



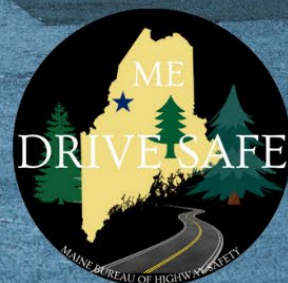
State of Maine
Department of Public Safety
Maine Bureau of Highway Safety

Federal Fiscal Year 2023
Highway Safety Annual Report

Janet T. Mills, Governor
Michael J. Sauschuck, Commissioner
Lauren V. Stewart, Director

*Drive Safe
Maine*

www.maine.gov/dps/bhs
45 Commerce Drive, Suite 1
Augusta, ME. 04333-0164



A note to all Mainers:

I am pleased to present the 2023 Department of Public Safety, Bureau of Highway Safety (BHS) Annual Report, which examines outcomes of activities, initiatives and programs by the BHS in the 2023 federal fiscal year. This 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 also examines our progress toward achieving the intended goals set out in the prior year Highway Safety Plan and discusses any adjustments made, our community engagement activities, and challenges faced during the year. While required under 23 C.F.R. Part 1300.35, more importantly this report serves as our opportunity to highlight the achievements and accomplishments of the State Highway Safety Office team and our many partners.

The Bureau of Highway Safety (BHS) is established in accordance with the Highway Safety Act of 1966, as amended. We are the only state 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. Though our focus is on the behavioral aspect of highway safety, our overall goal is to eliminate all preventable 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 and to ensure voices are being heard by those both underserved and those over-represented in traffic crashes. We take pride in and value our role as leaders in fostering cooperation and collaboration with other public and private organizations and bringing together people with the same goal and mission to save lives. We embrace a team-focused working environment and strive for excellence in our everyday work. There is no one solution and it will take an ongoing collective effort to reduce deaths and serious injuries. We believe that through committed partnerships with others interested in highway safety, through comprehensive and strategic program planning, through public information and education, through public engagement and outreach, through a data-driven approach to coordinated education and enforcement, and a comprehensive plan that encompasses the Safe System Approach, that we can achieve our collective goals to help everyone using Maine roads to reach their destination safely. We won't stop working toward safe transportation for all until the annual number of traffic deaths is zero, because one will always be too many.

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



Lauren V. Stewart, Director

Bureau of Highway Safety

The MeBHS is a Bureau within the Maine Department of Public Safety. The MeBHS currently consists of eight 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.

Lauren V. Stewart.....	Director
Jaime Pelotte	Contract Grant Manager
Vacant	Contract Grant Specialist
Nicholas Brown	Highway Safety Coordinator
Erica Davis	Highway Safety Coordinator
Jeremy Morin	Highway Safety Coordinator
Nathan McLaughlin	Highway Safety Coordinator
Chantel Plummer	Highway Safety Coordinator
Kasey Theriault	Highway Safety Coordinator
Vacant	Highway Safety Coordinator
Vacant	Highway Safety Coordinator
Vacant	Highway Safety Coordinator
Scot Mattox	Senior Traffic Safety Resource Prosecutor
Joshua Saucier	Assistant Traffic Safety Resource Prosecutor
Thomas Reagan (Ret.)	Law Enforcement Liaison
Patrick Hood	Law Enforcement Liaison
James Willis	Law Enforcement Liaison



Partners in Safety

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

Performance Measure Progress

Core Outcome Measures	Target Period	Target Value	Progress Results	Data Source	On Track to Meet Target
C-1) Total Traffic Fatalities	5-year 2019-2023	160	159*	Projected state data, as of 12/14/23	Y
C-2a) Serious Injuries in Traffic Crashes	5-year 2019-2023	710	675.2†	Projected state data, as of 12/12/23	Y
C-2b) Serious Injury Rate	5-year 2019-2023	4.8	4.6†	Projected state data, as of 12/12/23	Y
C-3a) Fatalities/VMT	5-year 2019-2023	1.12	1.08†	Projected state data, as of 12/14/23	Y
C-3b) Rural Mileage Death Rate	Annual 2023	1.23	--	--	In progress
C-3c) Urban Mileage Death Rate	Annual 2023	0.71	--	--	In progress
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Annual 2023	54	58	State data, as of 12/14/2023	N
C-5) Alcohol-Impaired Driving Fatalities	Annual 2023	53	15	State data, as of 12/14/2023	Y
C-6) Speeding-Related Fatalities	Annual 2023	41	41	State data, as of 12/14/2023	Y
C-7) Motorcyclist Fatalities (FARS)	Annual 2023	25	16	State data, as of 12/14/2023	Y
C-8) Unhelmeted Motorcyclist Fatalities	Annual 2023	18	9	State data, as of 12/27/2023	Y
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	Annual 2023	11	13	State data, as of 12/14/2023	N
C-10) Pedestrian Fatalities	Annual 2023	8	17	State data, as of 12/14/2023	N
C-11) Bicyclist Fatalities	Annual 2023	1	0	State data, as of 12/14/2023	Y

* Value reported is the average of data from 2019 to 2023 using a projected value for 2023. Historically, approximately 96.7% of fatalities occur on or before Dec. 14 of each year. The current count for 2023 (as of 12/14) is 131 and is expected to be 136 by year's end.

† Value/rate reported is based on 2022 VMT and data to date.

Core Behavior Measures	Target Period	Target Value	Progress Results	Data Source	On Track to Meet Target
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants	Annual 2023	92.0%	94.5%	Maine Seat Belt Use (survey and report), 2023	Y
Non-Core Behavior Measures	Target Period	Target Value	Progress Results	Data Source	On Track to Meet Target
Distracted Driver Fatalities	Annual 2023	7	10	State data, as of 12/27/2023	N
Senior Driver Fatalities	Annual 2024	28	30	State data, as of 12/27/2023	N
Media Recall Target	Spring 2023	37%	43%	Critical Insights Survey, 2023	Y
Activity Measures	Target Period	Target Value	Progress Results	Data Source	On Track to Meet Target
# of Seat Belt Citations Issued During Grant-Funded Enforcement Activities	Annual 2023	n/a	722	State data, 2023	n/a
# of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	Annual 2023	n/a	140	State data, 2023	n/a
# of Speeding Citations Issued During Grant-Funded Enforcement Activities	Annual 2023	n/a	2,603	State data, 2023	n/a
# of Distracted Driving Citations Issued During Grant-Funded Enforcement Activities	Annual 2023	n/a	2,059	State data, 2023	n/a

TRAFFIC RECORDS OUTCOME MEASURES	Timeframe	2019	2020	2021	2022	2023	2023 Target	Target Met
5.1.1 eCitation Completeness-Lat/Long	4/1/-3/31	5.16 %	6.72%	12.66%	17.54 %	22.86%	19.0%	Y
5.1.2 eCitation Timeliness-Maine Violations Bureau	4/1/-3/31		6.3	5.2	4.0	3.9	3.8	N
5.1.3 eCitation Uniformity - Maine Violations Bureau	4/1-3/31		15.14 %	33.33%	44.16 %	51.51%	46.0%	Y
5.1.7 Crash Completeness	4/1/-3/31	65.36 %	65.20 %	65.11%	65.11 %	64.90	66.0%	N
5.1.9 Crash Timeliness-Average	4/1/-3/31	11.66	5.6	5.71	5.5	5.67	5.4	N
5.1.8 Crash Timeliness-Received within 5 days	4/1/-3/31		87.8%	87.69%	88.34 %	88.13	88.5%	N
5.1.10 Crash Uniformity	4/1/-3/31	42.79 %	42.79 %	42.79%	42.79 %	42.79%	44.0%	N
5.1.4 eCitation Completeness-Agency Count	4/1/-3/31	5	14	20	43	62	48	Y
5.1.5 eCitation Completeness-Officer User Count	4/1/-3/31	77	320	412	823	1,088	850	Y
5.1.6 ECitation Timeliness	4/1/-3/31	141	7	23	43	135	40	N
5.1.11 EMS Uniformity	4/1/-3/31	94.86 %	99.99 %	97.6%	98.8 %	99.87%	100%	N
5.1.12 EMS Completeness	4/1/-3/31		89.0%	63.0%	91.0 %	No Data	92.0%	N
5.1.13 EMS Timeliness-Received within 24 Hours	4/1/-3/31		85.0%	62.0%	No Data	No Data	86.0%	N
5.1.14 Roadway Uniformity - MIRE -Roadway Segment	4/1-3/31			80.47%	86.01 %	86.01%	88.0%	N
5.1.15 Roadway Uniformity-MIRE-At Grade Intersections/Junctions Elements	4/1-3/31			79.76%	75.95 %	75.95%	77.0%	N
5.1.16 Roadway Uniformity-MIRE-Interchange/Ramps Elements	4/1-3/31			60.88%	57.58 %	57.58%	59.0%	N

Assessment and Adjustments

While progress has been made over the years to reduce and eliminate motor vehicle crashes, serious injuries, fatalities, and property damage on Maine’s roadways, and while we celebrate the lives not lost to preventable crashes, much work still needs to be done to eliminate needless and preventable motor vehicle related deaths. At the time of this report submission, 134 individuals died in motor vehicle related crashes on Maine roads between January 1, 2023 and December 31, 2023.

	2020	2021	2022*	2023*	% change 2020-2021	% change 2021-2022	% change 2022-2023
All Fatalities	164	153	182	134	-6.70%	18.95%	-26.37%
Driver Alcohol > .08 Involved	49	26	34	12	-46.93%	30.76%	-64.70%
Speeding Involved	47	36	55	43	-23.40%	52.77%	-21.81%
Distracted Driver Involved	15	12	12	11	-20.00%	0.00%	-8.33%
Unrestrained Passenger Vehicle Occupants	64	47	57	58	-26.56%	21.27%	1.75%
Motorcyclists	29	21	32	17	-27.58%	52.38%	-46.87%
Pedestrians	9	20	21	20	122.22%	5.00%	-4.76%
Bicyclists	2	2	2	0	0.00%	0.00%	-100.00%
Large Truck Involved	11	15	8	11	36.36%	-46.66%	37.50%
Young Drivers 15-20 Involved	15	11	17	13	-26.66%	54.54%	-23.52%
Drivers 21+ Involved	165	160	145	140	-3.03%	-9.37%	-3.44%

The BHS works closely with others engaged in transportation safety to implement countermeasures designed to prevent these crashes. During the Spring of 2023, the Bureau conducted numerous community engagement activities to consider public comment and feedback that could be incorporated into future Highway Safety Plan projects and programs when possible. Early and meaningful public involvement builds trust and community connectedness, prioritizes needs, increases participation and buy-in, and creates accountability. These are keys to successful project implementation. Ideally, diversity in thinking will help us reach traditionally underserved populations and will create opportunities to develop unique strategies to address cultural differences.

