approved planned activities from the Federal Fiscal Year 2022 Highway Safety Plan. These planned activities were selected primarily based on proven countermeasures from the *NHTSA 10<sup>th</sup> Edition Countermeasures that Work, 2020* and our belief that they would help us reach our targets. Despite the changes and adjustments made necessary by the ongoing challenges mentioned above, and including decreased enforcement activities, we believe that these planned activities, chosen for their proven results, contributed to the success we see in the progress toward being on track to meet most of our FFY2022 performance targets, ultimately saving lives on Maine's roads. As mentioned previously, countermeasures are data-driven thereby directing resources for maximum result. The

annual Highway Safety Plan and its following Annual Report are intended to work together in telling the story of progress in any given State. Program Area problem identification is detailed in the Highway Safety Plan while project and program progress, or result, is detailed in the Annual Report.

### **Adjustments made during FFY2022, to the FFY2023 HSP (when possible) and for the FFY2024 HSP for performance targets not on track to be met:**

Performance targets from the FFY2022 Highway Safety Plan that are not on track to meet expected targets are:

#### **CORE PERFORMANCE MEASURES**

**C-3c): Urban Mileage Death Rate:** the urban mileage death rate targets were not met for both 2021 and 2022 (to date). The target for 2022 was set at .59 which was a decrease from the 2021 target of .63. The actual rate for 2022 is .69 (to date) which is .01 below the actual rate of 2021 at .71.

**C-4): Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions:** the unrestrained passenger vehicle occupant fatality target for 2022 was set at 48 and the number to date (53) suggests that we are not on track to meet that target. We continue to see approximately one-half of all fatalities involving unrestrained passengers. This is despite the increase in observed belt usage. The Occupant Protection Task Force continues to look for ways to increase belt usage for all ages and all seating positions, and for both FFY2023 and FFY2024 Plans, the Bureau will increase its focus on education and enforcement of our primary belt law by increasing media presence, encouraging additional high-visibility enforcement, and searching for additional partners for more community engagement and education to reach those least likely to buckle up.

**C-6): Speeding-Related Fatalities:** the speeding-related fatality target for 2022 was set at 40 and the number to date (51) suggests that we are not on track to meet that target. Speeding was seen as a contributing factor in about 33% of the crashes during the pandemic (2020-2021), however that has not changed in FFY2022 and we continue to see high speeds involved in fatal crashes. To help raise awareness, in mid-FFY2022, we increased our media buy to include a message against speed and we will continue that increased messaging during both FFY2023 and FFY2024 through additional community outreach and education projects with law enforcement and newly identified community partners. See more details in the Communications and Police Traffic Services sections of this report.

**C-7): Motorcyclist Fatalities (FARS):** the motorcyclist fatalities target for 2022 was set at 27. To date the number is 31. This suggests that we are not on track to meet the target for 2022. During FFY2022, due to the increasing motorcyclist fatalities, we formed a Motorcycle Safety Task Force to delve further into the crash data and brainstorm ideas for preventing crashes. Members from the Bureau of Motor Vehicles, the DOT, United Bikers of Maine, and others have begun looking at education or lack of rider education as a factor in these crashes. This work will continue in FFY2023 and FFY2024 and we have already uncovered some rider education and training information that will be helpful as we move forward in FFY2023. Maine was accepted for a NHTSA facilitated Motorcycle Safety Program Assessment in FFY2023 that will provide recommendations for additional countermeasures in both FFY2023 and FFY2024.

**C-10) Pedestrian Fatalities:** the pedestrian fatality target for FFY2022 was set at 16. As of now, the number of pedestrian fatalities is 20. We are not on target to meet this measure for FFY2022. Despite our efforts with education and enforcement, media, and outreach to communities, pedestrian fatalities remain a steady challenge with the numbers fluctuating wildly from year to year. For example: in 2017 the number of pedestrian fatalities was 20; followed by 6 in 2018; then 17 in 2019; 9 in 2020; 2021 was 20 and to date in 2022 it is 20. Our crash analysis does not uncover any one or even several commonalities that we can pinpoint. Most of the fatalities are adults, occur in rural locations, they are split evenly by day and night, and involve actions on both the part of the pedestrian and the part of the motor vehicle operator. Together with the Maine DOT pedestrian and bicycle coordinator and our federal partners at NHTSA and FHWA, we will attempt to increase our enforcement efforts, look for ways to expand statewide use of our *Heads Up! Safety Is a Two-Way Street* campaign and look for additional safe system approach engineering measures to address pedestrian fatalities in the FFY2023 and FFY 2024 HSPs and beyond.

### **NON-CORE OUTCOME MEASURES:**

**Media Recall Target:** Maine set a media recall rate of 40% overall for 2022. The Spring 2022 survey showed just 36% of people recalled seeing or hearing traffic safety messages, and the Fall 2022 survey showed 48%. This was a huge increase showing the success of our increased media presence. Despite our increased buy and new PSA's we did not meet our recall target (using Spring to Spring survey results). We will adjust our FFY2023 and FFY2024 Plans to again have an increased paid media presence where possible and work with our traffic safety partners and communities to increase earned media. In the FFY2023 HSP, traffic safety grant partners have been asked, and offered opportunities, to raise awareness (earned) in their own communities through a greater promotion of NHTSA Traffic Safety Marketing Materials and Bureau engagement and encouragement. Community partners are offered contact information and media interviews on our press releases. The MeBHS issued numerous press releases in FFY2022, which helped to increase traffic safety awareness.

### **TRAFFIC RECORDS PERFORMANCE MEASURES:**

**Traffic Records Performance Measure: Crash Completeness:** Crash Completeness nearly met the target of 66% completeness of latitude and longitude crash location data elements. This completeness measure appears to have plateaued. Next year, mapping enhancements related to integration of GPS with the GIS maps may improve this measure.

**Traffic Records Performance Measure: Crash Uniformity:** Crash Uniformity in Maine is dependent on revisions to the Maine Crash Form. There were no revisions during the performance period to increase uniformity.

**Traffic Records Performance Measure: eCitation Timeliness:** eCitation Timeliness in Maine is measured in minutes. When eCitation was initially released it was in use primarily by the Maine State Police (MSP). MSP's network infrastructure and processes are more advanced than many municipal agencies, so as more of these agencies are added to eCitation, it is expected that the timeliness may decrease.

**Traffic Records Performance Measure: EMS Uniformity:** This target was not met. EMS Uniformity in Maine is excellent at 98.8% and reaching 100% uniformity may not be realistic. We set a target value of 100% again in FFY2023, but it is unlikely we continue to use this performance measure in FFY2024.

**Traffic Records Performance Measure: EMS Timeliness:** EMS Timeliness data was not available for the 2022 performance period.

## Evidence Based Traffic Safety Enforcement Program

MeBHS has developed procedures to ensure that enforcement resources are data-driven and that awarded federal funds are used efficiently and effectively to support the goals of the State's highway safety program. Maine incorporates an evidence-based approach in its Statewide enforcement program through the following components:

### Data Driven Problem Identification

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, including those that may reside in underserved communities or those who are over-represented in crashes and to identify the who, what, when, where and why these crashes are occurring.

The Maine Bureau of Highway Safety utilizes a three-prong approach to identify problem areas for the three major program areas; Impaired, Distracted, and Speed. This three-prong approach is outlined below:

1. Due to the geographic size of the State of Maine, the state was 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 calculated the proportion of vehicle miles traveled in each region as compared to the total vehicle miles traveled in the State of Maine. Each region was then assigned a specific number of grants based upon those percentages and the total number of grants decided upon for each program area in the state. For example, Region 1 (York County) accounted for 15.73% of the total vehicle miles traveled in the entire State of Maine.
3. To identify problem areas within each geographic region, the Maine Bureau of Highway Safety utilized different tools to analyze data. The first tool that was utilized was respective crash rates for each program area. Crash data spanning the five-year period from 2016-2020 was averaged for each program area. The crash data included crashes that resulted in possible injuries, evident injuries, serious injuries, and fatalities.

Geographic Information Systems (GIS) were used to map the top problem areas in the state to further assist in problem identification. This step helped identify the major roads that had high crash rates in each program area. Law enforcement agencies located in the problem areas identified for each region, were offered grant

opportunities as tier 1 agencies. Sheriff’s offices and the Maine State Police in the tier 1 areas were also identified to assist with tier 1 problem areas outside of local jurisdictions. Tier 2 problem areas were identified based on their proximity to tier 1 areas using crash data as outlined above. Law enforcement agencies in the tier 2 problem areas were offered grant opportunities if an agency in the tier 1 agency did not apply for a grant. The intent for tier 2 agencies was 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 concerns 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. Available data sets include:

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

### Implementation of Evidence-Based Strategies

MeBHS, our partners and our subrecipients use a combination of overtime enforcement checkpoints and saturation patrols, both of which are found in the newest and most recent edition of NHTSA’s, *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices* to address the identified traffic safety problem(s). The most common traffic safety problems include enforcement of traffic laws pertaining to but not limited to, adult and child seat belt safety, speeding and aggressive driving, fatigued and distracted driving, and alcohol and drug impaired driving. Non-law enforcement partners also use the most recent edition of *Countermeasures That Work* to implement evidence-based strategies that will result in a reduction in crashes and injuries for a focus demographic (i.e. young drivers or older/senior drivers) or an increase in voluntary compliance of traffic laws (i.e. adult and child safety restraints).

### Documentation and Tracking

All grant funded activities including citations, warnings, hours spent on the planned activities, contacts made, resources utilized, and other details of activities efforts are collected at the state level and are used for determining value of efforts, future grant awards and return on investment. The activities associated with grant funding can be found in the Performance Measure Chart.

## **Continuous Monitoring**

MeBHS Highway Safety Program Coordinators use progress reports and other information collected during telephone, virtual (ZOOM or TEAMS), and on-site monitoring to ensure grant funded planned activities are effective. Required progress reports (monthly, bi-monthly or quarterly and a final) received from each subrecipient are examined to review achievement of the goals and outcomes of each planned activities. These reports include data on the activities conducted, such as the area and times worked, the focus demographic reached, any problems or challenges encountered, and for law enforcement the number of warnings and citations issued. MeBHS uses various available data systems, i.e. Maine Crash Reporting System, the Public Query Crash Website, e-Citation, BHS Data Warehouse, Maine DOT Crash Analysis Unit, and FARS to monitor crashes and fatalities and will advise and work with law enforcement, and other partners, if there are increases or decreases that would require a change in strategy in a particular jurisdiction. This continuous follow-up allows for subtle or major adjustments thereby ensuring the best use of resources to address the stated priority traffic safety problem(s). Additionally, all subrecipients are given an annually updated Grants Management Manual and are required to attend a Grant Training Workshop before federal funds are awarded.

The unique challenges presented in the beginning in FFY2020 from the ongoing pandemic and fewer new or young people seeking law enforcement careers, together with serious law enforcement staffing shortages, continue to affect the implementation of our law enforcement programs. Some adjustments were required due to staffing shortages, cancelled projects, and subrecipients simply not conducting efforts in their communities to the extent of prior years, or at all. While unused awards were returned as quickly as possible when it was evident an activity would not occur, for the most part, it was impossible to reprogram those funds to other subrecipients or projects because existing projects could not absorb additional funds. Many subrecipients held out hope that activities would occur later in the year. While some did, most did not, resulting in a decrease in expenditures and increase in returned unspent planned funds.

# FFY2022 Highway Safety Plan Activity Level Report

## Communications (Paid/Earned/Social/Digital Media)

NHTSA has long recognized paid and earned media as an essential component to a successful highway safety plan. 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 behavioral program areas including adult and child occupant protection, speed and aggressive driving, distracted driving, and impaired driving to name a few. The NHTSA Communications Calendars are used to guide the State's schedule for media buys and campaigns. The MeBHS works with our media vendor to ensure that we effectively utilized resources for the biggest highway safety concerns and direct messaging toward our most concerning traffic safety problems, and in conjunction with National Mobilization and State emphasis periods.

### **Planned Activity: Statewide Strategic Media Plan Buy and Statewide Creative Media Production**

**Planned Activity Number: PM22-001**

#### **Planned Activity Description:**

This project will fund a robust paid media (television, radio, print, digital, social) associated with all the MeBHS programs and NHTSA High Visibility Enforcement campaigns. Expenses may include campaign development, re-tagging of NHTSA or other state's PSA's, purchase of radio, television, social, digital, and print materials. Additionally, funding will be used to conduct critical insight surveys. This project will also fund the creation of new PSA's for both television, radio, digital and print. The plan is to focus on all areas of driver behavior and connect with the public on a personal level to create a more memorable PSA consistent with NHTSA messaging.

#### **Planned Activity Performance:**

##### **Campaign Spending - Media**

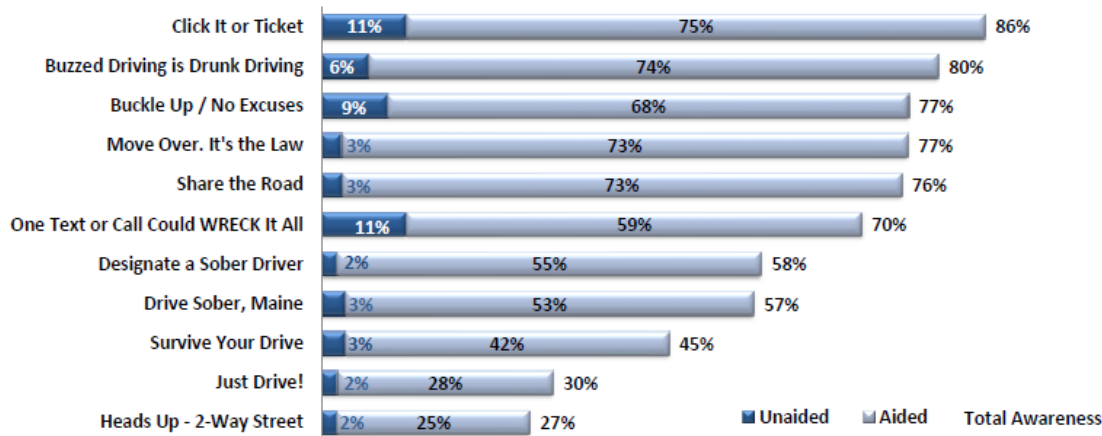
The following details total media spending (Digital, out-of-home, radio, social media and TV/streaming) in FY2022 (October 2021 – September 2022) by campaign:

Distracted	\$ 308,136
Impaired Driving	\$ 144,850
Mature	\$ 14,151
Motorcycle	\$ 105,334
Occupant Protection	\$ 106,489
OP – CPS	\$ 8,729
Speed	\$ 126,100
Vulnerable Roadway User	\$ 103,382
Young Driver	\$ 13,068
Total Media Paid	<u>\$ 930,238</u>





### Awareness of Tested Ad Campaigns (Fall 2022)



During FFY2021 we created brand new PSAs for all campaigns, so for this year in FFY2022, we did not need to create anything new. Instead, the focus was on heavily running the new PSA's and looking for new areas where our messaging can reach drivers. Since Covid-19, the awareness of our PSA's dropped, and a lot of work was put in to get this number back up to where it was. As always, we stuck with traditional media, but we made sure to have the campaigns run longer than in previous years. Throughout the year we monitored which campaign needed the extra push. This year it was for motorcycle riders. Normally this would run from May until the end of July, but seeing a concerning increase in rider fatalities, it was extended through the end of the federal fiscal year. This push helped as it increased the awareness of Share the Road Campaign by 10%.