Annually, during June and July of each year, the Bureau, through its contract with the University of Southern Maine Muskie School of Public Service, conducts the NHTSA required observational survey and the optional attitudinal survey for seat belt usage. In 2023, we conducted a survey of child passenger safety usage to give us an idea of use, misuse of child safety seats. Our surveys always follow the National Click It or Ticket Mobilization due to the increase in media and enforcement presence during the campaign. The seat belt observations for day and night show that while overall daytime 84.8% usage increased from 93.4% in 2022 to 94.5% in 2023, the observed nighttime belt usage decreased dramatically from 84.8% in 2022 to 77.5% in 2023. The observed nighttime seat belt use rate in 2023 was the lowest in twelve years. The daytime 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. For FFY2024, the Bureau is encouraging our law enforcement partners to conduct more nighttime seat belt details.

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 2023, we conducted our annual (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 3.10% of drivers down from 4.5% in 2022. This indicates that continued enforcement of hands-free and texting laws, together with additional and consistent education

is necessary and does make an impact. Not unlike other states, Maine continues to experience a noted decrease in traffic enforcement presence on our roadways due to a number of reasons including 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 2023 Highway Safety Plan. These planned activities were selected primarily based on proven countermeasures from the *NHTSA 10th 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 FFY2023 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 to Meet Targets

Performance targets from the FFY2023 Highway Safety Plan that are not on track to meet expected targets are:

CORE PERFORMANCE MEASURES

C-4): Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Position- Despite seeing a 25% reduction in the total number of fatalities, we saw a 1.75% increase in the number of unbelted fatalities. In the FFY2025 AGA, the Bureau is attempting to get increased participation from law enforcement agencies for enforcement by expanding the number of counties that are eligible for year-round enforcement as well as utilizing Law Enforcement Liaisons to help recruit agencies. The Bureau is also encouraging nighttime seatbelt enforcement efforts. Maine's observed seat belt usage rate increased to 94.5% in FFY2023 from 93.4%. However, despite our best efforts, many law enforcement agencies are still experiencing a staffing shortage which limits their ability to conduct dedicated overtime enforcement patrols.

C-9): Drivers Age 20 or Younger Involved in Fatal Crashes- We saw a 23% reduction in the number of drivers aged 15-20 that were involved in fatal crashes from 2022 to 2023. Young drivers engaging in risky behaviors while operating motor vehicles continues to be a problem. In the FFY2025 AGA, the Bureau will be working closely with the State Coordinator for the Maine chapter of Students Against Destructive Decisions to help bring education to this age group and we added Choices Matter programing that is directed at high school and college students. Additionally, law enforcement agencies that are awarded grant funds for FFY2024 must now increase their education efforts for speeding, occupant protection, and impaired driving. Most indicated they would utilize their School Resource Officers to aid them in satisfying these new requirements.

C-10) Pedestrian Fatalities -We have now established a trend of having approximately 20 pedestrian fatalities per year since 2021. This is a change from prior years when we would see years alternate between a higher number of pedestrian fatalities followed by a low number of pedestrian fatalities. We also saw a shift to having more pedestrian fatalities occur in urban areas in 2023 as well as the majority occurring during the daytime, though the majority of these crashes occurred when the pedestrian was not in a crosswalk. But it remains true that the majority of our pedestrian fatalities are adults, and they involve actions on both the part of the pedestrian and part of the motor vehicle operator. In the FFY2025 AGA, we will continue to look for ways to expand our enforcement and education efforts in this area and will continue to work closely with the Maine DOT pedestrian and bicycle safety coordinator to ensure that we are looking at opportunities for infrastructure changes that will help address the problem.

NON-CORE OUTCOME MEASURES:

Distracted Driving Fatalities-Though we did not meet our target here, we did see a 16.66% decrease in the number of distracted driving fatalities from 2022. Additionally, the number of distracted driving fatalities has been decreasing since 2020. Maine's 2023 Distracted Driving Observational Survey, which is conducted annually, also shows a steady decrease since 2019 in observed use of cell phones by drivers of motor vehicles. We also saw a slight increase in the number of agencies that were awarded grant funds in FFY2023 to conduct overtime enforcement to target distracted driving, and it appears we will be maintaining the same level of participation in FFY2024 and FFY2025. In the FFY2025 AGA, Maine will increase distracted driving media significantly.

Senior Driver Fatalities-Despite not meeting our target, we still saw a 30% reduction in the number of senior driver fatalities from 2022 to 2023. The Bureau sought to partner with local Areas on Aging groups but were unsuccessful in receiving a response. In the FFY2025 AGA, the Bureau hopes to increase its information output and education to this age group for FFY2024 and has already been meeting with NHTSA representatives to discuss ways to engage the senior population.

TRAFFIC RECORDS PERFORMANCE MEASURES:

5.1.2 eCitation Timeliness-Maine Violations Bureau

The Maine eCitation system's performance improved to an average processing time of 3.9 days, narrowly missing the target of 3.8 days. This progress is notable considering the increase in electronic citations during the performance period. For the FFY2025 AGA, the state will continue to proactively reach out to State law enforcement agencies in an effort to increase adoption of Maine eCitation and to continuously improve the Maine eCitation system based on user feedback and system performance metrics. Maine is making data program improvements related to quantifiable, measurable progress in the timeliness of data in its citation database. The ongoing expansion to additional state law enforcement agencies suggests we can expect minor improvements in timeliness in the future.

5.1.6 ECitation Timeliness

The result is a decrease in timeliness of 92 minutes. The decrease is not unexpected due to the rollout of eCitation to agencies that have less IT infrastructure and poorer mobile connectivity. In the FFY2025 AGA, Maine will plan to meet this target by continuing to collaborate with agencies to incorporate practices both at the user level and IT level to facilitate timely transmission of electronic citations to that State repository. This will include continuing to provide training to officers and agency staff to ensure they are fully capable of using the eCitation system effectively and quickly. Additionally, Maine will regularly evaluate the eCitation system to find potential areas of improvement. Maine is making data program improvements related to quantifiable, measurable progress in the timeliness of data in its citation database.

5.1.7 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. Future mapping enhancements related to integration of GPS with the GIS maps may improve this measure, but Maine will not be tracking this measure in the FFY2025 AGA.

5.1.8 Crash Timeliness – Received within 5 days

The target was not met; crash timeliness of reports received within 5 days have apparently plateaued. The current timeliness is excellent overall and we do not expect to track this measure in the FFY2025 AGA.

5.1.9 Crash Timeliness-Average

The target was not met; the average crash timeliness of reports has apparently plateaued. The current timeliness is excellent overall. In the FFY2025 AGA, Maine will plan to improve timeliness by encouraging law enforcement agencies to increase the timeliness of the supervisory review cycle. This will allow crash reports to be submitted to the State repository in a timelier manner.

5.1.10 Crash Uniformity

Crash Uniformity in Maine is dependent on revisions to the Maine Crash Form; there were no revisions during the performance period. Maine does not expect to track this performance measure in the FFY2025 AGA.

5.1.11 EMS Uniformity

EMS Uniformity in Maine is excellent at 98.8% and reaching 100% uniformity may not be realistic. Maine will not be tracking this measure in the FFY2025 AGA.

5.1.12 EMS Completeness

Data from this performance measure was not available.

5.1.13 EMS Timeliness-Received within 24 Hours

Data from this performance measure was not available. Maine will not be tracking this measure in the FFY2025 AGA.

5.1.14 Roadway Uniformity - MIRE -Roadway Segment

The lack of progress in this measure from 2022 to 2023 can be attributed to resource constraints. Despite this, there are plans for gradual improvements in the future, targeting a steady increase in compliance percentages. In the FFY2025 AGA, Maine plans to achieve these targets by enhancing data collection and management processes and coordinating with other stakeholders involved in roadway safety and data management.

5.1.15 Roadway Uniformity-MIRE-At Grade Intersections/Junctions Elements

The lack of progress in this measure from 2022 to 2023 can be attributed to resource constraints. Despite this, there are plans for gradual improvements in the future, targeting a steady increase in compliance percentages. In the FFY2025 AGA, Maine plans to achieve these targets by enhancing data collection and management processes and coordinating with other stakeholders involved in roadway safety and data management.

5.1.16 Roadway Uniformity-MIRE-Interchange/Ramps Elements

The lack of progress in this measure from 2022 to 2023 can be attributed to resource constraints. Despite this, there are plans for gradual improvements in the future, targeting a steady increase in compliance percentages. For the FFY2025 AGA, Maine plans to achieve these targets by enhancing data collection and management processes and coordinating with other stakeholders involved in roadway safety and data management.

Evidence-Based Traffic Safety Enforcement Plan

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 2017-2021 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.

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.

Project Level Report by Program Area

Program Area: Communications (Media)

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

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

Planned Activity Number: PM23-001

Planned Activity Description:

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

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

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

The goal for this project is to focus on all areas of driver behavior and connect with the public on a personal level to create a more memorable PSA consistent with NHTSA messaging. By doing this effectively, drivers will reconsider some of their driving habits for the better.