Longer campaigns weren't the only thing adjusted, we also branched into new areas. Speed messaging was put up at three different speedways, with the message "Leave the speed, at the track". Our messaging also reached teen drivers directly, by having messaging at high school sporting events. Other ways we reached drivers was with running distracted driving messaging at the airport for people arriving in the state, PSA's running before a movie start at the cinema, and PSA's running on gas station's TV. One idea that didn't quite work out is for impaired driving messaging on bar coasters. Unfortunately, the implementation of this wasn't reaching expectations and was pulled. This idea is going to be reworked for FFY2023.

Overall, this year's heavier campaign combined with new memorable PSAs showed an increase of overall awareness of safe driving messaging from 36% to 48% (Fall Critical Insight Survey). Ten of eleven campaigns had an increase of awareness levels. Like previous years the budget was maximized for added value as we were able to get almost \$500,000 in free earned media.

Finally, the Bureau pushed out eight press releases supporting safety campaigns during the FFY2022. This generated approximately 40 news interviews (virtual, radio and on-camera) all of which were shared widely on all news stations.

For FFY2023 and beyond we are looking at strengthening our impaired and motorcycle campaigns with new PSAs for traditional media, and we are planning on creating PSA's for TikTok for younger drivers. Additionally,

we are creating a new video for driver educators that focuses on safe driving around Commercial Motor Vehicles.

Expenditures as of December 21, 2022

<b>Planned Activity Title</b>	<b>Source</b>	<b>Planned Activity Number</b>	<b>HSP Approved Budget</b>	<b>Expended</b>
Statewide Strategic Media Plan Buy and Statewide Creative Media Production	s. 402, 405e, 405e Flex, s. 405f	PM22-001	\$10,844,527.25	<b>\$963,504.10</b>

## Distracted Driving

Distracted driving is believed to be one of the leading causes of crashes and is believed to be grossly under reported for many reasons. It continues to be the most difficult crash type for which to obtain precise data. Law enforcement officers continue to believe distraction plays a huge part in many the crashes they report on.

Although distractions encompass many behaviors from internal passenger distractions, eating, and grooming, electronic device use is the most common thought when discussing distracted driving.

These planned activities were selected to help reduce the incidence of distracted driving and to encourage voluntary compliance with putting the phone down and just driving. 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.

### **Planned Activity: High Visibility Distracted Driving Enforcement**

**Planned Activity Number: DD22-025 to DD22-054**

#### **Planned Activity Description:**

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

#### **Planned Activity Performance:**

As of September 19, 2019, the law changed to hands free driving, which lead to more Police Departments applying for this grant and resulted in more citations being issued. There is a large interest and need between law enforcement agencies in working to stop distracted driving and keeping our road users safe. In FFY2022, the following law enforcement partners conducted 4,262 hours of overtime enforcement, 6,112 contacts and wrote 1,965 citations for distracted driving. The number of citations issued for distracted driving increased by over 600 from FFY2021 to FFY2022. During these distracted driving details, law enforcement agencies issued 116 citations for operating after suspension, 5 OUI and 5 OUI Drug arrests, 14 citations for drug possession, and 35 arrests for warrants.

Planned Activity Subrecipient	Planned Activity Number	Award	Expended
Maine State Police	DD22-053	\$30,712.80	\$14,002.37
Kennebec County Sheriff's Office	DD22-037	\$8,000.00	\$6,506.30
Sagadahoc County Sheriff's Office	DD22-031	\$24,900.00	\$18,473.03
York County Sheriff's Office	DD22-048	\$8,212.00	\$6,448.51
Auburn Police Department	DD22-027	\$10,000.00	\$8,789.74
Augusta Police Department	DD22-041	\$25,000.00	\$23,450.98
Bath Police Department	DD22-025	\$9,340.80	\$9,340.80
Berwick Police Department	DD22-040	\$9,020.00	\$8,376.32
Brunswick Police Department	DD22-044	\$3,600.00	\$1,232.09
Bucksport Police Department	DD22-034	\$5,000.00	\$1,110.34
Cape Elizabeth Police Department	DD22-049	\$5,000.00	\$5,000.00
Caribou Police Department	DD22-052	\$3,264.60	\$2,318.59
Eliot Police Department	DD22-051	\$8,500.00	\$ -
Ellsworth Police Department	DD22-026	\$5,400.00	\$3,288.22
Fort Kent Police Department	DD22-045	\$4,820.00	\$4,204.03
Gorham Police Department	DD22-036	\$15,900.00	\$15,450.64
Holden Police Department	DD22-033	\$23,500.00	\$23,500.00
Kennebunk Police Department	DD22-028	\$7,200.00	\$5,437.61
Kittery Police Department	DD22-046	\$11,056.00	\$6,594.52
Lewiston Police Department	DD22-029	\$7,232.00	\$7,232.00
Madawaska Police Department	DD22-050	\$8,400.00	\$2,763.62
North Berwick Police Department	DD22-043	\$8,400.00	\$4,842.20
Presque Isle Police Department	DD22-035	\$9,900.00	\$9,801.08
Saco Police Department	DD22-039	\$6,700.80	\$4,972.38
Scarborough Police Department	DD22-042	\$40,500.00	\$27,278.45
South Portland Police Department	DD22-054	\$5,400.00	\$1,304.26
Topsham Police Department	DD22-047	\$9,300.00	\$2,839.27
Westbrook Police Department	DD22-030	\$6,000.00	\$5,757.33
Windham Police Department	DD22-032	\$8,432.82	\$5,446.86
York Police Department	DD22-038	\$6,410.00	\$ 2,384.34
<b>Total</b>		<b>\$335,101.82</b>	<b>\$238,145.88</b>

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

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

**Planned Activity Performance:**

A total of 9,571 drivers were observed in 2022, 10,973 observed in 2021, 13,173 observed in 2019, and 13,568 observed in 2018. Observations indicated that 3.8% of Maine drivers had a phone to the ear (i.e., Handheld use) in 2019 compared to 2.2% in 2021 and 1.8% in 2022. An exceedingly small percentage of drivers were coded as driving with an in-ear device (0.9%) in 2019 and in 2021, and 0.3% in 2022. Manipulation of a phone was coded as occurring 3.1% of the time in 2019, 2.3% of the time in 2021, and back up to 3.1% in 2022. Any Use (Handheld or Manipulating) was seen among 6.1% of drivers in 2019, 3.8% in 2021, and 4.5% in 2022. This increase is concerning, and we believe it is related to a perceived decrease in enforcement (due to statewide staffing shortages). This is supported by the Critical Insights Research which shows that about 30% of people believe they will be ticketed for a violation of this type.

**Planned Activity: Distracted Driving Law Highway Signage****Planned Activity Number: DD22-001****Planned Activity Description:**

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

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

**Planned Activity Performance:**

This project was not completed during FFY2022. While we had positive meetings with the Maine DOT, challenges were encountered when trying to obtain exact costs for materials, installation, production, placement, and timing. We will continue conversations with the Maine DOT to see if this is a project, we wish to try again in FFY2023 or 2024.

Expenditures as of December 21,2022

<b>Planned Activity Title</b>	<b>Source</b>	<b>Planned Activity Number</b>	<b>HSP Approved Budget</b>	<b>Expended</b>
HVE Distracted Driving Enforcement	s. 405e	DD22-025- DD22-054	\$750,000.00	\$238,145.88
Distracted Driving Observational Survey	s. 405e & 405e Flex	USM22-001	\$100,000.00	\$78,077.18
Distracted Driving Law Highway Signage	s.405e	DD22-001	\$1,000,000.00	\$0.00
<b>Total</b>			<b>\$1,850,000.00</b>	<b>\$316,223.06</b>

## Impaired Driving

The below planned activities were funded and implemented in FFY2022 using our Maine Impaired Driving Strategic Plan and *Countermeasures That Work (10<sup>th</sup> edition, 2020)*. These planned activities were chosen for their proven and anticipated impact on the impaired performance targets in the HSP. Each planned activity aligns with one or more strategies listed in the SHSP, the HSP and the Strategic Plan. Input from the Impaired Driving Task Force, prior NHTSA program assessments, meeting with partners, and conscientious program management contributed to the success of meeting our performance target for FFY2022. A continued combined focus on drug-impaired and alcohol-impaired driving is necessary to see further reductions in impaired crashes and fatalities. Impaired Driving Program Management is necessary for an Impaired Driving Program. Impaired driving continues to be a major concern on our state roadways. Despite driver safety programs, alcohol impaired driving crashes continue at a rate of approximately 30% of all crashes. Additionally, the legalization of marijuana in Maine has increased the need for more administration of an impaired program.

### **Planned Activity: Impaired Driving Program Management and Operations and Impaired Driving Roadside Testing Vehicle (RTV) Operational Costs**

**Planned Activity Number: AL22-001**

#### **Planned Activity Description:**

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

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

#### **Planned Activity Performance:**

The MeBHS Program Coordinators manage program activities specific to preventing and reducing alcohol/drug impaired crashes, fatalities, and injuries. The two Highway Safety Coordinators for Impaired Driving are Jeremy Morin and Kasey Theriault. During FFY2022, we attended many trainings and meetings with various agencies. Implied Consent training is hosted by MeBHS Traffic Safety Resource Prosecutor's (TSRP) for Law Enforcement Officers, Jeremy attended in January and Kasey attended in May. Jeremy attended a testimony training for the chemists at the Health & Environmental Testing Lab in April. The training was taught by the TSP's. Jeremy was a presenter at the Forensic Phlebotomy Training Class at the Kennebec Valley Community College in May. When the AAA Northern New England Impaired Driving Summit was held in July, Jeremy and Kasey were both in attendance. Jeremy attended the DRE refresher course, along with presentation of DRE awards to top performing officers in September. We both attend Impaired Driving Task Force meetings; Jeremy will be the chair of the task force in the next federal fiscal year. Within FFY2022, we continue to utilize the Highway Safety Plan and Strategic Plan, the planned activities implemented and reported on below were administered by MeBHS.





Bureau of Highway Safety Roadside Testing Vehicle with Falmouth, Maine Police Department

The Maine Bureau of Highway Safety Roadside Testing Vehicle (RTV) was not utilized as much as in years past due to the COVID-19 pandemic. During the 2022 federal fiscal year, the RTV was utilized for 15 RIDE Team details and/or saturation patrols and educational events throughout the state. The York County RIDE team conducted 4 large saturation patrols, with assistance from the Maine State Police, in multiple locations which focused on high crash areas in York County. The York County mobile command post was also used in conjunction with the RTV during those saturation patrols. With both mobile units present, it allowed for efficient OUI enforcement and processing of arrested subjects. During these large saturation patrols, a dispatcher, assistant district attorney and bail commissioner were present to quickly process arrested subjects allowing law enforcement officers to spend more time with sobriety checks and field sobriety testing. One of the York County RIDE team sobriety checkpoints in Kennebunk concluded with 6 OUI arrests.

The following agencies requested and used the MeBHS RTV for educational events or as an essential tool for sobriety checkpoints:

- Scarborough Police Department
- Saco Police Department
- Presque Isle Police Department
- Sanford Police Department
- Stonington Police Department
- Maine State Police
- York County RIDE Team (Multiple Law Enforcement Agencies)

**Planned Activity: Maine State Police SPIDRE Team**

**Planned Activity Number: ID22-001**

**Planned Activity Description:**

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

**Planned Activity Performance:**

In federal fiscal year 2022, the Maine State Police SPIDRE team conducted 263 hours of impaired driving enforcement, which included 356 total contacts. In addition to the impaired drivers arrested, many other drivers showed signs of impairment and were put through standard field sobriety tests and deemed not impaired. Enforcement was significantly reduced during FFY2022 due to staffing issues. Even though the Team had a relatively low amount of enforcement details, their effort did lead to the following arrests and/or citations:

- 10 Total Operating Under the Influence (OUI) Arrests
  - 8 under the influence of alcohol
  - 2 juvenile OUIs (.00 violations)
  - 15 warnings issued after SFSTs were performed
- 3 Operating After Suspension Citations
- 13 Speeding Citations
- 19 Other Moving Violation Citations
- 1 Arrest Warrant

**Planned Activity: Regional Impaired Driving Enforcement Teams (RIDE)**

**Planned Activity Number: ID22-002 to ID22-004**

**Planned Activity Description:**

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

**Planned Activity Performance:**

In federal fiscal year 2022, one of the three identified counties were funded through RIDE team grants. The two other agencies identified in the 2022 highway safety plan could not participate in the planned activity due to staffing problems and other agency functions. Due to the federal funding, the York County RIDE Team was able to conduct 5 Impaired Driving details. Four of the details were saturation details which were held in Arundel, Saco, Sanford, and York.

In York County, the York Police Department hosted the RIDE team with support from the York County Sheriff's Office. The York County RIDE Team conducted 140 hours of saturation patrols and 40 hours for an OUI Checkpoint detail. 932 drivers were contacted during all the RIDE Team activities. In addition, 9 impaired drivers arrested because of the enforcement efforts. The York County RIDE team totals for notable arrests/citations during those saturation patrols are listed below:

- 9 Operating Under the Influence Arrests
- 2 Speeding Citations (Criminal Speed, and 20+ MPH)
- 2 Operating After Suspension Charges
- 1 Uninsured Motorist
- 1 Warrant Arrest
- 3 Other Non-Moving Violation Citations

**Planned Activity: NHTSA “Drive Sober or Get Pulled Over” and “Drive Sober, Maine!”**

**Planned Activity Number: ID22-000 (Various as listed below)**

**Planned Activity Description:**

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

**Planned Activity Performance:**

Over the course of the federal fiscal year, the agencies listed below conducted 2,772 hours of checkpoints and overtime saturation patrols, made 7,324 contacts, and wrote 158 citations for impaired driving. The media plan under the Paid Media Program Report at the end of this report will show the relationship between our paid media plan and the high visibility enforcement efforts.