Planned Activity Performance:

Campaign Spending - Media

The following details total media spending (digital, out-of-home, radio, social media and streaming video and TV) in FY2022/23 (October 2022 – September 2023) by campaign:

Distracted	\$ 577,954
Impaired Driving	\$ 157,653
Mature	\$ 15,425
Motorcycle	\$ 105,808
Occupant Protection	\$ 77,271
OP – CPS	\$ 14,341
Speed	\$ 134,285
Vulnerable Roadway User	\$ 42,998

Young Driver \$ 17,839
 Total Media Paid **\$ 1,143,574**

Plus, Total **FREE & Bonus media \$206,391**

Campaign Impressions - Media

The following is a detail of total impressions by campaign:

<u>Campaign</u>	<u>Demo</u>	<u>Impressions</u>
Distracted	Adults 18-49	51,625,379
Impaired Driving	Men 18-54	11,284,420
Mature	Adults 65+	980,636
Motorcycle	Men 18-54	14,973,730
Occupant Protection	Men 18-49	4,215,616
OP - CPS	Adults 18-64	1,377,816
Speed	Men 18-49	8,909,496
Vulnerable Roadway User	Adults 18+	4,405,071
Young Driver	Teens 16-19	<u>892,132</u>
		98,664,296

Paid Impressions 83,579,865
 Bonus: 1 for 1 PSAs & Over delivery 15,084,431

Direct Mail, Printing, Research - \$39,104

The following details direct mail, printed materials and research projects completed in FFY23:

Direct mail and printed materials

- CPS - Installation guide
- CPS - Protect your precious cargo rack cards.
- Distracted - Just Drive Poster
- Distracted - Hands-Free Driving rack cards.
- GDL Postcard
- Maine Wildlife Brochure
- Motorcycle safety - Lawn signs

Research

- Critical Insights Tracking Survey – Spring '23
- Critical Insights Tracking Survey – Fall '23

Total Safety Campaigns - \$1,182,677

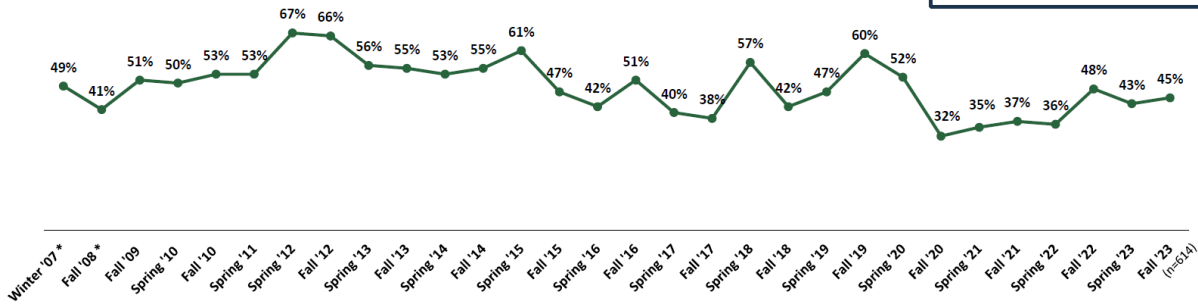
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Recall of Safe Driving Messages (Percent who recall any safe driving campaign)

Overall awareness of safe driving messaging in the fall of 2023 is consistent across the target markets for specific campaigns.

Men Age 18-54	Adults Age 18-54
53%	48%

% within specified groups who recall safe driving messaging.



From Fall 22' to 23' there was a small decrease from 48% to 45% in recall of safe driving messages. Though a small decrease, we believe that part of this reason is because of who was surveyed. In prior years the sample size for 65+ was on average 16%, but this time it rose to 27%. Considering a lot of our media buy is for social media, streaming, and digital, the 65+ demographics falls out of this target audience. The reason for the change is that Critical Insights have to try to have their 55+ sample size appropriate mainers 55+ population which is roughly 43%. Moving forward we will make sure that the target audience for each campaign is being reached out to.

Looking at our post buy reports for almost every area has had an over delivery for when it comes to impressions. For July, August, and September we had our largest over delivery for two of our media buys. For radio there was an over delivery of 44%. This is very impressive as the common thought of radio is that it is a dead media, but this shows that it is still very important. Additionally social media over delivered by 79%. The one media that underdelivered is TV, which caused a few under delivery for some campaigns. This isn't too surprising as TV is trying to find its place as people are moving more toward a digital non-linear viewing habit. For FFY24 we will be decreasing our TV buy and moving it more towards radio and social. We will continue to monitor how TV is delivering impressions and if the increase is there.

As education is going to be a bigger component of our grant programming, we wanted to make sure we had materials that we could easily send to police departments. They would be handing out these materials at community outreach events. New handouts were created as well. One that was created internally is our "Protect your Precious Cargo" buck slip which has information about where to get a new car set, how to get it inspected, and buy-back programs. In addition to this SADD created a post card size handout for Maine's Graduated Driver Licensing (GDL) Laws. The GDL handout is being sent directly to all driver's education schools across the state as it covers provisional restrictions, required supervision, passengers, nighttime driving, and more. Over the course of the year, we also put out 8 press releases. This, plus added value, helped us have a total of 43 interviews. The breakdown is as follows; 17 radio, 14 tv, 3 print and 1 internet release.

For FFY24 we are looking at creating new PSA's and printed material for almost all our program areas. Adding in new PSA's will help keep our message fresh and on the top of mind. Also having safety messages presented in different ways, helps capture a wider audience. Additionally, we are creating a new video for driver educators that focused on driving around commercial motor vehicles, and one for motorcycle riding courses. These items were planned for FFY23 but due to timing constraints they needed to be pushed back.



Planned Activity: Statewide Community Engagement Events for Young Drivers (Branded: Choices Matter/Coaches Playbook/Rule the Road)

Planned Activity Number: PM23-002

Planned Activity Description:

Alliance Highway Safety is an agency specializing in outreach and education programs for highway safety offices across the country. The Bureau wishes to partner with Alliance Highway Safety to conduct traffic safety education through its branded projects such as Choices Matter, Rule the Road, and the Coaches Playbook, which was originally designed for Maine. Choices Matter is a life-changing program for high school students using personal speaker stories and interactive materials to inspire students to make the right choices both behind the wheel and in life. Choices Matter provides a critical component of education for students in high-school and college. In 2015, GHSA released a report called "Under Their Influence: The New Teen Safe Driving Champions." The report identified coaches as great influencers. Alliance Highway Safety created a campaign for Maine to educate coaches on highway safety and influencing their students and athletes to make good driving decisions. The result was a Coaches and Captains Playbook. Finally, Alliance offers a Rule the Road hands-on training program for new and younger drivers to enhance their driving skills in a safe environment. Rule the Road events are specifically focused on teens ages 15-18 and involves activities such as controlled braking, evasive maneuvering, distracted and impaired simulators, seat belt convincer, and seat belt challenges.

Planned Activity Performance:

The Choices Matter Program is an impactful presentation and interactive event focusing on impairment, distraction, and speed. Choices Matter is designed to engage high school students in understanding how one bad decision can impact a lifetime. Choices Matter Peer to Peer Messaging reached 30 schools and Choices Matter School Resource Kits reached 100 schools in Maine. One of the Choices Matter events was at the 101st Air Refueling Wing of the Maine Air National Guard, stationed at Bangor Air National Guard Base. 8 school events were hosted in FFY2023 due to the timing of when MeBHS signed a contract with Alliance Highway

Safety (April 2023). For FFY2024, Choices Matter is planning to host 40 presentations in schools/colleges, 2 Rule the Road events, and make more contacts with Maine schools. 3 Choices Matter presentations have already been conducted.

Date	Event
Wednesday, April 26, 2023	Maine Maritime Academy
Sunday, September 10, 2023	101 st ARW Family Day
Monday, September 11, 2023	Maine Maritime Academy
Wednesday, September 13, 2023	Nokomis Regional High School
Thursday, September 14, 2023	Caribou High School
Friday, September 15, 2023	Fort Kent Community High School
Tuesday, September 26, 2023	Mountain Valley High School
Wednesday, September 27, 2023	Dirigo High School
Thursday, September 28, 2023	Sacopee Valley High School
Saturday, September 30, 2023	Rule the Road - Bangor High School



Expenditures as of January 19, 2024

Planned Activity Title	Planned Activity Number	Funding Source	HSP Approved Budget	Expended
Statewide Media Program	PM23-001	402, 405e, 405f	\$8,463,704.37	\$1,205,801.84
Choices Matter Community Engagement Program	PM23-002	405e	\$ 500,000.00	\$ 162,700.07
Total				\$1,368,501.91

Program Area: Distracted Driving

Distracted driving is believed to be one of the leading causes of crashes and is believed to be grossly under reported. It continues to be the most difficult crash type for which to obtain precise data. Law enforcement officers continue to believe distraction plays a huge part in many the crashes they report on. Although distractions encompass many behaviors from internal passenger distractions, eating, and grooming, electronic device use is the most common thought when discussing distracted driving. High-visibility enforcement and education are proven to be effective together in reducing negative driver behaviors in other program areas. High-visibility enforcement for distracted driving is assumed to have the same effect although a recently released synthesis concluded that for all targeted behaviors, enforcement campaigns were effective at reducing prohibited behaviors, even though the magnitude of the observed safety improvements cannot be predicted by the level of enforcement activity used in the effort.

Planned Activity: High Visibility Distracted Driving Enforcement

Planned Activity Number: DD23-000 (various)

Planned Activity Description:

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

Planned Activity Performance:

In FFY2023, the following law enforcement partners conducted 3,949 hours of overtime enforcement, 6,407 contacts and wrote 1,936 citations for distracted driving. During these distracted driving details, law enforcement agencies additionally issued 78 citations for operating after suspension, 4 OUI and 2 OUI Drug arrests, 13 citations for drug possession, and 22 arrests for warrants. While the 1,936 distracted driving citations issued were a slight decrease from the 1,965 issued in FFY2022, the 6,407 stops conducted during these overtime enforcement patrols were an increase of 295 over the 6,112 stops conducted in FFY2022. Additionally, while we saw an increase in the number of agencies participating to 31 from the 30 agencies that participated in FFY2022, there was a decrease in the number of hours spent on distracted driving patrols from 4,262 in FFY2022 down to 3,949 in FFY2023.

Subrecipient	Planned Activity Number	Award	Expended
Maine State Police	DD23-031	\$24,424.08	\$8,608.66
Kennebec County Sheriff's Office	DD23-020	\$8,000.00	\$7,837.04
Sagadahoc County Sheriff's Office	DD23-009	\$9,900.00	\$9,900.00
Somerset County Sheriff's Office	DD23-016	\$7,750.80	\$2,903.84
York County Sheriff's Office	DD23-013	\$11,367.00	\$7,471.40
Auburn Police Department	DD23-015	\$7,020.00	-
Augusta Police Department	DD23-029	\$9,000.00	\$9,000.00
Bath Police Department	DD23-002	\$13,100.00	\$12,909.69
Berwick Police Department	DD23-026	\$16,546.00	\$10,184.70
Biddeford Police Department	DD23-030	\$17,082.58	\$8,406.89
Bridgton Police Department	DD23-022	\$5,000.00	\$875.63
Brunswick Police Department	DD23-017	\$9,828.80	\$6,746.23
Cape Elizabeth Police Department	DD23-018	\$5,000.00	\$5,000.00
Caribou Police Department	DD23-027	\$4,956.00	\$2,354.23
Ellsworth Police Department	DD23-003	\$6,000.00	\$3,844.76
Gorham Police Department	DD23-004	\$9,292.80	\$9,292.80
Holden Police Department	DD23-005	\$22,000.00	\$20,268.75
Kennebunk Police Department	DD23-006	\$8,500.00	\$5,283.46

Lewiston Police Department	DD23-014	\$11,100.00	\$11,078.69
Lisbon Police Department	DD23-023	\$6,398.48	\$203.36
Madawaska Police Department	DD23-024	\$8,400.00	\$1,746.90
Mechanic Falls Police Department	DD23-028	\$5,249.00	\$1,262.00
Presque Isle Police Department	DD23-007	\$12,000.00	\$12,000.00
Rumford Police Department	DD23-008	\$11,639.00	\$11,027.64
Saco Police Department	DD23-025	\$3,160.80	\$3,160.80
Sanford Police Department	DD23-010	\$9,585.42	\$3,460.28
Scarborough Police Department	DD23-001	\$40,500.00	\$25,732.83
Westbrook Police Department	DD23-011	\$7,262.00	\$7,095.45
Windham Police Department	DD23-021	\$5,751.40	\$4,482.70
Wiscasset Police Department	DD23-012	\$6,729.00	\$6,247.37
York Police Department	DD23-019	\$7,174.68	\$ 6,257.00
Total			\$224,643.10

Planned Activity: Distracted Driving Observational Survey

Planned Activity Number: USM23-001

Planned Activity Description:

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

Planned Activity Performance:

A total of 11,585 drivers were observed in 2023, 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, 1.8% in 2022 and 1.4% in 2023. 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. The 2023 survey did not mention any results of drivers with an in-ear device. Manipulation of a phone was coded as occurring 3.1% of the time in 2019, 2.3% of the time in 2021, back up to 3.1% in 2022, and falling to 2.1% in 2023. Any Use (Handheld or Manipulating) was seen among 6.1% of drivers in 2019, 3.8% in 2021, 4.5% in 2022, and 3.1% in 2023.

Expenditures as of January 19, 2024

Planned Activity Title	Planned Activity Number	Funding Source	HSP Approved Budget	Expended
High Visibility Distracted Driving Enforcement	DD23-001-DD23-031	405e	\$1,699,580.95	\$224,643.10
Distracted Driving Observational Survey	USM23-001	405e	\$150,000.00	\$80,824.39
Total				\$305,467.49

Program Area: Impaired Driving-Alcohol and Drug

The below planned activities were funded and implemented in FFY2023 using our Maine Impaired Driving Strategic Plan and NHTSA's *Countermeasures That Work (10th edition, 2020)*. These planned activities were chosen for their proven and anticipated impact on the impaired driving performance targets discussed 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, meetings with partners, and conscientious program management contributed to the overall success of meeting our performance target for FFY2023. A continued combined focus on drug-impaired and alcohol-impaired driving is necessary to see further reductions in impaired related crashes and fatalities. Effective and thorough Impaired Driving Program Management is necessary for an Impaired Driving Program to achieve any measure of success. Impaired driving continues to be a major concern on our state roadways. Despite driver safety programs and enforcement efforts, alcohol impaired driving crashes continue at a rate of approximately 17% of all crashes that take place here in Maine. Additionally, the legalization of marijuana back in 2016, has increased the need for more administration of our impaired driving program.

Planned Activity: Impaired Driving Program Management and Roadside Testing Vehicle Operations

Planned Activity Number: AL23-001

Planned Activity Description:

Funding and costs associated with this program area include allowable expenditures for program manager activities, travel, and training. Costs may also include general expenditures for operating costs e.g., printing, supplies, state indirect rates, insurance, and postage. The MeBHS roadside testing vehicle (RTV) will also be supported under this project. Maine State Police (MSP), local law enforcement and the MeBHS will be reimbursed for all necessary RTV operational and maintenance expenses including supplies and equipment (with NHTSA pre-approval prior to purchase), overtime for the troopers and other drivers working the RTV activities (estimated at \$65 per hour for 150 hours), fuel, maintenance, repairs, and monthly fees associated with storage (estimated at \$3600) tolls, radio fees, and OIT/Wi-Fi. This project benefits and supports all Maine law enforcement agencies at their sobriety checkpoints, including those scheduled by RIDE Teams.

Planned Activity Performance:

The MEBHS Program Coordinators manage program activities specific to preventing and reducing alcohol and/or drug impaired crashes, fatalities, and injuries. The two Highway Safety Coordinators for Impaired Driving are Jeremy Morin and Kasey Theriault. During FFY2023, on top of managing grants awarded to our law enforcement partners, Jeremy and Kasey also attended many trainings and meetings with various agencies/partners. NHTSA's 4/20 planning meetings were started to create a campaign in April 2023 specifically for marijuana use while behind the wheel, Kasey was in attendance. A Marijuana Studies and What Law Enforcement Needs to Know webinar was hosted by MEBHS Traffic Safety Resource Prosecutor's (TSRP) for Michigan TSRP's, Kasey attended in May. Jeremy and Kasey both attend the quarterly Impaired Driving Task Force (IDTF) meetings, for which Jeremy is the chairperson. The Impaired Driving Strategic Plan was reviewed, updated, and approved by the IDTF in May 2023. When the AAA Northern New England Impaired Driving Summit was held in June, Jeremy and Kasey were both in attendance. Both Jeremy and Kasey attended the GHSA National Conference in August, which gave them the opportunity to attend impaired driving specific workshops. Through networking, at the conclusion of these workshops, they each made some great contacts with various types of expertise regarding impaired driving. Jeremy attended the annual DRE refresher training at the Maine Criminal Justice Academy (MCJA) in September. That day long training included presentation of DRE awards given to top performing DRE officers, sharing of information gathered at the National IACP Conference and brief workshops regarding the DRE evaluation curriculum.

Throughout FFY2023, we continued to utilize the Highway Safety Plan and The Impaired Driving Strategic Plan. The planned activities implemented and reported on below were administered by MEBHS.

The Maine Bureau of Highway Safety Roadside Testing Vehicle (RTV) was not utilized as much during FFY2023 as in years past due to ongoing staffing issues with law enforcement agencies statewide. The RTV was still requested though on several occasions. The RTV was utilized for nine (9) OUI checkpoint details and/or saturation patrols, as well as a few educational events around the state. The Maine State Police conducted two collaborative checkpoints with The Lewiston Police Department, which resulted in multiple OUI and OUI Drug arrests. The Maine State Police SPIDRE Team was asked to assist The Orono Police Department with additional enforcement during a "Maine Day" event. Multiple SPIDRE Team Members responded to that call for assistance, and the RTV was also brought on site. This event resulted in multiple OUI charges/arrests.

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

- Maine State Police
- Lewiston Police Department
- Gorham Police Department
- Orono Police Department
- Presque Isle Police Department
- Saco Police Department
- Hancock County Sheriff's Office



Bureau of Highway Safety Roadside Testing Vehicle in new winter storage “home”

Highway Safety Coordinator Jeremy Morin was able to find and secure a new, winter storage location for the RTV late in FFY2023. Through a series of phone calls to various people with local organizations, Jeremy finally contacted an area businessman that owns a hangar at the Waterville, Maine Airport. The businessman is also a commercial pilot and he had recently finished construction on his new, 70X80 foot hangar on the airport grounds. Jeremy and Specialist Seth Allen from the Maine State Police (The Impaired Driving Reduction Trooper) negotiated terms for storage of the RTV for the winter of 2023/2024 and quite possibly for many winters to come. As the RTV is a very expensive piece of specialized equipment (purchased with federal funds), it is never used in winter months to preserve and extend the “life” of the vehicle.

Planned Activity: Maine State Police SPIDRE Team

Planned activity number: ID23-001

Planned Activity Description:

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

Planned Activity Performance:

In federal fiscal year 2023, the Maine State Police SPIDRE team conducted 205 hours of impaired driving enforcement, which included 200 total contacts while on saturation patrol and 715 contacts at checkpoints. In addition to the impaired drivers arrested, many other drivers showed signs of impairment, which led law enforcement to conduct standardized field sobriety tests. The results ultimately deemed those other motorists to be not impaired. Enforcement efforts were significantly reduced during FFY2023 due to ongoing staffing issues within the State Police. Even though the Team had a relatively low amount of enforcement details, their efforts did lead to the following arrests and/or citations:

- 9 Total Operating Under the Influence (OUI) Arrests
 - 7 under the influence of alcohol
 - 1 juvenile OUI (.00 violations)
 - 1 operating under the influence (OUI) Drugs
 - 15 warnings issued after SFSTs were performed.
- 3 Operating After Suspension Citations

- 2 Speeding Citations
- 4 Other Moving Violation Citations
- 4 Arrest Warrants
- 2 Felony drug offenses

Planned Activity: Regional Impaired Driving Enforcement Teams (RIDE)

Planned activity number: ID23-002

Planned Activity Description:

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

Planned Activity Performance:

For federal fiscal year 2023, this project did not go as we had originally planned. The only team we had planned on having details conducted by was the York County RIDE Team. Unfortunately, due to ongoing “low” staffing levels with many of the Law Enforcement Agencies that typically help make up the York County RIDE Team, no details were conducted during FFY2023. There were two Law Enforcement Officers that are “regular” RIDE Team Members that did assist the Gorham Maine Police Department with an OUI Checkpoint on July 1, 2023. No OUI arrests were made during that checkpoint detail.

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

Planned activity number: ID23-000 (various)

Planned Activity Description:

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

Planned Activity Performance:

Over the course of Federal Fiscal Year 2023, the agencies listed below conducted 2,293 hours of overtime saturation patrols, which include OUI checkpoints. During these many hours of Impaired Driving details, Law Enforcement Officers stopped 7,225 motor vehicles and issued 107 citations for impaired driving violations. The media plan for Impaired Driving is discussed under the Paid Media Program Report section at the end of this year’s Annual Report. It will show the relationship between our paid media plan and the high visibility enforcement efforts by our Law Enforcement Partners.