Expenditures through December 21, 2022

<b>Planned Activity Subrecipient</b>	<b>Planned Activity Number</b>	<b>Award</b>	<b>Expended</b>
Presque Isle Police Department	ID22-025	\$12,375.00	\$12,277.16
Sagadahoc County Sheriff's Office	ID22-026	\$10,197.00	\$10,197.00
Kennebunk Police Department	ID22-027	\$2,900.00	\$2,121.21
Bath Police Department	ID22-028	\$7,005.60	\$6,414.89
Ellsworth Police Department	ID22-029	\$9,800.00	\$1,253.16
Westbrook Police Department	ID22-030	\$2,880.00	\$2,699.23
Windham Police Department	ID22-031	\$2,530.00	\$996.90
Lewiston Police Department	ID22-032	\$5,904.00	\$5,874.45
Kennebec County Sheriff's Office	ID22-033	\$8,000.00	\$3,670.03
Gorham Police Department	ID22-034	\$21,006.00	\$20,888.69
York Police Department	ID22-035	\$9,875.00	\$4,590.09
Berwick Police Department	ID22-036	\$7,000.00	\$2,706.15
Scarborough Police Department	ID22-037	\$12,000.00	\$11,015.62
North Berwick Police Department	ID22-038	\$8,000.00	\$5,344.73
Brunswick Police Department	ID22-039	\$5,400.00	\$313.53
Cumberland County Sheriff's Office	ID22-040	\$15,000.00	\$4,325.09
Fort Kent Police Department	ID22-041	\$1,680.00	\$1,680.00
Saco Police Department	ID22-042	\$8,274.00	\$6,014.73
Kittery Police Department	ID22-043	\$11,056.00	\$3,176.10
Augusta Police Department	ID22-044	\$20,304.00	\$18,693.57
Madawaska Police Department	ID22-045	\$4,000.00	\$1,816.19
Wells Police Department	ID22-046	\$10,000.00	\$10,000.00
York County Sheriff's Office	ID22-047	\$9,332.00	\$6,106.64
Waterville Police Department	ID22-048	\$6,504.00	\$3,874.44
South Portland Police Department	ID22-049	\$8,100.00	\$1,127.73
Sanford Police Department	ID22-050	\$12,994.52	\$5,837.18
<b>Total</b>		<b>\$232,117.12</b>	<b>\$153,014.51</b>

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

**Planned Activity Number: ID22-014 (Phase 2)**

**Planned Activity Description:**

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

**Planned Activity Performance:**

FFY2022 was the second year of a five-year phase in of new breath testing devices in support of the “Drive Sober or Get Pulled Over” and “Drive Sober, Maine!” campaigns. In FFY2021, MeBHS worked in conjunction with the Maine Impaired Driving Task Force and the Maine Department of Health and Human Services, Health and Environmental Testing Laboratory to select the CMI, Intoxilyzer 9000 as the replacement EBT instrument for the State of Maine. The Intoxilyzer 9000 was selected as a replacement to the currently utilized Intoxilyzer 8000 due to its similarities in function and design. These similarities will make the transition smoother for training and operation in the field. MeBHS worked with the State of Maine Purchasing and Procurement to secure a contract with CMI to purchase 30 Intoxilyzer 9000 instruments in FFY2021. The 30 Intoxilyzer 9000 instruments were delivered from CMI and are currently being housed at the DHHS-HETL laboratory. Due to travel restrictions put into place by the state, and other supply chain problems resulting from the COVID-19 pandemic, as well as delays in receiving Maine-specific firmware from the manufacturer, the 30 Intoxilyzer 9000 instruments could not be placed into service before the end of FFY2022. They are now scheduled to be put into place in March of 2023. The phase-two procurement of additional instruments has been put on hold until the placement of the first 30 units is complete.

**Planned Activity: Drug Recognition Expert (DRE) and Forensic Phlebotomist (FP) Training and Call-Out Assistance**

**Planned Activity Number: Various beginning with ID22-100**

**Planned Activity Description:**

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

more likely to aggressively prosecute OUI cases when the proper evidence is gathered to create a solid legal foundation.

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

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

In FFY 2020, MeBHS partnered with Kennebec Valley Community College to develop a new Forensic Phlebotomy training course for law enforcement officers. The new Forensic Phlebotomy course is modeled after Arizona's Forensic Phlebotomy course. The course provides 5 weeks of online instruction followed by 3 days of classroom instruction and a clinical rotation that requires students to show proficiency in blood draws by completing 80 successful venipunctures. The first course was offered in March of 2020 and 10 students from 3 different law enforcement agencies successfully completed the training program in FFY2020 and 22 students successfully completed the course in FFY2021. Kennebec Valley Community College plans to offer the course at least four times in FFY2022 due to the large demand from the law enforcement community. Class size is limited at 12-15 students, and we expect to have approximately 50-80 public safety professionals trained in forensic phlebotomy in FFY2022. Kennebec Valley Community College also plans to begin offering Forensic Phlebotomy refresher training courses in FFY2022. These refresher courses will ensure that Maine's Forensic Phlebotomy program remains successful and is a program that will maintain a high level of integrity. This planned activity will reimburse educational and necessary travel costs for law enforcement officers that attend FP training. Anticipated costs to have approximately 50-80 public safety professionals trained in forensic phlebotomy in FFY2022 is \$100,000.00.

**Planned Activity Performance:**

The DRE/FP "call out" assistance planned activity was successful throughout FFY2022 as Maine added 14 new DRE Law Enforcement Officers (LEOs) and 7 new Forensic Phlebotomy trained LEOs. This program will continue to be an important part of impaired driving high visibility enforcement grant details in FFY2023.

This planned activity provided reimbursement funding to assist law enforcement agencies with callouts for Drug Recognition Expert evaluations and Forensic Phlebotomy (FP) blood draws. During FFY2022, the DRE portion of this planned activity provided funding so that 1 DRE training school could be held. This school produced the 14 new DRE Officers mentioned above. Grant funding also helped to cover travel expenses for these 14 new DRE Officers to attend DRE Field Certification Training, which was held at a facility in Jacksonville, FL. The experience at that facility was an overall success and the MCJA plans to send new DRE Officers trained during FFY2023 back to that location.

The statewide total of DRE Officers here in Maine is now at 90. Funding also helped to provide one DRE recertification training class that 47 DREs attended. The MCJA conducted one DRE instructor school this fiscal period and that produced four new DRE instructors. This brought the State's total of DRE Instructors up to 18.

It should be noted that according to national statistics, during the period of 10-1-2021 to 9-30-2022, 429 enforcement evaluations and 106 training evaluations were entered into the DRE national database.

The MCJA hosted an annual DRE Training Day on September 9, 2022. During this training day, several awards were presented to top performing DRE Officers. Maine State Police Specialist Seth Allen was presented with an award as the "top producer" having performed 51 DRE evaluations during the fiscal year. With just about 600 enforcement evaluations done, the top 10 producing DRE Officers had conducted over 200 of them.

In total for FFY2022, MeBHS processed reimbursement requests that covered 103 Drug Recognition Expert evaluation callouts and 140 Forensic Phlebotomy blood draw callouts.

We have been informed by the Maine State Police that they plan to have some of their Troopers trained as Forensic Phlebotomists. However, the approval they needed didn't come until the end of FFY2022, so they will be attending training and conducting activities in FFY2023.

As of December 21, 2022

<b>Planned Activity Subrecipient</b>	<b>Planned Activity Number</b>	<b>Award</b>	<b>Expended</b>
Somerset County Sheriff's Office	ID22-100	\$1,600.00	\$333.20
Westbrook Police Department	ID22-101	\$4,320.00	\$563.14
Presque Isle Police Department	ID22-102	\$11,200.00	\$3,472.27
Holden Police Department	ID22-103	\$8,800.00	\$7,684.87
Lewiston Police Department	ID22-104	\$8,453.00	\$5,740.06
Gorham Police Department	ID22-105	\$11,380.00	\$7,285.96
York Police Department	ID22-106	\$8,870.00	\$6,759.96
Augusta Police Department	ID22-107	\$6,000.00	\$1,967.34
Scarborough Police Department	ID22-108	\$15,331.00	\$1,943.90
North Berwick Police Department	ID22-109	\$1,580.00	\$234.19
Brunswick Police Department	ID22-110	\$10,050.00	\$5,277.44
Wells Police Department	ID22-111	\$5,000.00	\$0.00
Waterville Police Department	ID22-112	\$3,150.00	\$2,565.96
Maine State Police	ID22-113	\$18,553.05	\$8,050.32
Rockland Police Department	ID22-114	\$3,864.40	\$1,237.41
Cumberland County Sheriff's Office	ID22-115	\$4,500.00	\$3,169.84
Biddeford Police Department	ID22-116	\$1,500.00	\$1,265.21
Kennebunk Police Department	ID22-117	\$5,950.04	\$1,868.23
Knox County Sheriff's Office	ID22-118	\$3,567.10	\$1,344.95
Maine Warden Service	ID22-119	\$7,572.00	\$4,156.39
Aroostook County Sheriff's Office	ID22-120	\$2,000.00	\$516.20
Saco Police Department	ID22-121	\$4,877.30	\$1,211.49
Androscoggin County Sheriff's Office	ID22-122	\$2,000.00	\$1,531.56
Orono Police Department	ID22-123	\$4,200.00	\$1,230.61
Piscataquis County Sheriff's Office	ID22-124	\$3,780.00	\$1,000.53
South Portland Police Department	ID22-125	\$6,237.24	\$3,933.23
Franklin County Sheriff's Office	ID22-126	\$1,350.00	\$1,350.00
<b>Total</b>		<b>\$163,685.13</b>	<b>\$75,694.26</b>



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

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

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

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

**Planned Activity Performance:**

This planned activity was extremely successful in FFY2022. The Health and Environmental Testing Lab continues to maintain its accreditation through the ANSI National Accreditation Board with the blood drug testing program being a successful asset of the whole Forensic Chemistry Program.

The program has continued to expand with an additional instrument being purchased as part of an outside (non-NHTSA) grant and validated for use in testing casework, as well as additional methods being created and validated, such as quantitative buprenorphines and novel psychoactive substances. Chemists Ellen Fraser and Nicole Ingalls have been instrumental in making these program advancements and have conducted chemist activities for all FFY2022. The laboratory has started collaborating with Maine's Medical Examiner's office to test postmortem samples for blood alcohol and blood drug in all fatal motor vehicle crashes within the state. Plans for the continued expansion of the testing program are in place such as the creation of additional methods to test for new drugs.

During FFY2022, both chemists funded through this planned activity were able to maintain testing of casework in a timely manner on all blood drug samples submitted with no occurrences of "backlogs." The chemists have also been essential in the on-going development and improvement of the laboratory's urine drug testing program. The chemists attended multiple remote trainings throughout the year, including the Borkenstein Drug training. One of the chemists, Ellen Fraser, is serving on the New England Area Toxicologist's Guidance Committee sharing her wealth of knowledge. In addition, the chemists have also provided training and expertise to many agencies throughout the State of Maine.

In FFY2022 the Maine Health and Environmental Testing Laboratory processed 608 blood drug samples, which is 149 more than the previous year in FFY2021.

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

**Planned Activity Number: ID22-008**

**Planned Activity Description:**

MeBHS, with our partners, will continue to elevate the importance of the serious and growing issue of drug impaired driving by hosting another annual summit similar to previous successful summits. The date and location will be determined upon contract negotiation with AAANNE. The project opportunity will be released upon approval of this Plan. These specialized Impaired Driving Summits are usually attended by over 200 people. Several out of state national speakers present at the conference. CEU's were granted to eligible participants in the legal field. A survey was conducted to measure the attendance and effectiveness of the Summit. Responses indicated a need for a yearly summit. The attendance at the Annual Maine impaired driving summit has ranged from 200-250 attendees in years past including in FFY2021 when the Summit was held virtually. The goal is to increase the attendance of the Impaired Driving Summits and to encourage greater judicial and legislative attendance. The summits generate a significant amount of earned media and the after-event surveys provide useful recommendations for ongoing annual summits in Maine.

**Planned Activity Performance:**

The 2022 Maine Impaired Driving Summit was held in Augusta, ME and was attended in-person by over 125 law enforcement, prosecutors, health care professionals, traffic safety professionals, medical community, and others from various New England states. Multiple sessions were held and aimed at better training law enforcement, prosecutors, and the medical community in OUI trials and cases. The summit included the following sessions:

- **Tragedies on Our Roadways. Victim Impact Panel**
  - Reverend Brooke Gardener
  - Det. William Flagg, University of Maine
  - Donna and Kevin Oliver
  - Marianne Lynch, Penobscot County District Attorney: Moderator
- **Commercial Motor Vehicle (CMV) Investigation Pointers for LEA**
  - Cpl. Chris Rogers, Maine State Police
  - Pat Mador, Androscoggin County Assistant District Attorney
- **Nystagmus Testing in Intoxicated Individuals**
  - Dr. Karel Citek, Professor of Optometry, Pacific University
- **12 OUI Cases Everyone Should Know**
  - Pat Mador, Androscoggin County Assistant District Attorney
  - Derek Banda, Attorney, Bourget & Banda
  - John Webb, Attorney, Webb Law
  - Lori Renzullo
  - Marianne Lynch, Penobscot County District Attorney: Moderator
- **Maine OUI Laboratory Testing Statistics, Updates, & A Brief Discussion on Drug Metabolites: What Are They & What Does Their Presence Mean**
  - Ellen A. Fraser, Chemist in Forensic Section, Maine Health and Environmental Testing Laboratory (HETL)

- **How to Effectively Use Video in OUI Investigations/Cases**
  - Scot, Matox, Maine Traffic Safety Resource Prosecutor (TSRP)
  - Joshua Saucier, Assistant Maine Traffic Safety Resource Prosecutor (TSRP)

The partnership with AAA Northern New England in presenting these well attended forums has been instrumental in education of drug-impaired driving. This annual forum is being replicated in other New England states.

**Planned Activity: Statewide Impaired Driving Coordinator (MSP)**

**Planned Activity Number: ID22-009**

**Planned Activity Description:**

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

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.