Expenditures through January 19, 2024

Subrecipient	Planned Activity Number	Award	Expended
Bath Police Department	ID23-025	\$5,934.00	\$5,934.00
Brunswick Police Department	ID23-026	\$4,914.00	\$831.34
Ellsworth Police Department	ID23-027	\$8,000.00	\$7,099.41
Gorham Police Department	ID23-028	\$22,360.80	\$22,297.42
Hampden Police Department	ID23-029	\$5,958.00	\$0.00
Holden Police Department	ID23-030	\$6,600.00	\$6,568.63
Kennebunk Police Department	ID23-031	\$8,566.25	\$1,393.06
Presque Isle Police Department	ID23-032	\$12,000.00	\$11,355.29
Rockland Police Department	ID23-033	\$4,875.00	\$2,693.31
Sabattus Police Department	ID23-034	\$5,312.80	\$4,671.84
Sagadahoc County Sheriff's Office	ID23-035	\$10,440.00	\$10,149.32
Sanford Police Department	ID23-036	\$14,378.13	\$0.00
Scarborough Police Department	ID23-037	\$12,000.00	\$5,408.70
Westbrook Police Department	ID23-038	\$3,485.76	\$3,436.34
Wiscasset Police Department	ID23-039	\$6,729.00	\$6,729.00
York County Sheriff's Office	ID23-040	\$12,630.00	\$3,809.74
York Police Department	ID23-041	\$11,060.04	\$747.53
Kennebec County Sheriff's Office	ID23-042	\$5,000.00	\$3,947.04
Lewiston Police Department	ID23-043	\$9,852.00	\$9,852.00
Somerset County Sheriff's Office	ID23-044	\$2,583.60	\$458.88
Cumberland County Sheriff's Office	ID23-045	\$5,000.00	\$433.29
Lisbon Police Department	ID23-046	\$16,012.60	\$689.98
Rumford Police Department	ID23-047	\$10,096.28	\$9,132.09
Berwick Police Department	ID23-048	\$5,378.00	\$3,935.15
Madawaska Police Department	ID23-049	\$8,000.00	\$2,322.20
Augusta Police Department	ID23-050	\$6,000.00	\$4,808.05
Wells Police Department	ID23-051	\$11,860.00	\$11,022.80
Total			\$139,726.41

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

Planned Activity Number: ID23-014 (Phase 2)

Planned Activity Description:

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

Planned Activity Performance:

FFY2023 was the third year of a five-year plan to phase in new breath testing devices in support of the “Drive Sober or Get Pulled Over” and “Drive Sober, Maine!” campaigns. In FFY2022, the Maine Department of Health and Human Services, Health and Environmental Testing Laboratory continued to work on the validation process required to rollout the thirty EBTs purchased during FFY2021. Following a delay in software from the vendor, and a laboratory relocation, the lab was finally able to install and validate the custom software to ensure it would continue to meet the State’s needs. The initial thirty EBTs are now scheduled to be deployed in the field during December 2023. The Intox 9000 transition training was conducted thru the MCJA in the spring of 2023 for law enforcement officers that hold an Intox 8000 certification. Training units were sent from the lab to various locations in Southern Maine. Additionally, during FFY2023, numerous trainings given by laboratory staff were provided to law enforcement and the Bureau of Motor Vehicles. The training was in regard to the updated functionality of the new EBT 9000s. The phase-two procurement of additional instruments has been put on hold until the placement of the first 30 units is complete. Phase 2 is being planned for FFY2024.

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

Planned Activity Number: Various Beginning with ID23-100

Planned Activity Description:

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

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

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

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

Planned Activity Performance:

The DRE/FP "call out" assistance planned activity was successful throughout FFY2023 as Maine added 11 new DRE Law Enforcement Officers (LEOs) and 0 new Forensic Phlebotomy trained LEOs. This program will continue to be an important part of impaired driving high visibility enforcement grant details in FFY2024.

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 FFY2023, the DRE portion of this planned activity provided funding so that 1 DRE training school could be held. This school produced the 11 new DRE Officers, that were mentioned above. Grant funding also helped to cover travel expenses for these 11 new DRE Officers to attend DRE Field Certification Training, which was once again held at a facility in Jacksonville, FL. The experience at that facility was an overall success and the MCJA plans to send the next class of DRE Officers back to that location for FFY2024.

The statewide total of DRE Officers here in Maine is now at 85, with 5 recently expired DRE certifications. However, those DRE Law Enforcement Officers are working on getting recertified and at that point, Maine's total number of certified DREs will be at 90. Funding also helped to provide one DRE recertification training class that 50 DREs attended. Maine's total number of DRE Instructors currently certified stands at 20, with two other instructors working on their recertification.

MEBHS and The MCJA would like to note that according to national statistics, during the period of 10-1-2022 to 9-30-2023, 480 enforcement evaluations (an 11.8% increase over FFY2022) and 105 training evaluations were conducted. This data has also been entered into the DRE national database.

The MCJA hosted an annual DRE Refresher Training Day on September 7, 2023. During this training day, several awards were presented to top performing DRE Law Enforcement Officers (LEOs). Maine State Police Specialist Seth Allen was presented with an award as the "top producer" of DRE evaluations, having performed 41 DRE enforcement evaluations during FFY2023. A total of 480 enforcement evaluations were performed all throughout FFY2023 by all of Maine's Certified DRE LEOs, with the top 10 producing DRE LEOs having conducted 172 (35.8% of the 480) of them.

A Forensic Phlebotomy refresher course was held November 2022. 11 Forensic Phlebotomists attended for a refresh in skills and maintained their credentials. No Forensic Phlebotomy training courses were held in FFY2023. MEBHS ran into issues with low enrollment for the training course and lack of correspondence with community college handling course. The number of Forensic Phlebotomists statewide is now 26. To combat the impaired driving within our state, we need more Maine LEO's trained as Forensic Phlebotomists in the field. For FFY2024, we are looking into other training opportunities within NHTSA approval and hope to offer at least 1 training class.

In total for FFY2023, MEBHS processed reimbursement requests that covered 108 Drug Recognition Expert evaluation callouts and 152 Forensic Phlebotomy blood draw callouts.

Expenditures through January 19, 2024

Subrecipient	Planned Activity Number	Award	Expended
Holden Police Department	ID23-100	\$14,750.00	\$13,464.19
Kennebunk Police Department	ID23-101	\$6,353.28	\$891.99
Presque Isle Police Department	ID23-102	\$6,600.00	\$6,600.00
Scarborough Police Department	ID23-103	\$3,432.80	\$1,280.06
Westbrook Police Department	ID23-104	\$3,485.76	\$2,141.63
Brunswick Police Department	ID23-105	\$7,257.00	\$7,049.88
Maine State Police	ID23-106	\$19,998.98	\$11,105.98
York Police Department	ID23-107	\$7,989.20	\$3,460.12
Lewiston Police Department	ID23-108	\$5,732.00	\$2,638.66
Biddeford Police Department	ID23-109	\$9,490.32	\$690.05
Bridgton Police Department	ID23-110	\$2,500.00	\$0.00
Rumford Police Department	ID23-111	\$3,856.48	\$394.69
Gorham Police Department	ID23-112	\$9,873.60	\$6,496.71
Augusta Police Department	ID23-113	\$6,830.00	\$3,683.73
Maine Warden Service	ID23-114	\$7,521.00	\$2,457.09
Franklin County Sheriff's Office	ID23-115	\$3,253.70	\$919.58
Wells Police Department	ID23-116	\$6,800.00	\$2,124.62
East Millinocket Police Department	ID23-117	\$4,554.00	\$1,163.64
Total			\$66,562.62

Planned Activity: DHHS HETL Lab Chemists/Toxicologists

Planned Activity Number: ID23-006

Planned Activity Description:

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

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

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

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

Planned Activity Performance:

While not all the planned goals were met in FFY2023 this planned activity continues to be extremely successful. The Health and Environmental Testing Lab continues to maintain its accreditation through the ANSI National Accreditation Board with the blood drug testing program and the newly optimized urine drug testing program being a successful asset of the whole Forensic Chemistry Program.

The urine drug testing program was able to go live with newly optimized testing methods January 2023, these new testing methods are more sensitive than the previous testing methods. Chemists Ellen Fraser and Nicole Ingalls have been instrumental in making these program optimization and advancements.

Due to the laboratory relocation, increased sample volume, and training new staff the blood drug testing program was not able to expand with new testing methods, specifically the go live of the Novel Psychoactive Substances (NPS) panel and development of an Inhalants panel. The two new chemists funded by this planned activity were fully trained and certified to perform blood drug testing this FFY2023 so there are now four chemists who certified to perform blood drug testing. The laboratory continues to collaborate 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 FFY2023, the two certified chemists funded through this planned activity were not able to maintain testing of casework and a “backlog” of approximately three months developed. This was a direct result of the laboratory relocation, increased sample volume, and training new staff. This three month “backlog” has been maintained with two certified chemists performing testing and it is anticipated that with four chemists performing testing that it shall be eliminated.

The chemists attended multiple remote trainings throughout the year, including the Society of Forensic Toxicologists Conference and the Virtual 2023 Current Trends in Forensic Toxicology Symposium. One of the chemists, Ellen Fraser, continues to serve on the New England Area Toxicologist’s Guidance Committee. In addition, the chemists have also provided training and expertise to many agencies throughout the State of Maine.

In FFY2023 the Maine Health and Environmental Testing Laboratory processed:

- 567 blood samples tested for alcohol.
- 450 blood samples tested for drugs.
- 50 urine samples tested for drugs.

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

Planned Activity Number: SA23-002

Planned Activity Description:

MeBHS, with our partners, will continue to elevate the importance of the serious and growing issue of drug impaired driving by hosting another annual summit like previous successful summits. The date and location will be determined upon contract negotiation with AAA NNE. The project opportunity will be released upon approval of this Plan. These specialized Impaired Driving Summits are usually attended by over 200 people. Several out of state national speakers present at the conference. For AAANNE to continue to provide the level of instruction and demonstration necessary for participants to continue to attend, and for CEU’s to be granted to eligible participants in the legal field, it is imperative to the program that AAANNE representatives attend other national conferences that allow them the opportunity to network and see and hear other topnotch speakers and secure them for our annual summits. A survey was conducted to measure the attendance and effectiveness of the Summit. Responses indicated a need for a yearly summit with highly rated speakers. The attendance at the Annual Maine impaired driving summit has ranged from 200-250 attendees in years past including in FFY2021 when the Summit was held virtually. The FFY2023 Summit is underway and planned for June 27, 2023, at Husson University. The goal is always to increase the attendance of the Impaired Driving Summits and to encourage greater judicial and legislative attendance. The summits generate a significant amount of earned media and the after-event surveys provide useful recommendations for ongoing annual summits in Maine.

Planned Activity Performance:

The 2023 Maine Impaired Driving Summit was held in Bangor, ME at the Cross Insurance Center and was attended in-person by over 135 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. Technology within the impaired driving world was a big topic this year, learning what is being created and how to utilize it.

The summit included the following sessions:

- **A Tragic Day in Randolph, NH | Was Justice Served?**
 - Colleen Scarneo, Forensic Toxicologist, New England Forensic Toxicology, LLC
- **Office of Cannabis Policy Update**
 - Mark Desjardin, Field Investigator, Office of Cannabis Policy
- **Emerging Trends in Impaired Driving Investigation, Defense, and Prosecution**
 - Pat Mador, Androscoggin County Assistant District Attorney
 - John Webb, Attorney, Webb Law
 - Ellen A. Fraser, Blood Drug Testing Program Supervisor, Health and Environmental Testing Laboratory
 - Annette Oliver, Section Manager for Driver License Services-Control, Maine Bureau of Motor Vehicles
 - Detective John Roma, Brunswick Police Department
 - Moderator: Scot Mattox, Maine Traffic Safety Resource Prosecutor
- **Technology, Tools, and Resources to Combat Impaired Driving Cases**
 - Erin Inman, Staff Attorney, National Traffic Law Center
- **Cannabis Communications – Community Engagement**
 - Sam Cole, Traffic Safety Communications Manager, Colorado DOT
 - Jeff Larason, Program Director for Highway Safety Communications, Travelers Marketing
- **Advanced Impaired Driving Prevention Technology: A Future of No More Victims**
 - Stephanie Manning, Chief Government Affairs Officer, MADD
- **The Mellanby Effect: Why Impaired Individuals Should Not Be Allowed to Be Behind the Wheel**
 - Scot Mattox, Maine Traffic Safety Resource Prosecutor
 - Joshua Saucier, Assistant Maine Traffic Safety Resource Prosecutor

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: ID23-009

Planned Activity Description:

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

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

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 FFY2023. 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 (MCJA).

Specialist Allen continues to be actively involved with Maine's Drug Recognition Expert (DRE) program and he is often utilized by prosecutors as an expert witness in impaired driving enforcement cases. During FFY2023, Specialist Allen assisted Maine's two TSRPs to conduct enhanced SFST refresher trainings at various locations around the state, which included current case law discussion provided by the TSRPs.

In FFY2023, Specialist Allen continues to coordinate activities conducted by 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 out in Anaheim, California, when was held in August. He helped to bring back relevant, up to date, information to enhance Maine's impaired driving training program. Spc. Allen also attended the Maine Impaired Driving Summit.

Specialist Allen continues to act as the Breath Testing Device (BTD) site coordinator for the MEBHS Roadside Testing Vehicle (RTV), as well as the Maine State Police (Troop B Barracks). Spc. Allen is a subcommittee member as well. The BTD subcommittee is responsible for testing, writing & revising the BTD manual, training BTD operators, and installation of the Intoxilyzer 9000 Instruments.

Planned Activity: Specialized Law Enforcement Training (Impaired) MCJA

Planned Activity Number: ID23-010

Planned Activity Description:

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

This project funds the specialized training and supplies necessary for law enforcement officers to detect, apprehend, and prosecute motorists suspected of operating under the influence of alcohol and/or drugs. The Maine Impaired Driving Task Force has identified that a best practice methodology for OUI investigation dictates a three-pronged approach: (1) the NHTSA approved curriculum in Standardized Field Sobriety Testing (SFST) which is mandatory for all new police officers trained at the Maine Criminal Justice Academy's Basic Law Enforcement Training Program; (2) the Advanced Roadside Impairment Driving Enforcement (ARIDE) program offered to experienced patrol officers who desire better awareness of OUI drug cases; and (3) The Drug Recognition Expert (DRE) program for those police officers who excel in OUI Enforcement. The MeBHS recognizes the need to increase DREs and is actively working toward that goal. To ensure that they meet the proficiency requirements without undue delay, these individuals may travel out of state for their certification requirements. This project provides travel expenses for DRE candidates to complete field

certifications in more densely populated states. This project also funds selected attendance at the annual IACP DRE Conference which is critical for keeping DRE's current and proficient in utilizing best practices. These projects are administered jointly with the Maine DRE and impaired driving training coordinator at the Maine Criminal Justice Academy (MCJA). We expect to train 80-100 new officers for ARIDE and at least 15 new Drug Recognition Experts in FFY2023.

Planned Activity Performance:

The Maine Criminal Justice Academy (MCJA) was able to utilize grant funds in federal fiscal year 2023 to provide advanced courses and educational materials for impaired driving enforcement activities.

The MCJA offered 5 ARIDE classes statewide with a total of 57 students attending, increases of 25% and 16% respectively, over the numbers from FFY2022. MCJA provided Breath Testing Device (BTD) Instructor updates and Intoxilyzer 9000 instrument transition training for lead BTD instructors. This includes 35 instructors from York & Cumberland Counties, two of Maine's higher population counties. Those instructors then completed transition training for 95% of all BTD operators in York and Cumberland Counties, in preparation for the Intoxilyzer 9000 deployment. Software delays from CMI have contributed to the delay of the deployment of our Intoxilyzer 9000 instruments. Maine currently has 110 BTD instructors throughout the state.

In the MCJA 18-week Basic Law Enforcement Training Program (BLETP), 133 new law enforcement officers were trained in the NHTSA SFST curriculum during FFY2023. There were an additional five officers, who attended full-time academies out of state, where they received SFST training. All total, there were six SFST training classes, and one SFST Instructor Development Class also held during FFY2023. Maine currently has a total of 96 SFST instructors statewide.

This grant also provided funding for our State's Drug Evaluation and Classification 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 Anaheim, CA, in August 2023. Edwin D. Finnegan was once again able to attend this annual conference to gather recent, up to date information, that helps to strengthen Maine's DRE Program.

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

Planned Activity Number: ID23-013

Planned Activity Description:

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

This project would support additional funds (above the state stipend) for call out and travel costs associated with civilian phlebotomists to respond, on as needed basis, to law enforcement officers requesting an evidential blood draw in impaired driving cases. The Maine Bureau of Highway Safety maintains the roster of qualified civilian phlebotomists available for call out. This list is distributed to local dispatch centers across the State of Maine. We anticipate upon roll-out of the program, that we will have up to 15 civilian phlebotomists available for on-call.

Planned Activity Performance:

Throughout FFY2023, our list of civilian phlebotomists has assisted many law enforcement agencies with collecting blood for evidence in impaired driving cases. 51 reimbursements for call outs were received in the federal fiscal year. The active list of civilian phlebotomists is 7, we added two new civilian phlebotomists this FFY. MEBHS is always looking to add more well qualified individuals to our civilian phlebotomist roster. The process of increasing the fee per blood draw call out will occur in FFY2024.

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

Planned Activity Number: ID23-015

Planned Activity Description:

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

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

Planned Activity Performance:

Activity not completed in FFY2023. 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. This project has been discontinued for future consideration in FFY2024-2026.

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

Planned Activity Number: ID23-011

Planned Activity Description:

Traffic Safety Resource Prosecutors:

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

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

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

Trainings:

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

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

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

Prosecutor and Toxicologist Expert Testimony in Impaired Driving Cases: As chemical testing in impaired driving investigation becomes more complicated with caselaw and the addition of drug blood testing capabilities at the Maine HETL laboratory and the

addition of specialized expert staff and recreational cannabis becomes more widely popular, the frequency and need for expert testimony in drug impaired driving cases will be needed. These professionals will benefit from specific training designed to teach them better courtroom communication skills. This is a one-day class.

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

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

HIPAA: Medical Records and Search Warrants

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

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

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

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

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

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

Planned Activity Performance:

Maine has 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 FFY2023 concluding, they collectively attended 41 trainings or conferences such as TSRP National Conference, Maine Prosecutors Conference, and DRE Annual Refresher Training. 43 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. 24 committee meetings were attended by the TSRP's this FFY. Assistant TSRP Josh Saucier is the Vice Chair of the Impaired Driving Task Force.

The Maine TSRPs collectively presented or assisted with over 43 trainings during the Federal Fiscal Year of 2023. The training topics were on various traffic safety crimes and other impaired driving related topics. The highlights include:

OUI Investigation Refresher

BLETP ("Legal Environment", "Moot Court", "Administrative Law")

OUI Bootcamp (3-day course) (Auburn, Bangor, Wells)

Implied Consent and Chemical Testing: (Saco, Advanced Warden School)

Assist CT TSRP with presentation on BMV hearings in DRE cases

DRE School: Cannabis, CVs, Drug Combos

Chemical Testing Expert Testimony at HETL Lab in Augusta

Maine Impaired Driving Summit: The Mellanby Effect

DRE Refresher Training: Caselaw Update and Statutory Review

ARIDE: Drugs in the Human Body & Cannabis (Brunswick, Holden)

Maine's TSRPs received several individual requests for assistance with answering traffic safety crimes related questions throughout FFY2023. 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 123 times during FFY2023; 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 32 electronic mailings for FFY2023 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:

On boarding of two new LELs

- Recruiting, interviewing, hiring

- Creation and implementation of orientation program which included significant traffic safety crimes training

- Reading, online classes, and projects

- TSRP Mattox attended a national conference on professional development for State LELs

Released the Maine OUI Guide 2023

Meetings with various elected DAs

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

Liaised between hospital, using the hospital's general counsel, and officer regarding incident

Reviewed various state statutes and regulations regarding their effects on traffic safety.

Review and offer thoughts on NTSB letters and requests

Developed Good Samaritan Law Flowchart for officers to use in potential OUI overdose cases

Assisted with developing training materials related to the Intoxilyzer 9000

Assisted with amending IDTF Charter

Updated model forensic phlebotomist policy

Worked to get BMV to suspend for more drug OUIs (still working on)

Began/partook in talks discussion fatal crash response teams

Assisted District VI with review of fatal crash prosecutions; Assisted District VI with active fatal crash investigations/charging decisions.