**Planned Activity Performance:**

The Maine State Police Impaired Driving Reduction Trooper position (Statewide Impaired Driving Coordinator) was once again held by Specialist Seth Allen for all FFY2022. Specialist Allen was the lead instructor for Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Recognition Expert (DRE) trainings at the Maine Criminal Justice Academy. Specialist Allen continues to be actively involved with Maine's Drug Recognition Expert program and he is often utilized by prosecutors as an expert witness in impaired driving enforcement. During FFY2022, Specialist Allen assisted Maine's two TSRPs across the state to conduct enhanced SFST refresher trainings, which included current case law discussion provided by the TSRPs.

In FFY2022, Specialist Allen once again coordinated activities of the Maine State Police SPIDRE team. Spc. Allen also attended the International Association of Chiefs of Police Annual Training Conference on Drugs, Alcohol and Impaired Driving in August and brought back information to enhance Maine's impaired driving training program.

Specialist Allen continues to act as the Breath Testing Device site coordinator for the MeBHS Roadside Testing Vehicle (RTV), as well as the Maine State Police (Troop B Barracks).



Maine State Police Specialist Trooper Seth Allen receiving the DRE Leadership Award for conducting 51 Drug Impaired Driving evaluations during the year. (from left to right: Highway Safety Coordinator Jeremy Morin, Specialist Seth Allen, Patrick Moody, AAANNE, and MCJA Training Coordinator James Lyman)

### **Planned Activity: Specialized Law Enforcement Training (Impaired) MCJA**

**Planned Activity Number: ID22-010**

#### **Planned Activity Description:**

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

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

#### **Planned Activity Performance:**

The Maine Criminal Justice Academy (MCJA) was able to utilize grant funds in federal fiscal year 2022 to provide advanced courses and educational materials for impaired driving enforcement activities.

The MCJA offered 4 ARIDE classes statewide with a total of 49 students attending. MCJA trained 22 new Breath Testing Device (BTD) instructors during FFY2022 as well. A total of 2 BTD instructor schools were held this fiscal period. Maine currently has 132 BTD instructors around the state.

In the MCJA 18-week Basic Law Enforcement Training Program (BLETP), 135 new law enforcement officers were trained in the NHTSA SFST curriculum. There were also 14 other officers that completed the Academy's on-line SFST refresher training course. All total, there were 6 SFST training classes held during FFY2022. Maine currently has a total of 86 SFST instructors statewide.

This grant also provided funding for MCJA Training Coordinator Edwin D. Finnegan to attend the International Association of Chiefs of Police Annual Training Conference on Alcohol and/or Drug Impaired Driving. Mr. Finnegan brought back information to enhance Maine's impaired driving training program, to include Maine's DRE program.

The conference was held in San Antonio, TX and Edwin D. Finnegan was able to attend due to grant funding.

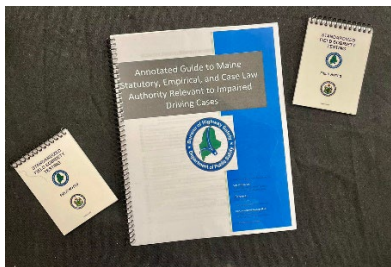
### **Planned Activity: Traffic Safety Resource Prosecutors and Prosecutor, Toxicologist, and Law Enforcement Training**

**Planned Activity Number: ID22-011**

#### **Planned Activity Description:**

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

The TSRPs disseminate, among other things, training schedules, case law updates, new trial tactics, and new resource material to help keep prosecutors, judges, and law enforcement officers, and other interested parties current and informed.



A Traffic Safety Resource Prosecutor (TSRP) facilitates a coordinated, multi-disciplinary approach to the prosecution of traffic crimes with a strong focus on impaired driving. Funds will continue to support the TSRP 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.

This project also supports training projects for Maine prosecutors and law enforcement. The project funds the following classes: OUI Investigation Review; Prosecutor and Toxicologist Guide to Effective Communication in

Impaired Driving Cases; and Cops in Court. Maine's TSRPs one-day class for prosecutors and law enforcement is entitled: "OUI Investigation Review" This class presents the concepts and principles employed by law enforcement officers in OUI investigation including cannabis impaired driving investigation including alcohol and drug impairment, the use of SFST for impairment evaluation, chemical testing, fatal motor vehicle investigation, and relevant Maine case law. This class also covers foundational concepts and principals of Maine's Implied Consent law, which after several important United State Supreme Court and Maine Supreme Court decisions in the last decade, has undergone some rapid change and is the subject of much confusion with officers and prosecutors.

The class is accredited by the Maine Board of Bar Overseers for continuing legal education credits. This year MeBHS will offer this class in four locations within Maine. The locations are selected due to their geographic diversity within Maine giving consideration to locations where we have not trained in the last two fiscal years. They are Presque Isle, Sunday River, Caribou, and Wells. These locations are subject to change depending on scheduling and we will also schedule class according to demand. One location will be simultaneously video cast on Zoom or the like. This training is not considered an "SFST Refresher" and therefore in-person assessment of skills is not required. Attendance is expected to be about 25-50 per class.

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

The goal is to continue to provide this high-quality training to the prosecutorial districts in Maine. Costs include: lodging and travel, materials, and supplies. The funds will be used to cover the costs associated with delivery of the above trainings including printing/ materials, travel, and lunch on site, for the District Attorneys and Law Enforcement participating in the program. The dates and time of the trainings are yet to be determined. Funding should be flexible to accomplish distance training if necessary.



Traffic Safety Resource Prosecutor Scot Mattox teaching a class.

### **Planned Activity Performance:**

In Maine, we are two Traffic Safety Resource Prosecutor's, Senior TSRP Scot Mattox and Assistant TSRP Joshua Saucier. They are tremendous resources for MeBHS, law enforcement and prosecutors within the state, and partnerships with HETL, MCJA. With FFY2022 concluding, they collectively attended 26 trainings or

conferences such as TSRP National Conference, Maine Prosecutors Conference, and DRE Annual Refresher Training. 20 trainings were lead or assisted by a TSRP such as Implied Consent and Chemical Testing, OUI Investigation Refresher, ARIDE: Drugs in the Human Body & Cannabis, and Chemical Testing Expert Testimony at HETL to name a few. Maine TSRP's are members of multiple committees, Maine Traffic Safety Coalition, Northeast Traffic Safety Conference Planning Committee, Law Enforcement Workgroup: Office of Cannabis Policy. The Impaired Driving Task Force has been chaired by Assistant TSRP Josh Saucier for a portion of the year.

The Maine TSRPs collectively presented or assisted with over 20 trainings during the Federal Fiscal Year of 2022. The training topics were on various traffic safety crimes and other impaired driving related topics. The highlights include:

- OUI Investigation Refresher: (Topsham PD; Berwick; Presque Isle)
- BLETP "Legal Environment" (3 sessions)
- BLETP "Moot Court" (2 Sessions)
- Implied Consent and Chemical Testing: (Augusta, Scarborough)
- Assist CT TSRP with presentation on BMV hearings in DRE cases
- DRE School: Cannabis
- Chemical Testing Expert Testimony at HETL Lab in Augusta
- Maine Impaired Driving Summit
- DRE Refresher Training: Caselaw
- ARIDE: Drugs in the Human Body & Cannabis

Maine's TSRPs received several individual requests for assistance with answering traffic safety crimes related questions throughout FFY2022. The TSRPs provided legal research, technical expertise, various resources and other support to Maine Law Enforcement Agencies as well as Prosecutors. The following methods were utilized to deliver this support approximately 159 times during FFY2022; email, phone calls, and in person. TSRP support covered various issues associated with impaired driving enforcement. Upon request from prosecutors, Maine TSRP's have directly assisted with prosecution of 4 cases.

The TSRPs distributed approximately 46 electronic mailings for FFY2022 that discussed various important traffic safety issues. These mailings were sent to Maine Law Enforcement Agencies and Prosecutors through the Maine OUI Enforcement Newsgroup and other list services. The mailings also included opportunities for Impaired Driving related online training from various out-of-state groups.

The following are some other miscellaneous traffic safety crimes related projects that the TSRPs conducted for this past federal fiscal year:

Assisted NHTSA Region One with the creation of a trial practice training video

Meeting with Districts 6 and 7 Elected DAs

Assisted DA Irving on crafting OUI prosecution policy in her district.

Assist Highway Safety Office with review of testing contract and an Addendum for the HSP

TSRP Saucier participated in the NTLIC's and NAPC's expert witness project.

Coordinated the revision of Maine's "Blue Form," which is a form sent to the Secretary of State's Office when an officer has probable cause of OUI, and the suspect submitted to a chemical test.

**Planned Activity: Judicial Outreach Liaison (JOL) Position**

**Planned Activity Number: ID22-007**

**Planned Activity Description:**

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

**Planned Activity Performance:**

This Planned Activity was not completed in FFY2022. There is still little interest from the Maine Judicial Branch to support a state JOL.

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

**Planned Activity Number: ID22-013**

**Planned Activity Description:**

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



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

**Planned Activity Performance:**

Throughout FFY2022, our list of civilian phlebotomists has assisted many law enforcement agencies with collecting blood for evidence in impaired driving cases. 67 reimbursements for call outs were received in the federal fiscal year. The active list of civilian phlebotomists is 7, along with partnerships with Maine General Medical Center, Penobscot Valley Hospital and Reddington Fairview Hospital. MeBHS is always looking to add more well qualified individuals to our civilian phlebotomist roster.

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

**Planned Activity Number: ID22-015**

**Planned Activity Description:**

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

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

**Planned Activity Performance:**

Activity not completed in FFY2022. Highway Safety Coordinators were unable to work through the lengthy Request for Proposal process and coordinate with Maine IT and others in time to begin and complete this project.

Expenditures as of December 21, 2022

<b>Planned Activity Title</b>	<b>Source</b>	<b>Planned Activity Number</b>	<b>HSP Approved Budget</b>	<b>Expended</b>
Impaired Driving Program Management and Operations and Impaired Driving Roadside Testing Vehicle (RTV) Operational Costs	s. 402	AL22-001	\$200,000.00	\$101,765.06
Maine State Police SPIDRE Team	405d	ID22-001	\$100,000.00	\$12,941.07
Regional Impaired Driving Enforcement Teams (RIDE)	405d	ID22-002 to ID22-004	\$75,000.00	0.00
NHTSA HVE “Drive Sober or Get Pulled Over” and “Drive Sober, Maine!”	405d	ID22-025 – ID22-050	\$597,050.97	\$153,014.51
Breath Testing Device Procurement in Support of the NHTSA “Drive Sober or Get Pulled Over” and “Drive Sober, Maine!” campaigns (Phase 2)	405e Flex	ID22-014	\$800,000.00	\$0.00
Drug Recognition Expert (DRE) and Forensic Phlebotomist (FP) Training and Call-Out Assistance	405d	ID22-100 – ID22-126	\$175,000.00	\$75,694.26
DHHS HETL Lab Chemists/Toxicologists	405d	ID22-006	\$717,926.62	\$286,434.50
Maine Annual Impaired Driving Summit (AAANNE)	405d	ID22-008	\$25,000.00	\$14,669.27
Statewide Impaired Driving Coordinator	405d	ID22-009	\$138,143.50	\$131,597.39
Specialized Law Enforcement Training (Impaired) MCJA	405d	ID22-010	\$39,805.53	\$26,116.65
Traffic Safety Resource Prosecutors and Prosecutor, Toxicologist, and Law Enforcement Training	405d & 405e Flex	ID22-011	\$300,000.00 \$654,000.00	\$503,971.13
Judicial Outreach Liaison	405d	ID22-007	\$100,000.00	\$0.00
Civilian Phlebotomist Evidentiary Blood Draw Call-Out & Travel	405d & 405e Flex	ID22-013	\$250,000.00 \$300,000.00	\$0.00
Impaired Driving Law Enforcement/Prosecutor Resource – Mobile Application	402	ID22-015	\$400,000.00	\$0.00
<b>Total</b>			<b>\$4,871,926.62</b>	<b>\$1,306,203.84</b>

## Motorcycle Safety

Motorcyclist fatalities and unhelmeted motorcycle fatalities continue to be a challenge. Maine does not have an all-rider motorcycle helmet law. On average greater than 70% of fatally injured riders are unhelmeted. Reasons or causations on crash reports indicate inexperience, speed, recklessness, failure to maintain lane, and failure to navigate turns. We will work with our partners at the Bureau of Motor Vehicles to continue to investigate opportunities to strengthen the number of riders taking professional rider education, and we will again increase our media presence on radio, television, and digital/social specifically around rider conspicuity, rider training and rider safety gear and we will continue our partnership with rider organizations dedicated to safety of all riders.

### **Planned Activity: Motorcycle Safety Paid Media Campaign**

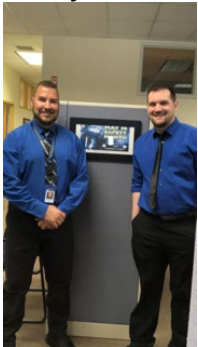
**Planned Activity Number:** (See also **PM22-001**)

#### **Planned Activity Description:**

MeBHS will purchase advertisements and sports marketing in multiple markets to promote the “Share the Road” concept. The goal of the campaign is to increase awareness of motorcyclists and to educate motor vehicle operators to Share the Road with motorcyclists.

#### **Planned Activity Performance:**

For FFY2022 we continued with a ramped-up media buy for Motorcycle Safety. We ran two different PSA’s from May until the end of the Federal Fiscal Year. The first PSA is one focusing on drivers sharing the road with riders while the second is a personal story about why to wear the proper protective gear while riding. Our expanded campaign and the new PSA was very effective as the awareness rate went up to an all-time high of 76% aided awareness. In addition to this we had 3,000 more smart riding guides printed and distributed to Motorcycle riding course throughout the state. These have been very well received by the new riders and the instructors. We are strengthening our partnership with the United Bikers of Maine, as we attended and spoke at their teatime with the governor back in May. We have also started a Motorcycle Safety Task Force with people from the United Bikers of Maine, Bureau of Motor Vehicles, Law Enforcement Agencies, and AAA. The goal of the group is to find new ways to prevent more fatalities on our roadways. For FFY23 we are planning a Motorcycle Safety Assessment.



Highway Safety Coordinators Jeremy Morin and Nick Brown preparing for the annual Motorcycle Tea at the Governor’s Mansion.