Assisted District III with a drug OUI fatal when blood draw used an expired blood kit

Participated in NHTSA Management review and Motorcycle Safety Assessment

Expenditures as of January 19, 2024

Planned Activity Title	Planned Activity Number	Funding Source	HSP Approved Budget	Expended
Impaired Driving Program Mgmt. & Roadside Testing Vehicle	AL23-001	402	\$300,000.00	\$184,441.25
Maine State Police SPIDRE Team	ID23-001	405d	\$150,000.00	\$8,105.73
RIDE Teams	ID23-002-004	405d	\$50,000.00	\$0.00
NHTSA DSOGPO HVE	ID23-025-ID23-051	405d	\$1,000,000.00	\$139,726.41
BTD Procurement for HVE	ID23-014	405e	\$1,000,000.00	\$11,670.53
DRE & FP Training and Call Out	ID23-100 – ID23-117	405d	\$350,000.00	\$66,562.62
DHHS HETL Lab Chemists	ID23-006	405d, 405e	\$1,500,000.00	\$424,087.98
Maine Annual Impaired Driving Summit	SA23-002	405d	\$50,000.00	\$21,812.08
Statewide Impaired Driving Coordinator (MSP)	ID23-009	405d	\$350,000.00	\$137,883.67
MCJA Specialized Law Enforcement Training	ID23-010	405d	\$100,000.00	\$27,685.11
Civilian Phlebotomy Call Out and Travel	ID23-013	405e	\$475,489.48	\$0.00
Impaired Driving Mobile App	ID23-015	405e	\$500,000.00	\$0.00
TSRPs & Training	ID23-011	405e	\$7,580,000.00	\$535,210.55
Total				\$1,557,185.93

Program Area: 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 were not wearing a helmet. Reasons and/or causations that are listed on crash reports indicate inexperience, speed, recklessness, failure to maintain lane, and failure to navigate curves/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 a professionally taught rider education course, and we will again increase our media presence on radio, television, as well as digital/social platforms. The emphasis will be specifically around rider conspicuity, rider training and rider safety gear. We will also continue our partnership with motorcycle rider organizations dedicated to safety of all riders.

Planned Activity: Motorcycle Safety Paid Media Campaign

Planned Activity Number: (See also PM23-001)

Planned Activity Description:

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

Planned Activity Performance:

For FFY2023, we continued with our Motorcycle Safety Campaign that ran from May (which is Motorcycle Safety Awareness Month here in Maine) until early September. Our expanded campaign and our current Public Service Announcement (PSA) have proven to be very effective as the “Share the Road” safety message awareness rate is at 72%. Like prior years, we had 3,000 more smart riding guides printed and distributed to Motorcycle Rider Training locations throughout the state. These have been very well received by new riders and the instructors for the past few years. We continued our partnership with the United Bikers of Maine, as we once again attended their annual “Teatime” Event, which gets held at the Governor’s Mansion. Maine’s Governor, Janet Mills, spoke during the event as did Colonel Bill Ross, Chief of The Maine State Police. This event is always held during the Month of May, as it helps to promote Motorcycle Safety Awareness Month here in our State. MeBHS, along with other Motorcycle Safety Stakeholders, continued to hold Motorcycle Safety Task Force Meetings throughout FFY2023. The task force is made up of a few Staff Members from the Bureau of Motor Vehicles, a few members from Maine’s Law Enforcement Community, two (2) members from the United Bikers of Maine (which is a MRO – Motorcycle Rights Organization founded in 1975) and a staff person from AAA NNE. In addition, MeBHS is planning on creating a new Motorcycle Safety PSA, as well as a Motorcycle Safety Training video, which would be a collaborative effort with our partners at the Bureau of Motor Vehicles.

Planned Activity: Motorcycle Safety Program Assessment

Planned Activity Number: MC23-001

Planned Activity Description:

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

The program assessment will provide the following benefits:

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

Planned Activity Performance:

Director Lauren Stewart and Highway Safety Coordinators Jeremy Morin, Nate McLaughlin and Nick Brown were the MeBHS Staff Members that participated in NHTSA’s Assessment of Maine’s Motorcycle Safety Program in January 2023 at the request of the Bureau. Also involved was the Driver and Rider Training and Licensing Unit at the Bureau of Motor Vehicles. The Highway Safety Coordinators and BMV staff created the briefing book for the assessment which consisted of 11 different sections. MeBHS also created

the agenda for the assessment which lasted for 4 and ½ business days. The assessment went very well, and a lot of valuable input was provided to the assessment team by various stakeholders of Maine’s Motorcycle Safety Program. The Motorcycle Safety Task Force (MSTF) determined in a recent meeting that we have implemented a few of the recommendations to help improve our motorcycle safety program during FFY2023. For FFY2024, the MSTF will further review the recommendations listed in the motorcycle safety assessment from January 2023. The plan is to see which recommendations for program improvement, if any, might work best for our state. If the MSTF determines a particular recommendation (or recommendations) might work, then they will work to figure out how to implement them. We believe that the Assessment and resulting recommendations helped to decrease motorcycle fatalities during FFY2023.

Planned Activity: Motorcycle Safety Education and Training Program

Planned Activity Number: MC23-002

Planned Activity Description:

MeBHS will use the results of the NHTSA Motorcycle Safety Program Assessment in FFY2023, to make improvements to motorcycle training and education, including procuring new training curricula and improvements to delivery in rural areas. If allowed, funds will also procure replacement parts for existing training motorcycles, for impaired goggles, and for measures aimed at retaining and recruiting motorcycle safety training instructors. 405e Flexed to 402 will be used for goggles and items not specific to eligible uses under s. 405f.

Planned Activity Performance:

This project was included in FFY2023 as an amendment; however this planned activity was not implemented in FFY2023 in part because it was difficult to obtain parts and items that meet the funding requirements. MeBHS does plan to review this activity again for possible implementation during FFY2024.

Planned Activity: Motorcycle Safety Public Awareness Lawn Signs (Watch for Motorcycles)

Planned Activity Number: MC23-003

Planned Activity Description:

MeBHS will suballocate s.405f funds to the nonprofit United Bikers of Maine to print and distribute lawn signs with safety messages of Look Twice. Save a Life and Watch for Motorcyclists. Public awareness, suballocation and yard signs are all allowable uses under s.405f, and the Use of NHTSA grant funds certain Purchases Guidance dated May 18, 2016.

Planned Activity Performance:

This project was added as an amendment to the FFY2023 HSP and was incorporated into PM23-001. It was very successful. 1,000 lawn signs with metal stakes were created and then distributed by the United Bikers of Maine (UBM). The UBM President advised MeBHS that the 1,000 lawn signs were evenly divided up and distributed to UBM County Directors in 15 of the 16 Maine Counties. UBM advised MeBHS that the lawn signs were very well received by UBM members as well as the community members within each county that received a yard sign to put outside their residence and/or business. The UBM President also reported to MeBHS that several lawn signs with our motorcycle safety message were also distributed to two motorcycle dealerships here in Central Maine. L-A Harley Davidson in Lewiston got some signs as did Paul Blouin Performance in Augusta. These two dealerships shared the yard signs with motorcycle riding customers. It was also reported to MeBHS that the lawn signs got used at several motorcycle events throughout Maine during FFY2023, to include Maine’s biggest motorcycle rally, called “Statewide”. This is an annual event and UBM received a lot of positive feedback about the lawn signs. The signs were also displayed at two fundraising events that UBM hosts annually, their “Autism Ride” and at their “Wishing for Fishing” fundraising event. At this event, UBM raises money to help provide Maine children with a lifetime fishing license, which is intended to get kids to participate more in outdoor activities. UBM has reported that these lawn signs were very popular, and the thought is that they were very effective in spreading the MeBHS Motorcycle Safety message.

Expenditures as of January 19, 2024

Planned Activity Title	Planned Activity Number	Funding Source	HSP Approved Budget	Expended
Motorcycle Safety Paid Media	PM23-001	402, 405e, 405f		See PM23-001
Motorcycle Safety Program Assessment	MC23-001	405e	\$20,000.00	\$18,411.27
Motorcycle Safety Education & Training Program	MC23-002	405e, 405f	\$30,000.00	\$0.00
Motorcycle Safety Public Awareness Campaign	MC23-003	405f	\$10,000.00	See PM23-001
Total				\$18,411.27

Program Area: Non-Motorized (Pedestrian and Bicycle)

Maine DOT has continued to deliver our statewide pedestrian safety program – *Heads Up. Safety is a Two Way Street*– 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 FFY2024 and beyond.

Planned Activity: Pedestrian and Motor Vehicle Traffic Enforcement

Planned Activity Number: PS23-001-PS23-006

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 2023 Pedestrian Safety Month and plans to address impaired-walking and bicycling, and distracted walking and bicycling, as part of our paid media campaign. MeBHS anticipates 10-15 subrecipients for pedestrian-related enforcement activities. The Maine DOT Pedestrian Safety Working Group is known to work with those that are homeless, older adults, and those 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 370.25 hours of overtime enforcement patrols and made 388 contacts. Out of these total contacts, 86 citations and 126 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 11 citations and 13 warnings for distracted driving. For speed there were 10 citations given and 20 warnings. For this federal fiscal year our numbers for enforcement were lower than in FFY22. Two of the agencies that normally can conduct a lot of enforcement ran into staffing issues and had to return most of all their funding. For FFY24 we will continue with this project, while looking for new ways to help better educate the public on pedestrian safety. We are also looking to partner with new agencies for enforcement. The Bureau of Highway Safety redirects unspent funds when able.

Expenditures through January 19, 2024

Subrecipient	Planned Activity Number	Award	Expended
Bath Police Department	PS23-001	\$9,500.00	\$3,099.94
Westbrook Police Department	PS23-002	\$7,552.48	\$7,446.85
Lewiston Police Department	PS23-003	\$4,200.00	\$4,199.93
Auburn Police Department	PS23-004	\$10,108.00	\$0.00
Rumford Police Department	PS23-005	\$4,954.00	\$3,963.22
Augusta Police Department	PS23-006	\$4,000.00	\$4,000.00
Total			\$22,709.94

Expenditures through January 19, 2024

Planned Activity Title	Planned Activity Number	Funding Source	HSP Approved Budget	Expended
Pedestrian and Motor Vehicle Traffic Enforcement	PS23-001 – PS23-006	402	\$276,978.67	\$22,709.94
Total				\$22,709.94

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Planned Activity: Occupant Protection Program Management and Operations

Planned Activity Number: OP23-001

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's roadways and just about one-half of the deceased in motor vehicle crashes are unbelted. Costs under this program area will include salaries for program manager activities, travel (e.g., TSI training courses, in-State travel to monitor sub-grantees, meetings) and operating costs (e.g., printing, supplies, State indirect rate, postage) directly related to the development, coordination, monitoring, evaluation, public education, monitoring, marketing, and training required of this program. 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 FFY2023 projects implemented and reported on below were administered by MeBHS.