Expenditures as of December 21, 2022

Planned Activity Title	Source	Planned Activity Number	HSP Approved Budget	Expended
Motorcycle Safety Paid Media Campaign	S.405f & S. 405e Flex	PM22-001	See PM22-001	See PM22-001

## Non-Motorized (Pedestrian and Bicycle) Safety

Maine DOT has continued to deliver our statewide pedestrian safety program – *Heads Up* – where we continue to work with the 21 communities that experienced the greatest share of pedestrian crashes between 2012-2017. This year we focused on drafting our final reports that outlined a broad spectrum of community recommendations that would improve pedestrian safety. These recommendations included the traditional 5 “Es” from the Safe Routes to School Program. These are: Engineering, Education, Encouragement, Enforcement, and Evaluation. The combination of the planned activities chosen (enforcement and education) helped Maine meet its performance target. We will continue efforts to decrease the number of pedestrian-related fatal crashes for FFY2023 and beyond.

### **Planned Activity: Pedestrian and Motor Vehicle Traffic Enforcement**

**Planned Activity Number: PS22-001 to PS22-006**

#### **Planned Activity Description:**

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

#### **Planned Activity Performance:**

Over the course of the federal fiscal year, the below agencies conducted 542 hours of overtime enforcement patrols and made 756 contacts. Out of these total contacts, 87 citations were given out to pedestrian for illegal crossing, and to motor vehicles drivers for failing to yield to a pedestrian, or not stopping at a stop sign. In addition, there were 18 citations and 45 warnings for distracted driving. For speed there were 33 citations given and 156 warnings. This information is important to include as these driver actions put pedestrians directly at risk. For 2022 we also allowed tier-2 agencies to apply for pedestrian safety funding, but only Tier 1 agencies applied. For the first half of the year most of the agencies were also affected by Covid-19 which took the agency’s manpower away from pedestrian enforcement. For FFY23 we will continue with this project, while looking for new ways to help better educate the public on pedestrian safety. The Bureau of Highway Safety redirects unspent funds when able.

Expenditures through December 21, 2022

Planned Activity Subrecipient	Planned Activity Number	Award	Expended
Bath Police Department	PS22-001	\$7,100.00	\$ 7,100.00
Westbrook Police Department	PS22-002	\$6,240.00	\$ 5,734.70
Auburn Police Department	PS22-003	\$11,090.00	\$ 5,116.04
Lewiston Police Department	PS22-004	\$2,260.00	\$ 2,251.66
Augusta Police Department	PS22-005	\$11,985.00	\$ 11,172.42
Topsham Police Department	PS22-006	\$9,300.00	\$ 1,150.41
	<b>Total</b>	<b>\$ 47,975.00</b>	<b>\$32,525.23</b>

Expenditures as of December 21, 2022

Planned Activity Title	Source	Planned Activity Number	HSP Approved Budget	Expended
Pedestrian/Motor Vehicle Traffic Enforcement	s. 402	PS22-001-PS22-006	\$150,000.00	<b>\$32,525.23</b>

## Occupant Protection and Child Passenger Safety

The below planned activities were selected using NHTSA's most recent edition of *Countermeasures That Work*. The projects were funded and implemented in FFY2022 as described below. These planned activities were chosen for their proven and anticipated impact on performance targets in the HSP for reduction of unrestrained fatalities and for an increase in observed seat belt usage in all seating positions. In FFY2022, our overall observed seat belt usage rate increased from 91.8% to 93.4%. Night belt usage increased from 83.8% to 84.8%. However, we did not meet our intended target for unrestrained passenger fatalities.

### **Planned Activity: Occupant Protection Program Management and Operations**

**Planned Activity Number: OP22-001**

#### **Planned Activity Description:**

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 roadways and just about one-half of the deceased in motor vehicle crashes are unbelted. 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.

#### **Planned Activity Performance:**

The MeBHS Program Coordinators manage program activities specific to increasing seat belt usage by adult and correct restraint usage by children. These activities are intended to decrease unbelted crashes, fatalities, and injuries. During FFY2022 projects implemented and reported on below were administered by MeBHS. The OP/CPS Coordinator is the Chair for the Occupant Protection Task Force (OPTF). The task force started out with monthly meetings and then moved to bi-monthly (every other month). This task force has a mission of reducing the number of fatalities and serious injuries on Maine roadways. The Maine Occupant Protection Task Force works together with invested stakeholders on the following matters:

1. To educate the public on the importance of seat belts and the dangers of not using them
2. To increase seat belt usage on Maine roadways
3. To identify any obstacles or challenges regarding seat belt usage
4. To provide a network of communication and cooperation among the invested stakeholders

During FFY22, the OP Coordinator held five OPTF meetings. In these meetings, invested stakeholders discussed important issues like seat belt laws, gaining more Child Passenger Safety Technicians, how to increase seat belt usage, fatality statistics, and much more. The CPS Coordinator conducted two meetings for the CPST Instructors. The meetings were held in-person at the Department of Public Safety in Augusta. The first meeting was to discuss upcoming courses, clean out the CPS trailer, and put QR Manual codes on all the training car seats. During this meeting, all expired and old car seats were disposed of properly. The second meeting was held in August, and it discussed the updates to our Maine CPS law, the MeBHS CPS Brochure, DHHS Transporter Training Program, and the National Digital Check Form. The CPS Coordinator also created an "Acceptable Use of Virtual Platforms & Expectations" form which is used by CPSTI's when conducting trainings and it discusses the rules that participants should be following while in a hybrid or virtual training. The CPS Coordinator also

created fliers for all five CPS Certification Courses that were held during FFY22. These fliers were then sent out to businesses and agencies across Maine as well as, posted across social media platforms to advertise and gain participation for the upcoming trainings. The CPS Coordinator reached out to every technician throughout the State that had an upcoming expiration date for their CPST recertification and provided them with the appropriate resources needed. During FFY22, the OP/CPS Coordinator conducted one televised media interview and three radio broadcast interviews regarding Child Passenger Safety, keeping children safe in vehicles, and Occupant Protection.

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

**Planned Activity Description:**

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

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

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

**Population – 1,329,328\***

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

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



**Planned Activity Performance:**

Distribution sites offer proper car seat installation education with hands-on techniques and if income eligibility has been determined, a no-cost car seat may be issued to a child. Caregivers learn how to install that car seat properly and correctly and demonstrate their understanding before a child seat is provided. In FFY22, 344 child safety seats were provided to income eligible children in Maine and more than 272 parents or caregivers received education on proper transportation of children. COVID-19 restrictions were still taking a toll on some inspection and distribution locations. At the beginning of FFY22, some locations were not opened to distribute car seats and were referring parents to other open locations. There were over roughly 250 pictorial booklets and educational materials that were distributed out to distribution/ inspection locations and other businesses and agencies across Maine. The pictorial booklets are provided to caregivers and families so they can utilize them as a helpful reminder when installing their child’s car seat. It is also used to educate families on the importance of Child Passenger Safety and making sure their child is properly secured at all times.



**Planned Activity: CPS Technician and Instructor Training and Stipends**

**Planned Activity Number: OPB22-001**

**Planned Activity Description:**

This project will support the new certification training costs (and possible conference attendance) for Child Passenger Safety (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 2022 as well as a one-day training on the digital check form which we hope to begin using in earnest in FFY2022.

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

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

**Planned Activity Performance:**

In FFY22, the MeBHS offered five new CPST certification trainings. The locations of the trainings were Orono, Gorham (2), Kittery, and Ellsworth. During this training, participants have three to four days of classroom instruction, indoor and outdoor hands-on activities, skills assessments with car seats and vehicles, and a community safety seat checkup event. These five trainings resulted in 52 newly certified technicians. These certification courses help to provide technicians with the knowledge and expertise regarding Child Passenger Safety so they can provide parents and caregivers with education and hands-on assistance. MeBHS also offered a recertification training that was held in Augusta. This training is for technicians whose certifications have expired but they wish to become a CPST again. This will allow them to continue providing education to families all the while helping save children's lives. This recertification training resulted in six recertified CPSTs. MeBHS conducted six DHHS Childcare Provider Trainings throughout the FFY. These trainings were held in Lewiston (3), Gorham (1), and Presque Isle (2). This training helps educate staff and volunteers at childcare facilities across Maine on how to transport children properly and safely. In this training, childcare staff learn the basics of Child Passenger Safety and participate in a hands-on training for installation of car seats. Participants must demonstrate proper installation of car seats to complete the training which helps to make sure that each childcare provider is familiar with and knowledgeable on the importance of Child Passenger Safety. We are planning on holding at least 4 CPS certification classes in FY2023. Anticipated certification courses will be held in each large region of the State of Maine: Northern Central Maine, Northern Maine (County), Central Maine and Down East.

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

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

**Planned Activity Performance:**

During FFY 2022 the primary goal of the Maine State Police with this project is to encourage and increase the use of occupant protection measures and reduce unrestrained fatalities and injuries. During the project, the Maine State Police TOPAZ Team (Troops A, B, C, D, E, F, G, J and the Traffic Safety Unit) conducted 228 hours of overtime enforcement and made 634 contacts and wrote 166 citations for non-use of seat belts. Overtime activities were conducted primarily during May to September during the times of day and days of week identified as high unbelted driving times. Some details resulted in multiple arrests due to drug possession, arrest warrants or operating after suspension. Some details resulted in 2 child restraint summonses. The Maine State Police TOPAZ Team were able to conduct successful occupant protection details in FY2022.

**Planned Activity: HVE Occupant Protection (CIOT-BUNE)**

**Planned Activity Number: OPB22-000 (Various)**

**Planned Activity Description:**

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

**Planned Activity Performance:**

Over the course of the federal fiscal year, the agencies listed below conducted 1,422 hours of overtime hours, made 2,495 contacts, and wrote 766 citations for non-seatbelt use. During these details, 43 citations were issued for operating after suspension, 12 warrant arrests, 7 drug possession arrests, 2 OUI and 1 OUI drug arrests were made. There was also a total of 4 citations issued for children not properly restrained.

As of December 21, 2022:

Planned Activity Subrecipient	Planned Activity Number	Award	Expended
Maine State Police (TOPAZ)	OPB22-002	\$ 40,950.40	\$ 12,368.96
Augusta Police Department	OPB22-019	\$ 10,000.00	\$ 10,000.00
Bath Police Department	OPB22-012	\$ 7,500.00	\$ 7,315.99
Berwick Police Department	OPB22-018	\$ 9,020.00	\$ 5,499.20
Cape Elizabeth Police Department	OPB22-025	\$ 5,000.00	\$ 5,000.00
Eliot Police Department	OPB22-027	\$ 11,700.00	\$ -
Ellsworth Police Department	OPB22-013	\$ 1,200.00	\$ 1,166.42
Fort Kent Police Department	OPB22-022	\$ 1,260.00	\$ 1,089.93
Kennebunk Police Department	OPB22-010	\$ 4,350.00	\$ 3,970.59
Kittery Police Department	OPB22-023	\$ 11,056.00	\$ 6,169.13
Lewiston Police Department	OPB22-015	\$ 4,520.00	\$ 4,520.00
Madawaska Police Department	OPB22-026	\$ 2,000.00	\$ 342.81
North Berwick Police Department	OPB22-021	\$ 6,600.00	\$ 4,180.03
Presque Isle Police Department	OPB22-014	\$ 4,950.00	\$ 4,950.00
Sanford Police Department	OPB22-028	\$ 6,745.00	\$ 3,671.36
Scarborough Police Department	OPB22-020	\$ 7,200.00	\$ 4,647.71
Topsham Police Department	OPB22-024	\$ 3,260.00	\$ 1,176.60
Westbrook Police Department	OPB22-011	\$ 3,600.00	\$ 3,600.00
Windham Police Department	OPB22-016	\$ -	\$ -
York Police Department	OPB22-017	\$ 3,750.00	\$ 603.91
<b>Total</b>		<b>\$144,661.40</b>	<b>\$80,272.64</b>

**Planned Activity: Annual Observational Seat Belt Use Survey**

**Planned Activity Number: OPB22-003**

**Planned Activity Description:**

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

**Planned Activity Performance:**

The MeBHS contracted with the University of Southern Maine, Muskie School of Public Service, Survey Research Center for both the NHTSA required annual observational survey of seat belt usage, and the optional, but valuable attitudinal survey. In Maine, seat belts saved approximately 69 lives a year over the last decade, a total of 688 lives, and could have saved 204 more. In 2022, 93.4% of occupants were observed belted. Female occupants were more likely to use seat belts than males; 95.7% of female occupants were belted, compared to 91.2% of male occupants. Drivers appeared less likely to use seat belts than passengers; 92.9% of drivers were belted, compared to 94.6% of passengers. These differences disappear, however, after controlling for sex. Male drivers and male passengers used seat belts at statistically similar rates (91.0% vs. 92.5%, respectively), and female drivers and female passengers used seat belts at statistically similar rates (95.8% and 96.1%, respectively). Passengers' use of seat belts was correlated with drivers' use of seat belts—97.5% of passengers riding with belted drivers were likewise belted, while only 54.2% of passengers riding with unbelted drivers were belted. There was no statistically significant difference in seat belt use by urban/rural designation; 94.3% of occupants were belted in rural sites, compared to 94.1% of occupants in urban locations. Drivers of SUV's were the most likely to be belted at 96.5%, followed by drivers of cars at a rate of 93.7%. Drivers of pickup trucks and vans were the least likely to be belted, at 87.7% and 85.7%, respectively. Seat belt use was highest from 7:00 AM to 8:59 AM (95.4%) and lowest from 9:00 AM to 10:59 AM (91.3%). While seat belt use was highest on Thursdays and Sundays (at 96.7% and 95.4%, respectively), there is no apparent pattern to the variation of rates over time. Seat belt use was highest during rainy weather, at 96.7%, compared to use during sunny/clear weather, at 94.0%. Maine ranked 17th out of the 51 U.S. states and districts reporting in 2021, the most recent year for which all states' data were available.

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

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

**Planned Activity Performance:**

FFY2022 was a very busy and productive year for APEMS. This year was spent going to various businesses, schools, fairs, and others to educate people on highway safety. Throughout the fiscal year, APEMS conducted/participated in 115 highway safety programs for a total of 4,528 participants. These programs included presentations and demonstrations of the Seat Belt Convincer, the Rollover Simulator and/or the Distracted Driving Simulator. The month of April was an especially busy time of the year for Rick Tarr and Kelly Roderick. During the month of April, they educated over 1,026 people regarding Occupant Protection and other highway safety issues. Kelly Roderick worked with many NETS members and conducted outreach throughout

the fiscal year. In April, Kelly had met with 27 different Logging Companies around Maine so far, and more were scheduled for future dates. Some successful visits in the FFY included the Bath YMCA Healthy Kid’s Day (Bath), Village Clubhouse (Topsham), Merrymeeting Driving (Topsham), Dennis Paper and Food (Hampden), Central Maine Community College (Auburn), YMCA (Augusta), Gorham High School, Lisbon High & Middle School, Skowhegan High School, Cape Elizabeth Middle School, Bath Safety Day (Bath), Westbrook Mill (Westbrook), Job Corp Limestone, Penobscot Law Enforcement “Boot Camp”, Maine Natural Gas (Brunswick), Proper Turn Driving (Westbrook), and many other locations and events. In August, Rick Tarr participated in the National Night Out community policing event in Brunswick where he utilized the impaired goggles as a demonstration for teens and adults. The next day, he utilized the Seat Belt Convincer at Bucksport Fire Department’s Annual Community Barbecue. He visited four driving training classes in August which included: Will Go Driving School (Wiscasset), Merrymeeting (Brunswick), Driver Ed With Fred (Gorham) and Proper Turn Driving (Westbrook). APEMS continuously worked hard throughout the FFY and dedicated many hours to research ways to help benefit Maine’s seatbelt enforcement. They further continued their service by educating communities throughout Maine about the importance of proper seat belt use.

Expenditures as of December 21, 2022

Planned Activity Title	Source	Planned Activity Number	HSP Approved Budget	Expended
Occupant Protection Program Mgmt. & Operations	s. 402	OP22-001	\$200,000.00	\$135,323.21
CSS Purchase for Income Eligible Families	s. 405b & s. 402	CR22-001	\$40,308.23	\$14,405.81
CPS Technician & Instructor Training	s. 405b	OPB22-001	\$170,686.18	\$43,984.43
Maine State Police TOPAZ	s. 405b	OPB22-002	\$150,000.00	\$12,368.96
HVE Occupant Protection (CIOT-BUNE)	s. 405b	OPB22-010-028	\$500,000.00	\$67,903.68
Annual Observational Seat Belt Use Survey	s. 405b	OPB22-003	\$164,368.69	\$147,702.91
Traffic Safety Education	s. 402	OP22-002	\$200,000.00	\$126,886.24
<b>Total</b>			<b>\$1,525,363.10</b>	<b>\$561,408.59</b>

## Older/Mature/Senior Drivers

Maine has the highest rate of older drivers in the nation and due to its rural nature, public transportation is severely limited. Surveys show that many people drive fewer miles and avoid night driving or other challenging situations as they get older.

### **Planned Activity: Older Driver Education**

**Planned Activity Number: PM22-001**

#### **Planned Activity Description:**

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

#### **Planned Activity Performance:**

PLANNED ACTIVITY NOT IMPLEMENTED AS PLANNED IN FFY2022. We were looking at health care providers as a partner to help create the educational materials. Unfortunately, due to the ongoing COVID-19 pandemic we were unable to find anyone to help assist with this. We will work on this project during FFY2023. See Paid Media Report for details on our new PSA for Older Drivers.

Expenditure as of December 21, 2022

<b>Planned Activity Title</b>	<b>Source</b>	<b>Planned Activity Number</b>	<b>HSP Approved Budget</b>	<b>Expended</b>
Older Driver Education	s. 402	PM22-001	\$100,000.00	See PM22-001

## Planning and Administration

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.

### Performance Targets

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

**P&A Performance Target #1:** Develop a consolidated S. 402 and S. 405 Highway Safety Plan to submit to NHTSA by July 1.

**P&A Performance Target #2:** Submit an annual performance report to NHTSA by December 29, 2022.

### Planned Activity: Planning & Administration

#### Planned Activity Number: PA22-001

#### Planned Activity Description:

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

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

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



Highway Safety Office and Program. Costs in P&A have decreased in recent years due to a P&A salary being directed at the Fatality Analysis Reporting System (FARS). When FARS activities decrease for that salaried position, P&A costs will increase. Additionally, the Bureau is continuing to test a grants module of the State of Maine’s official Accounting System. If this module fits the needs of the Bureau, we will be moving to an electronic grants system in FFY2022. This new module ties directly with the State’s accounting system which will streamline invoice services. Although the exact cost is unknown at this time, there will likely be one-time and ongoing P&A expenses related to use of the module including contracted vendor time to prepare the module specifically for the Bureau. Finally, the Bureau will investigate the possibility of hiring a consultant to complete the required Annual Report in FFY2022 and the Highway Safety Plan in FFY2023.

**Planned Activity Performance:**

In FFY2022, the MeBHS prepared and submitted its annual application for s. 402 and s. 405 funding to the National Highway Traffic Safety Administration (NHTSA) by way of a Highway Safety Plan. The plan was submitted before July 1, 2020 under requirements of Title 23 Part 1300.12 and was approved by NHTSA in August of 2020. This Annual Report submission under 1300.35 will be submitted within 90 days after the close of FFY2022 (September 30, 2022) but no later than December 29, 2022. Activities under P&A primarily included those of the Highway Safety Office Director and Grant Manager who coordinate and direct all Highway Safety Coordinators, programs, financial administration to include a bi-monthly draw of federal funds.

Expenditures as of December 21, 2022

<b>Planned Activity Title</b>	<b>Source</b>	<b>Planned Activity Number</b>	<b>HSP Approved Budget</b>	<b>Expended</b>
Planning and Administration	s. 402	PA22-001	\$720,486.86	<b>\$254,585.57</b>

## Police Traffic Services

Speeding and excessive speed continue to factor into the serious injury and fatal crashes in Maine. Recently, speed and speeding has become a national priority. Illegal, aggressive, and unsafe speeding are leading causes in most Maine's crashes and fatalities and played a role in the increase in fatalities seen to date in FFY2022. The value of the law enforcement liaison is a proven countermeasure by NHTSA to be effective in enhancing partnerships for State Highway Safety Offices and a more detailed description of the activities of the Liaison will be found under that Planned Activity.

### **Planned Activity: Police Traffic Services Program Management and Operations**

**Planned Activity Number: PT22-001**

#### **Planned Activity Description:**

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

#### **Planned Activity Performance:**

During FFY2022, the MeBHS Program Coordinators managed program activities specific to law enforcement including grants for illegal and unsafe speed, law enforcement meetings and trainings, desk and on-site monitoring, and other evaluations. These activities are intended to decrease crashes, fatalities, and injuries. During FFY2022 the planned activities were implemented and reported on below.

### **Planned Activity: Municipal and County Speed Enforcement**

**Planned Activity Number: PT22-010 to PT22-041**

#### **Planned Activity Description:**

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

#### **Planned Activity Performance:**

Over the course of the federal fiscal year, the below agencies conducted 4,540.5 hours of overtime enforcement patrols, made 8,331 contacts, wrote 2,256 citations, and issued 4,384 warnings for speeding violations. We continued our mandatory training for law enforcement agencies applying for a grant with us in 2023. One of the most common issues we came across again this year, was that over the course of 2022, police departments became understaffed, reducing the total number of overtime details they could do and effected the amount of

the award spent. COVID-19 was still a factor in lower overtime enforcement patrols. The Bureau of Highway Safety redirects unspent funds when able.

Expenditures as of December 21, 2022

Planned Activity Subrecipient	Planned Activity Number	Award	Expended
Androscoggin County Sheriff Office	PT22-039	\$ 15,680.00	\$3,964.20
Cumberland County Sheriff Office	PT22-028	\$ 15,125.00	\$3,372.04
Kennebec County Sheriff Office	PT22-025	\$ 12,000.00	\$7,848.87
Oxford County Sheriff Office	PT22-036	\$ 7,898.00	\$4,190.59
Sagadahoc County Sheriff Office	PT22-018	\$ 9,900.00	\$9,900.00
Somerset County Sheriff Office	PT22-010	\$ 7,500.00	\$6,913.68
York County Sheriff Office	PT22-035	\$ 11,837.00	\$10,978.36
Auburn Police Department	PT22-020	\$ 19,404.00	\$13,454.68
Augusta Police Department	PT22-032	\$ 25,000.00	\$23,219.46
Bath Police Department	PT22-013	\$ 13,140.00	\$13,087.57
Biddeford Police Department	PT22-021	\$ 13,320.00	\$13,283.98
Bucksport Police Department	PT22-015	\$ 5,000.00	\$1,769.80
Caribou Police Department	PT22-034	\$ 3,265.60	\$2,650.04
Ellsworth Police Department	PT22-016	\$ 12,926.00	\$8,024.99
Gorham Police Department	PT22-022	\$ 5,835.00	\$5,195.46
Holden Police Department	PT22-014	\$ 23,500.00	\$23,499.70
Kennebunk Police Department	PT22-012	\$ 5,755.00	\$3,911.35
Kittery Police Department	PT22-030	\$ 11,056.00	\$9,887.84
Lewiston Police Department	PT22-017	\$ 6,715.00	\$6,715.00
Madawaska Police Department	PT22-037	\$ 6,943.00	\$4,680.84
North Berwick Police Department	PT22-027	\$ 8,329.95	\$7,920.27
Presque Isle Police Department	PT22-019	\$ 11,699.00	\$11,552.78
Saco Police Department	PT22-029	\$ 17,808.75	\$8,959.67
Sanford Police Department	PT22-041	\$ 8,670.03	\$2,253.92
Scarborough Police Department	PT22-026	\$ 15,625.00	\$15,625.00
South Portland Police Department	PT22-040	\$ 10,100.00	\$2,613.67
Topsham Police Department	PT22-031	\$ 9,300.00	\$2,421.64
Waterville Police Department	PT22-038	\$ 3,577.20	\$3,150.92
Wells Police Department	PT22-033	\$ 5,000.00	\$4,217.97
Westbrook Police Department	PT22-011	\$ 6,000.00	\$5,607.53
Windham Police Department	PT22-023	\$10,050.00	\$9,915.04
York Police Department	PT22-024	\$ 3,210.00	\$1,266.34
<b>Total</b>		<b>\$341,169.53</b>	<b>\$252,053.20</b>

**Planned Activity: Maine State Police Strategic Area Focused Enforcement (SAFE) Program**

**Planned Activity Number: PT22-003**

**Planned Activity Description:**

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

**Planned Activity Performance:**

Over the course of the federal fiscal year, the Maine State Police conducted 276 hours of overtime enforcement patrols, made 579 contacts, wrote 248 citations, and issued 218 warnings for speeding violations. A common issues we came across again this year, was that over the course of 2022, police departments became understaffed, reducing the total number of overtime details they could do and effected the amount of the award spent. The Maine State Police were also understaffed and struggled to fill traffic safety overtime details. This resulted in the agency utilizing only 21% of their awarded funding. COVID-19 was still a factor in lower overtime enforcement patrols. The Bureau of Highway Safety redirects unspent funds when able to other agencies, however other agencies also struggled to expend awarded funds in FFY2022.

Expenditures as of December 21, 2022

<b>Planned Activity Subrecipient</b>	<b>Planned Activity Number</b>	<b>Award</b>	<b>Expended</b>
Maine State Police	PT22-003	\$26,782.00	\$16,286.58

**Planned Activity: Law Enforcement Liaison**

**Planned Activity Number: PT22-002**

**Planned Activity Description:**

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

**Planned Activity Performance:**

Electronic Citations remained a priority again for the LEL in FFY2022. The MeBHS offered reimbursement grants for in-cruiser printers and the LEL recruited agencies to apply and continued to work with these agencies and with the State OIT to get agencies online. Twelve agencies successfully completed the grant process and a few more began using eCitations without using our grant program. The LEL also manages a Google Group for eCitation Agency Administrators. Informational notices are sent to this group as reminders and updates. The LEL is a participant in the eCitation Working Group. The LEL coordinates with others to plan DRE field training and forensic phlebotomy classes. When visiting agencies, he discusses the topics and discusses options and encourages participation. When a blood kit shortage was announced the LEL got the word out to all the police agencies with the HETL advice. The LEL helps plan and provides input for the AAA OUI Summit. The LEL also attended the Implied Consent Conference at the Gracie Theater at Husson College in Bangor and in East Millinocket and worked with the grant specialists and the MCJA to complete the DUID Tool and Impaired Driving Funding program. He attended the Slow Down New England press conference in Hampton Beach, NH and worked with the region's LELs, TSRPs, and JOLs to create a block of training on courtroom behavior. The filming in Warwick, RI was initially postponed due to COVID. Several meetings for planning and scheduling the January filming. The intended audience is new officers and those that do not testify before a jury often. The LEL assisted our grant specialists with ideas and contacts for Blackfly Media when creating our new PSA's for various program areas. They developed several new televised public safety messages. He coordinates the variable message board messages for specific campaigns and encourages agencies to use the VMB with their HVEs to let the public know what the police are doing and why. He's the contact for requests for additional trailers and works with the MeDOT to check on available programs that may assist these agencies. These trailers are audited, onsite, through the year. The LEL collected information from Kennebunk Police about the Slow Down Kennebunk program to apply to the Slow Down New England campaign starting in July. Several agencies contacted him about grants for electronic speed signs. He shares projects other agencies have done and refer them to the MeDOT to see if they have a program that can assist. The LEL recruited for the 2023 Highway Safety Grants and attends highway safety meetings when possible. These meetings include Impaired Driving Task Force, Teen Driver Safety Task Force, Occupant Protection Task Force, Maine Transportation Safety Coalition, Northeast Transportation Safety Conference, Maine Traffic Records Coordinating Committee, Forensic Phlebotomy Subcommittee, and the eCitation Working Group Bi-Monthly Meeting. He also attends the Chiefs' and Sheriffs' meetings when possible. The LEL helped to plan the Northeast Transportation Safety Conference. work with our partners on various projects. These partners include SADD, MCJA, AAA New England and Atlantic Partners EMS as well as other State offices.

Expenditures as of December 21, 2022

Planned Activity Title	Source	Planned Activity Number	HSP Approved Budget	Expended
PTS Program Mgmt. & Operations	s. 402	PT22-001	\$210,756.61	\$210,756.61
Municipal and County Speed Enforcement	s. 402	PT22-010-041	\$750,000.00	\$252,053.20
MSP Strategic Area Focused Enforcement (SAFE)	s. 402	PT22-003	\$150,000.00	\$16,286.58
Law Enforcement Liaison	s. 402	PT22-002	\$200,000.00	\$112,594.18
<b>Total</b>			<b>\$1,310,756.61</b>	<b>\$591,690.57</b>

## Traffic Records

A complete traffic records program is necessary for planning, problem identification, operational management, and evaluation of a state's highway safety activities. MeBHS and its partners collect and use traffic records data to identify highway safety problems, select the most appropriate countermeasures and evaluate their effectiveness. The goal of Maine's Traffic Records Coordinating Committee (TRCC) is to continue to develop a comprehensive traffic records system so Maine can address the highest priority highway safety issues. Maine's TRCC and 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 and through the project performance detailed below. The planned activities included under this program area are necessary to obtain the most timely and useful data needed to quickly address our traffic safety issues and directly relate to the success of our data-driven traffic safety enforcement planned activities by allowing us to analyze most current and relevant crash, fatality and injury data to utilize funds appropriately and to adjust quickly and as necessary.

### **Planned Activity: Traffic Records Program Administration**

#### **Planned Activity Number: TR22-001**

#### **Planned Activity Description:**

Costs under this program area include activities of highway safety program coordinators, in-State travel to monitor sub-grantees and contractors, out of state travel for Traffic Records Conference(s) and other operating costs (e.g., printing, supplies, State indirect rate, postage) directly related to the development, coordination, monitoring, evaluation, public education, monitoring, marketing, and training required of this program.

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

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

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

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

**Planned Activity Performance:**

Activities under Traffic Records program administration included the facilitation of three Traffic Records Coordinating Committee (TRCC) meetings, including agendas and meeting minutes, and the development and tracking of annual traffic records performance measures. Activities also included the development of the Traffic Records Strategic Plan and implementation of the vendor contract for traffic records services, including the procurement of in-cruiser printers to facilitate increased usage of the eCitation system.

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

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

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

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

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

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

Office of Information Technology (OIT) System Support:

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

**Planned Activity Performance:**

Under a service contract with a vendor, the following services were performed in FFY2022:

Provided MCRS client, MCRS database, and MCRS Website help desk support to Maine State Police and OIT.

Provided technical support to Maine Office of Information Technology for the MCRS website, interfaces, and database hosted by the State of Maine.

Provided MCRS help desk support to local law enforcement for Maine Crash Reporting System.



Change Handicapped / Hearing Impaired language in MCRS. Created update package for agencies. Scripts have been created to update database pending RFC.

Updated Vehicle Damage Area Id 7 value from "Rear Driver Side" to "Rear Driver Corner". Created update package for agencies and updated both Test and Production servers.

Fixed display of Event Log in MCRS Website by adding a Sort by Descending and adding HTML Encode to fix where the event log contained html elements that would break the table and stop displaying rows after that.

Update MCRS Crash Schema (XSD) to add missing reporting agencies based on current list of reporting agencies in MCRS database.

Created UpdateCrashReportXSD utility to automate syncing of reference table values with xsd schema enumerations. Updated the MaineCrashReport\_1\_0\_6.xsd file to reflect all of the reference table changes that were out of sync with the database.

The Sending Agency and Reporting agency columns in the upload on the Statewide Monitoring page was populating the same tool tip even though they may be different agencies. There was a problem with the vUploadLog view. Created vUploadLog view alter script that needs to be run on Test and Prod to fix issue. Provided a way to clear out the failed transmission log on the MCRS Client administration screen. This allows removal of reports from the list and allow for resubmission.

Fixed issue where Unknown Errors from crash imports should have ManualReviewRequired flag set, but was not.

Assisted MaineIT with migration and upgrading of host servers for the MCRS website, ImportService, Email Processor, and all other modules to new Test and Production servers.

Resolved issue in MCRS client, MCRS Service, and MCRS Export Service with FIPS (Federal Information Processing System) cryptography.

Updated Togus VA MCRS database to latest version.

Updated MCRS ActiveReports from Version 9 to Version 16.

Fixed issue with missing EasyStreet Draw symbols.

Updated MCRS Service to use the latest version of SQLServerType to resolve issue with MCRS client User Admin.

Added detailed authentication logging to MCRS website.

Updated MCRS Crash client, Import Manager Web Service, MCRS Service, MCRS Export Service to add the new Suspected Marijuana Use data element, changed Secondary Crash data element to be a required field and updated audit rules accordingly. Added Horse and Buggy Unit Type to MCRS.

Implemented High and Medium severity security fixes to the MCRS website in response to MaineIT AppScan security report.

Refactored MCRS Email Processor to replace Basic Authentication with OAuth authentication. Microsoft is deprecating basic authentication for IMAP in 4th quarter of 2022 and without this upgrade, the MCRS Email Processor would stop functioning.



**Planned Activity: E-Citation****Planned Activity Number: TRC22-002/ME-P-00011****Planned Activity Description:**

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

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

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

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

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

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

- Updating of Maine eCitation Third-Party Interface functionality to comply with evolving business requirements (i.e. business rule updates, schema updates, updates related to new legislation).

**Planned Activity Performance:**

Under a service contract with a vendor, the following services were provided in FFY2022:

- Provided support to the Maine State Police and local law enforcement agencies to setup and configure the Maine eCitation clients and personal certificates (authentication).
- Provided support to the Maine Office of Information Technology for the eCitation SQL Server database and the eCitation web site hosted by the State of Maine.
- Maintained a complete programming development environment for all eCitation related programs, including SQL Server database and IIS web servers.
- Setup eCitation Prep server.
- Created eCitation website deployment guide.
- Created eCitation WebAPI deployment guide.
- Added Address2 as condition in Advanced Search.
- Updated Entity Framework to work with Visual Studio 2022.
- Updated MEViolationStatutes.xsd based on Maine Judicial feedback.
- Worked with Chris Coughlin from Maine Judicial on violations interface.
- Deployed latest client update to all agencies on January 12, 2022
- Fixed issue with Address2 field not transmitting from client to eCitation server
- Fixed text scaling issue by including manifest file in setup and auto updates.
- Updated map control to improve locating citations for users with GPS.
- Completed rollout of latest client update to locals.
- Deployed fix for the ‘Street 2’ field where it was not being transmitted from the client to the eCitation server.
- Worked with Maine Judicial on automating the exchange of violation statutes from the Courts to the Maine eCitation system. This new webservice will reduce the time and increase the accuracy when updating the violations list within Maine eCitation.
- Implementing process to import the violation statutes via the Courts new violations web service. This new webservice will reduce the time and increase the accuracy when updating the violations list within Maine eCitation.
- Developed troubleshooting utility for eCitation clients that allows support to easily query local eCitation database on MDTs.
- Added ability to detect .NET Framework version running on client MDTs to facilitate client updates.
- Upgraded data access layer version to latest version throughout solution.
- Fixed Filter by Start Date not working in grid search for Violation Codes
- For Violations grid, update logic for Violation filtering to include Disabled Status
- For Violations grid, fix the “Disable” violations button which was not working correctly.
- Fix website permissions not accurately controlling sidebar navigation visibility.
- Add detail to User History to show additional user actions in logs.
- Scanned and sanitized user passwords from logs.
- Fixed issue with labels not having spaces in them.
- Reviewed each dropdown for bug related to user bypassing validation of fields under rare circumstances.

**Planned Activity: eCitation in-cruiser printer procurement**

**Planned Activity Number: Various beginning with TRC22-025**

**Planned Activity Description:**

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

**Planned Activity Performance:**

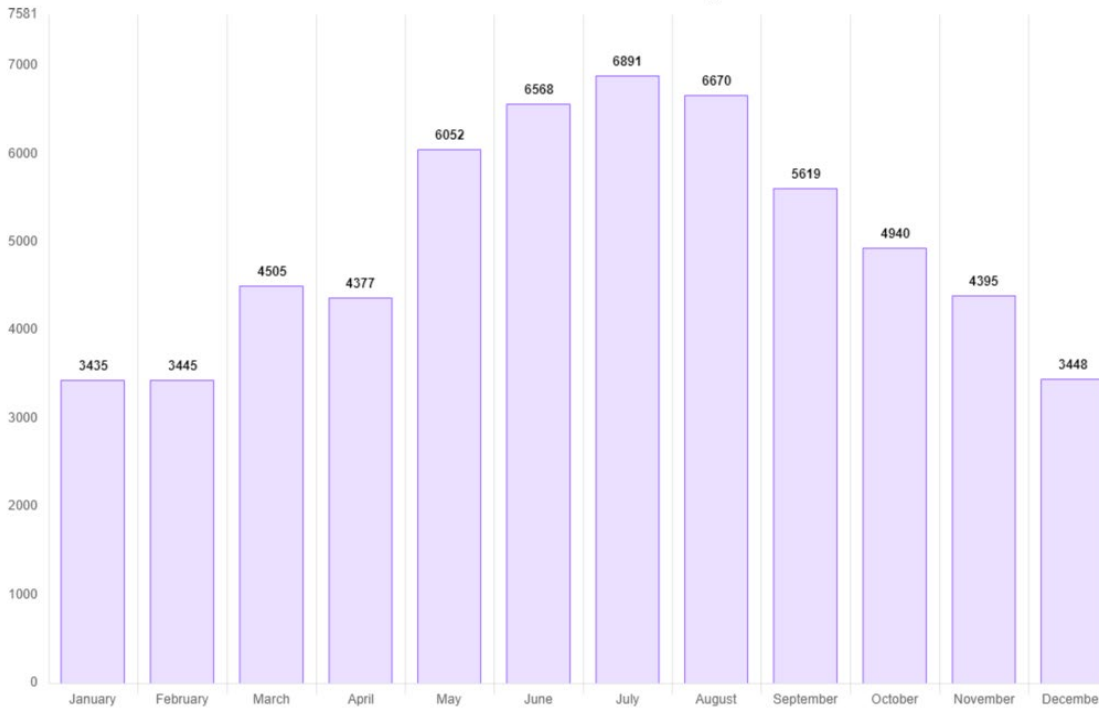
To date, 274 printers have been purchased for 40 agencies at a cost of \$160,457.29. This brings the total to 47 agencies statewide that are currently utilizing eCitation. Since the system came online and the first eCitation was issued in August 2018, there have been 60,345 citations issued by these agencies. The 47 agencies currently using the system are as follows:

Augusta Police Department	Bangor Police Department	Bar Harbor & Mount Desert Police Department
Bath Police Department	Belfast Police Department	Berwick Police Department
Biddeford Police Department	Bucksport Police Department	Camden Police Department
Caribou Police Department	Cumberland County Sheriff's Office	Cumberland Police Department
Dexter Police Department	Eliot Police Department	Ellsworth Police Department
Fairfield Police Department	Farmington Police Department	Gardiner Police Department
Holden Police Department	Jay Police Department	Kennebunk Police Department
Knox County Sheriff's Office	Machias Police Department	Maine State Police
Maine Criminal Justice Academy	Mechanic Falls Police Department	Monmouth Police Department
North Berwick Police Department	Old Orchard Beach Police Department	Old Town Police Department
Phippsburg Police Department	Portland Police Department	Presque Isle Police Department
Rockport Police Department	Sabattus Police Department	Saco Police Department
Sagadahoc County Sheriff's Office	Stockton Springs Police Department	University of Southern Maine Gorham Police Department
Wells Police Department	Windham Police Department	Winslow Police Department
Winthrop Police Department	Wiscasset Police Department	York Police Department

This system has allowed law enforcement agencies to increase the efficiency of their traffic stops. This allows them to get back to patrolling Maine's roadways quicker to look for additional traffic violations. This is especially important during the summer months when Maine sees a large influx of tourist traffic on its roadways. As seen in the below graph, the number of eCitations issued increases significantly during this time:

### Citations By Month

2018-8-21 to 2022-12-13 for All Counties, All Agencies



### **Planned Activity: Public Access Reports (Crash Public Query Tool)**

**Planned Activity Number: TRC22-002/ME-P-00015**

#### **Planned Activity Description:**

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

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

#### **Planned Activity Performance:**

Under a service contract with a vendor, the following services were provided in FFY2022:

- Provided support to the Maine Office of Information Technology for the Crash Public Query Tool website.
- Maintained a complete programming development environment for all programs and IIS web server related to the Crash Public Query Tool website.
- Added a logging table to the Public Query website to log logins, query runs, exceptions, and any other relevant information.
- Updated Connection Strings and Remove Oracle Managed Data Access references with DevArt docConnect database provider.
- Fixed an issue with the Forgot Password page not being accessible in PROD.
- Fixed issue where new users sign up and an exception is thrown related to new-password-creation.
- Updated Crash Public Query Tool website to always use the latest version of Google Maps per Google latest recommendation by not including an API version in the Google Maps request.

Created Prep, Test, and Production Azure DevOps deployment pipelines for Crash Public Query Tool website.  
Created Crash Public Query Tool Network Map for prep, test, and production network environments.

**Planned Activity: EMS Data Quality Analysis**

**Planned Activity Number: TRC22-001/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.

**Planned Activity Performance:**

Under a service contact, the USM Survey Research Center (SRC) performed the following services: SRC cleaned and coded timeliness and accuracy data of Maine EMS (MEMS) run reports. Analysis was conducted to look at the data by agency, by size of agency, and by error type. These findings were compared to previous years' data to explore trends in MEMS reporting. The findings were presented in a written report, and through excel interactive dashboards. The written report described the prevalence of error-free reporting, average error points per report, and the top ten most common errors within reports, supported by data tables. The written report also summarized EMS agency performances and reviewed inaccuracies in timekeeping within MEMS reporting. The dashboards included individual agency statistics, agencies who contributed most heavily to the top ten errors, and agencies who had the highest number of error points overall and by agency size.

**Planned Activity: Traffic Records Data Warehouse**

**Planned Activity Number: TRC22-002/ ME-P-0000**

**Planned Activity Description:**

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

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

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

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

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

Traffic Records Data Warehouse functionality will allow users to access reports, dashboards, and analytics tools and extract insights from EMS data, monitor business performance, and support highway safety decision making. These reports, dashboards, and analytics tools will be powered by the Traffic Records Data Warehouse. The warehouse stores data in a way that minimizes I/O and enables quick and easy querying of vast amounts of traffic records data.

**Planned Activity Performance:**

Under a service contract with a vendor, the following services were provided in FFY2022:

Provided support to the Maine Office of Information Technology for the Traffic Records Data Warehouse website.

Maintained a complete programming development environment for Traffic Records Data Warehouse.

Create Read Only Account

Zero count display on cards

Check for the presence of ALL () and refactor to remove

Fixed where some Statistics stop at 2020

Crash Teenage Driver Fatal should display as percentage

Crash Map - Remove time from date

Fix Map so it zooms to Maine properly

Add Citation Maps for each violations category

Fatal Crashes Dashboard - Check to see if we can link reports

Fatal Crash Dashboard - Check if FARS and if so, update title to reflect all pages

Add Drill Through Enabled label

Put Older Driver age range in Title of Older Driver Page

Separate maps for injury levels

Reviewed each PowerBI report, discovered several reporting discrepancies and implemented a new database view and corrected several PowerBI reports.

**Planned Activity: Crash and Citation CPI Message Switch Interface**

**Planned Activity Number: TRC22-002/ ME-P-0000**

**Planned Activity Description:**

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

**Planned Activity Performance:**

Activity not performed as planned in FFY2022 due to no state contract with CPI.

**Planned Activity: FARS**

**Planned Activity Number: TRC22-001**

**Planned Activity Description:**

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

**Planned Activity Performance:**

Under the FARS cooperative agreement, the FARS Supervisor and FARS Analyst coded (12/21/2022-to date 175) fatal crashes in the Fatality Analysis Reporting System, and responded to multiple data requests in FFY2022. All activities were supported by the cooperative agreement funds and supplemented by s. 405e flex funds.

**Planned Activity: Highway Safety Data Analysis****Planned Activity Number: TR22-001****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.

**Planned Activity Performance:**

Under a service contract, the USM Survey Research Center (SRC) cleaned and coded serious injury and fatal crash data and conducted analysis to describe the various populations, explore the relationship between variables of interest, and identify trends over time. These findings were presented graphically along with narrative descriptions for inclusion in Maine Highway Safety Plan and Annual Reports. The SRC also obtained data to calculate targets for the Annual Plan in accordance with NHTSA guidelines. Targets were accompanied by graphs and text describing and explaining past data values and future targets along with rationales for each target. The SRC summarizes BHS performance on target areas and reports whether targets were met for inclusion in the Annual Report. These findings are supported by a data table. All reports were submitted timely and approved by NHTSA.

Expenditures as of December 21, 2022

<b>Planned Activity Title</b>	<b>Source</b>	<b>Planned Activity Number</b>	<b>HSP Approved Budget</b>	<b>Expended</b>
Traffic Records Program Administration (includes TRCC, EMS QA & HSP Data Analysis)	s.402	TR22-001	\$475,000.00	\$74,042.64
Maine Crash Reporting System Upgrades	s. 405c & s. 405e Flex	TRC22-002	\$180,000.00	\$190,552.92
E-Citation	s. 405c & s. 405e Flex	TRC22-002	\$247,506.82	\$105,000.00
E-Citation in-cruiser printer procurement	s. 405e Flex	TRC22-025-TRC22-035	\$800,000.00	\$31,200.00
Public Access Reports (Crash Public Query Tool)	s. 405e Flex	TRC22-002	\$45,000.00	\$36,250.00
EMS Data Quality Analysis	s. 402 & s. 405c	TR22-001	Included in TR Program Admin.	-
Traffic Records Data Warehouse	s. 405e Flex	TRC22-002	\$140,000.00	\$30,000.00
Crash and Citation CPI Message Switch Interface	s. 405e Flex	TRC22-002	\$55,000.00	\$0.00
FARS	s. 405e Flex	TRC22-001	\$75,000.00	\$17,273.96
Highway Safety Data Analysis	s. 402	TR22-001	Included in TR Program Admin.	-
<b>Total</b>			<b>\$2,017,506.82</b>	<b>\$484,319.52</b>



## Young Drivers and Safe Communities

Teen and young drivers (up to age 20) are involved crashes in resulting in serious injuries and fatalities more often than more experienced drivers. All drivers face risks, but the factors that contribute most to crashes and deaths appears to be inexperience. Newly licensed drivers, primarily teenagers, have the highest crash rates, but even drivers well into their twenties have higher crash rates than older drivers. Risk factors for motor vehicle crashes that are particularly elevated among young drivers include:

- Inexperience
- Interactive passengers
- Distraction while driving, including from using cell phones and texting
- Driving at excessive speeds, close following, and other risky driving behaviors
- Impaired driving- while drinking and driving is not very high among novices, it causes a disproportionate number of fatal crashes. In the later teen years and young adulthood, drinking and driving increases greatly.
- Driving at night
- Driving while fatigued

### **Planned Activity: SADD State Coordinator**

#### **Planned Activity Number: SA22-001**

#### **Planned Activity Description:**

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

#### **Planned Activity Performance:**

FFY2022 is the second year we have partnered with SADD nation, and we have had some major accomplishments despite some setbacks. This year we were still dealing with Covid-19, which meant the SADD State Coordinator was unable to go to any schools in person to try to get chapters set up. The goal was to get from 9 chapters to 40 by the end of the federal fiscal year. They fell just short of this goal and made it to 34 chapters. A lot of the new additions to the chapter were for driving schools. This is a great as their educational materials can go right to students learning how to drive. For goal two, SADD has identified 26 target areas schools and have been conducting regular outreach. Goal three, was to host at least one law enforcement and community partner-based training for engaging youth in mobility safety. This goal has currently been postponed due to several factors such as partnership staffing issues, event cancellations, and no longer having a

SADD Maine State Coordinator. They plan to accomplish this goal in FFY23. This additional time will allow for SADD and its partners in Maine to plan, recruit, and implement the training for the state of Maine. Over the course of the year there were 47 events, meetings and/or presentations on traffic safety around the state, reach their goal of at least 40. Between SADD National social media and ME SADD on Twitter, Facebook, Instagram, and TikTok, the reach includes 553,142 impressions, 24,712 engagements, and 1,302 post link clicks. Starting July 1, 2022, SADD removed all individual state social media accounts and started posting solely through SADD Nation to keep brand standards consistent. Specific posts for Maine will be created and posted on a case-by-case basis in FFY23. Finally, they wanted to increase their local, state, and national partnerships to 50 in total. This goal was achieved but having a total of 71.

In additions to these goals, this year we were able to send 5 students and 3 chaperones to the SADD Conference down in Florida. The conference was from July 13-16<sup>th</sup> at Disney's Coronado Springs Resort in Florida and the students and chaperones were from The Center for Entrepreneurial Studies SADD Chapter in Farmington. Topics covered at the conference included AAA Northeast with their marijuana-impaired driving program Shift Gears, a Road to Zero panel, a Rock the Belt Quick Click Challenge, and the distraction prevention/digital wellness workshop with TextLess Live More. There were also Mobilizations Stations and Empower Hour challenge. The Mobilizations Stations would have SADD Chapters highlight an activity they did during the year and then encourages other to implement that project back in their home state. The Empower Hour challenge had the students brainstorm on how to solve a real-world traffic safety concern and how they would go about addressing it. The students were very happy to attend the conference and are working on implementing what was learned in their community.

One final thing is in July the Maine SADD Coordinator, Christina Schectman left SADD. This brought the program to a pause until a new person was hired for the position. Hillari Morgan accepted the position in October and is picking up where Christina left off. The goals for FFY23 remain mostly the same but this time adding in a focus on elementary school and partnering with more drivers' education courses.

### **Planned Activity: AAA NNE Drivers Educator Summit and NHTSA DE Assessment**

**Planned Activity Number: SA22-002 & SA22-003**

#### **Planned Activity Description:**

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. In partnership with AAA, and the Maine Bureau of Motor Vehicles, the Maine Bureau of Highway Safety will increase that access to development 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. In conjunction with this training, the State would like to participate in a NHTSA Driver Education Assessment and will be requesting an assessment for FFY2022, if possible.



FFY2022 Driver Educator Summit  
(from left to right: Patrick Moody, AAANNE, Lauren Stewart, Highway Safety Director, SOS Shenna Bellows)

### **Planned Activity Performance:**

This was the first year for the Drivers Educator Summit and it was held in Augusta ME. The in-person event was attended by over 100 people with a shared interest in drivers' education from all parts of the state. A variety of different subjects were covered at the event with speakers from all over the county.

#### **Driver Education's Roles in Vehicle Technology and the Safe System Approach**

- Bill Van Tassel, AAA National, Manager of Driving Training Programs

#### **Vehicle Technology**

- Cathie Curtis, Deputy Secretary of State, Maine Bureau of Motor Vehicles

#### **Coordinating Efforts Between Driver Education and Driver Rehabilitation Specialists**

- Liz Soles- Executive Director of The Association for Driver Rehabilitation Specialists

#### **Overview of NHTSA's Assessments for Driver Education Program and the 2022 Maine Report**

- Troy Costales, Maine Assessment Team Lead and former Oregon Governor's Highway Safety Representative
- Keith Williams, Enforcement & Justice Services Division Chief, NHTSA

#### **AAA's How to Drive - Updates and Best Practices**

- Rachel Wilson - Director, Driver Education Programs, AAA - The Auto Club Group

#### **Maine DOT Crash Query Tools**

- Shawn Macdonald, MEDOT Crash Records Supervisor

#### **Signs, Stripes, and School Zones .... a review of legal & not-so-legal devices**

- Peter Coughlan, MaineDOT

#### **ANSTSE Instructor Training Materials and Parent/Guardian Involvement**

- Troy Costales, Maine Assessment Team Lead and former Oregon Governor's Highway Safety Representative

This new summit was received extremely well by drivers' educators, especially for it being the first one. We will continue with this project in FFY23.

In addition to this, a Drivers Educator assessment was conducted. This assessment reviewed all areas of our drivers ed program to see what is effective and what new could be implemented to help strengthen the

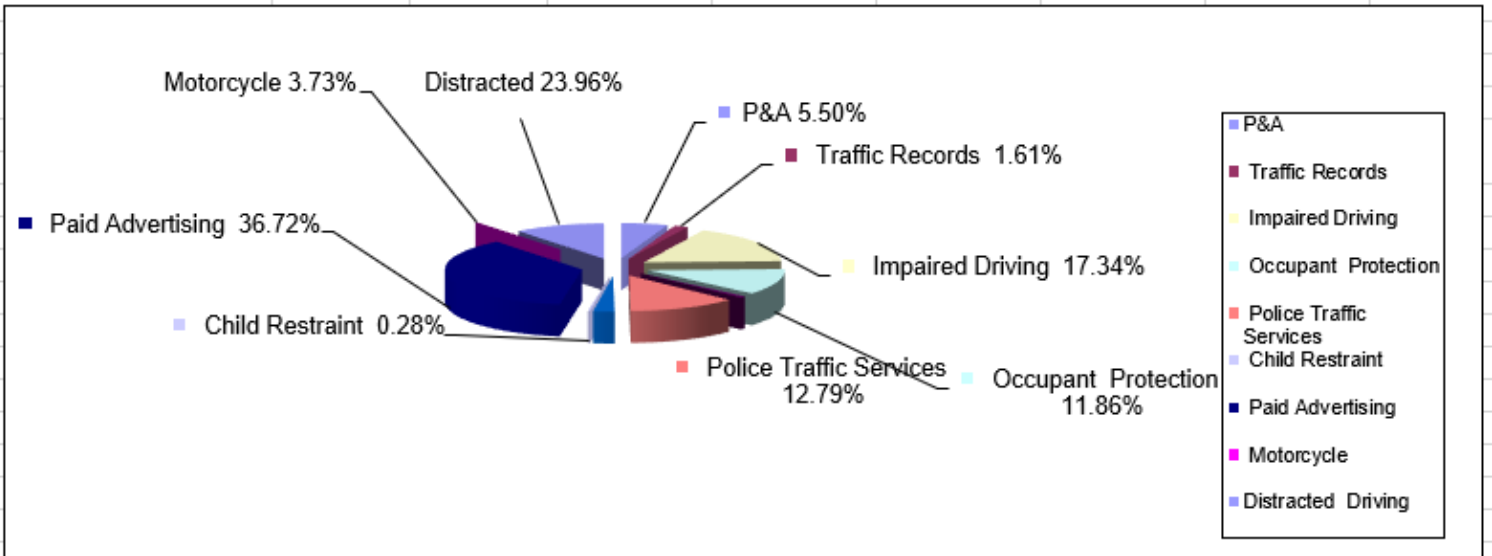
program. This was completed and the final document was sent to the respected partners. The assessment outcome was also shared at the Maine Drivers Educator Summit.

Expenditures as of December 21, 2022

Planned Activity Title	Source	Planned Activity Number	HSP Approved Budget	Expended
SADD State Coordinator	S. 402	SA22-001	\$150,000.00	\$80,888.80
AAA NNE Drivers Educator Summit and NHTSA DE Assessment	S. 402 & S.405e Flex	SA22-002 & SA22-003	\$50,000.00	\$19,256.98 \$15,807.01
			<b>\$200,000.00</b>	<b>\$115,952.79</b>

# FFY2022 Summary of Expenditures

FFY 2022 Summary of Expenditures as of 12/21/2021								
	402	405b	405c	405d	405e	405f	Total	% of Total
P&A	\$ 254,640						\$ 254,640	5.50%
Traffic Records	\$ 74,043		\$214				\$ 74,257	1.61%
Impaired Driving	\$ 101,765			\$ 700,468			\$ 802,233	17.34%
Occupant Protection	\$ 262,209	\$ 286,366					\$ 548,575	11.86%
Ped/Bicycle Safety	\$ 32,525	\$ -					\$ 32,525	0.70%
Police Traffic Services	\$ 591,691						\$ 591,691	12.79%
Safe Communities	\$ 115,953						\$ 115,953	2.51%
Child Restraint	\$ 12,833						\$ 12,833	0.28%
Paid Advertising	\$ 501,437				\$ 1,197,111		\$ 1,698,548	36.72%
Motorcycle	\$ -					\$ -	\$ -	0.00%
Distracted Driving	\$ -				\$ 494,700		\$ 494,700	10.69%
<b>TOTAL</b>	<b>\$1,947,096</b>	<b>\$286,366</b>	<b>\$214</b>	<b>\$700,468</b>	<b>\$1,691,811</b>	<b>\$0</b>	<b>\$4,625,955</b>	<b>100.00%</b>



Note: The Motorcycle Safety Program was funded under Paid Advertising. See PM22-001 for details.

## Other Available Documents Supporting Activities

FFY2022 Highway Safety Plan

FFY2023 Highway Safety Plan

Maine Impaired Driving Strategic Plans

Maine Traffic Records Strategic Plans

Traffic Records Assessment April 2021

Occupant Protection Assessment March 2021

Drivers Education Assessment February 2022

FFY2022 Seatbelt survey reports

April 2022 Distracted Driving Report

Grants Management Manual for Subrecipients

Critical Insight Survey Reports