In 2022, the Maine Bureau of Highway Safety (MeBHS) established the Maine Occupant Protection Task Force (OPTF) to identify Occupant Protection issues, review proven strategies, discuss changes to materials, policies, programs, and more. The Occupant Protection Task Force consists of professionals representing law enforcement, administration, emergency services, child services, and other closely related fields that are important to the success of this initiative. The OP Coordinator is the Chair for the Occupant Protection Task Force (OPTF). The OPTF continues to meet bi-monthly (every other month). The mission of the OPTF is to reduce 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 FFY23, the OPTF conducted five meetings. In these meetings, invested stakeholders discussed important issues like seat belt usage statistics, fatal crash analysis statistics, Child Passenger Safety Technician Certification Courses, Occupant Protection Strategic Plan, and much more.

The 2024 Maine Occupant Protection Strategic Plan was created in 2023. It was created by the OP Coordinator with help by various experts in Emergency Medical Services and Students Against Destructive Decisions (SADD). The 2024 Maine Occupant Protection Strategic Plan follows the Uniform Guideline #20 for State Highway Safety Programs provided by the National Highway Traffic Safety Administration (NHTSA). The plan outlines the steps that MeBHS and the OPTF are already taking to support their mission but also ways to continue to improve and grow. The Occupant Protection Strategic Plan discuss topics like legislation, regulation and policy, OP enforcement programs, OP for children's programs, as well as outreach programs.

The CPS Coordinator conducted one meeting for the CPST Instructors and Technicians. The meeting was held in-person at the Department of Public Safety in Augusta on April 18th. Combined with an Instructor meeting, there was a 4-hour CEU Technician Training offered in the morning. The CEU training was open to any CPST in Maine to attend. The training covered new car seats, tips and tricks for installation issues, and discussed Maine's CPS law. Afterwards, there was time for CPST's to receive seat signoffs needed for recertification. This was open to any technician that was in need. There were thirteen CPST's that attended the meeting and six Instructors. Later in the day, there was an opportunity to interview all Instructor candidates.

The CPS Coordinator also created fliers for all four CPS Certification Courses and one Renewal Course that were held during FFY23. 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 FFY23, the OP/CPS Coordinator conducted three televised media interviews and four radio broadcast interviews regarding Child Passenger Safety Week, keeping children safe in vehicles, heatstroke prevention, and Occupant Protection.

There were three new handouts for Occupant Protection and Child Passenger Safety this FFY. One handout was created by the OP Coordinator. That handout, which was titled, "Protect Your Precious Cargo" discusses the importance of not buying, selling, or giving away a used car seat, how to properly dispose of old, not-in-use car seats, and how to obtain a new car seat (if eligible). Another handout titled "You can help keep you child safe in the car." Discusses important steps and advice for parents and caregivers on how to keep their child safe in cars and around them. For example, it talks about using the best car seat for their children, teaching children that a car is not a playground, and always locking their car and keeping keys out of reach.

The last new handout was a "Click It or Ticket Pledge Card." It contained a statistic regarding how many highway deaths in Maine occurred to occupants who were unrestrained. It also discussed the Maine's Occupant Protection Laws and how much the fine was for being unrestrained in a motor vehicle. On the bottom, was a card that drivers/passengers could sign to pledge that they will commit to being a responsible driver/passenger by buckling up every time they are in a car. These pledge cards were distributed to ten law enforcement agencies throughout Maine to hand out during their motor vehicle stops and educate everyone in the car and remind them to buckle up.

Planned Activity: Car Seat Purchase for Income Eligible Children/Inspection Station Technician Support

Planned Activity Number: CR23-001

Planned Activity Description:

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

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

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

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

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 need to know how to install that car seat properly and correctly and demonstrate their understanding before a child seat is provided. In FFY23, 470 child safety seats were provided to income eligible children in Maine and more than 387 parents or caregivers received education on proper transportation of children. There were five new distribution/inspection locations this FFY.

There were over roughly 400 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 always secured.

When families go to a distribution and/or inspection agency, they receive education regarding their child's car seat but also receive many educational handouts regarding child passenger safety. One handout that is given to the children during the appointments are traffic safety-related coloring books. These books contain activities and coloring pages for children to learn about child passenger safety. It teaches children how to correctly wear their seat belt, the importance of wearing your seat belt, and much more.

From October 1, 2022, to August 28, 2023, there were 243 car seat inspection checks completed utilizing the National Digital Check Form (NDCF). According to the NDCF, there is currently a 61% postnatal misuse rate. During FFY23, the misuse rate was 51.6%. The highest percentage of misuse was for children ages 4-6 (77.8%), followed by ages 1-2 (55.6%). In FFY23, the highest overall misuse by seat type was booster seat (75%), followed by forward-facing with harness (62.1%).

The state reviewed and discussed the requirements of the Final Rule for 1300.11 (b)(2) and how best to meet those requirements in the time allotted before the due date of July 1, 2023. State attended all NHTSA webinars on PPE and spoke with other states regarding their plans for PPE. The State Plan for meeting PPE requirements was to begin with two virtual sessions in early May followed by four in-person events in the counties of Hancock, Penobscot, York, and Aroostook representing rural communities.

Highway Safety Coordinators met with the communities in Aroostook County, Hancock County, Penobscot County and York for the Public Participation & Engagement requirements to discuss traffic safety issues and concerns. After researching and identifying affected communities through crash data by utilizing maps provided by the US DOT that showed population rate versus fatality rate for both counties and cities across the country. These maps showed that there were several communities in Maine that had both a high fatality rate coupled with a low population. We were able to utilize this data and research for our Child Passenger Safety projects as well.

According to the data found on USDOT Equitable Transportation Community (ETC) Explorer, Caribou has a high rate of disadvantaged populations and areas for concern. For example, 92% of their community experience longer commute times and difficulty traveling where they want to go via cars, walking and transit. Also, 82% of their community spend a high percentage of household income on transportation, like transit costs, vehicle maintenance, gasoline, etc. We were able to take this information and data and use it to our advantage to provide better access to safe car seats for children in Aroostook County. We currently have four car seat distribution and inspection agencies in the Aroostook County currently, which is one county with the highest number of sites available.

According to USDOT Equitable Transportation Community (ETC) Explorer, the City of Ellsworth has a high rate (76%) for overall disadvantaged scores regarding transportation insecurity. 65% of their community experience longer commute times and difficulty traveling where they want to go via cars, walking and transit. Ellsworth experiences higher levels of fatalities per 100,00 persons related to motor vehicle crashes. Their percentage rate was high at 75%, which moves them into the disadvantaged zone. Gathering this information and disadvantaged risk factors for Hancock County, allows us to make sure we have adequate resources in those areas. We currently have three car seat distribution and inspection agencies in Hancock County ready to serve the community.

According to USDOT Equitable Transportation Community (ETC) Explorer, the City of Bangor has multiple high disadvantage component scores. For example, they rank high for climate and disaster risk burden at 78% as well as environmental burdens at 72%. Bangor also has a higher score (52%) for their poverty line which means they have a greater percentage of population with incomes below 200% of the federal poverty level. According to USDOT Equitable Transportation Community (ETC) Explorer, the City of Sanford has a high rate (50%) for overall disadvantaged scores regarding transportation insecurity. Sanford has a score of 39% for populations living with incomes below 200% of the federal poverty level. We currently have two distribution agencies and three inspection sites in Penobscot County. We currently have three distribution agencies and five inspection sites in York County.

Planned Activity: CPS Technician and Instructor Training and Stipends

Planned Activity Number: OPB23-001

Planned Activity Description:

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

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

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

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

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

Planned Activity Performance:

In FFY23, MeBHS conducted four new CPST Certification trainings. The locations were held in Houlton, Bangor, Gorham and Brunswick. 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 four trainings resulted in 60 newly certified technicians.

MeBHS also conducted 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 4 recertified technicians.

MeBHS conducted twelve DHHS Childcare Provider/Basic Awareness Trainings throughout the FFY. These trainings were held in Gorham, Lewiston, Augusta, Gardiner, Turner, and Presque Isle. A few of these trainings were geared towards van/bus drivers for school and transportation agencies throughout Maine to receive education on car seats and Child Passenger Safety. 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 in order 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.

MeBHS sponsored two car seat check events during the FFY23. During both events, five car seats were checked and 20+ families received education and guidance.

A CEU Training was held in-person at the Department of Public Safety in Augusta on April 18th. Combined with an Instructor meeting, there was a 4-hour CEU Technician Training offered in the morning. The CEU training was open to any CPST in Maine to attend. The training covered new car seats, tips and tricks for installation issues, and discussed Maine's CPS law. Afterwards, there was time for CPST's to receive seat signoffs needed for recertification. This was open to any technician that was in need. There were thirteen CPST's that attended the meeting and six Instructors.

Planned Activity: Refugee and Immigrant Occupant Protection Education Program

Planned Activity Number: OPB23-004

Planned Activity Description:

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

Planned Activity Performance:

After reaching out to Maine Immigrant and Refugee Services (MEIRS) on multiple occasions, challenges arose, and HSC did not hear back from them regarding partnering with MeBHS. Since then, there has been movement working with a different non-profit organization that also works with the refugee and immigrant communities that is willing to partner with MeBHS on a similar project next FFY24.

Planned Activity: Maine State Police TOPAZ

Planned Activity Number: OPB23-002

Planned Activity Description:

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

Planned Activity Performance:

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 (Central Field Troop, Northern Field Troop, Southern Field Troop, Troop G (turnpike), Troop I (interstate), Troop F (Aroostook County), and Troop K (Commercial Vehicle Enforcement)) conducted 112 overtime hours on patrol and made 286 contacts. During FFY23, Maine State Police wrote 85 seat belt summonses and 58 warnings. One detail resulted in an arrest due to drug possession, one detail resulted in an arrest warrant, and two details resulted in operating under suspension. There was one child restraint warning given out as well. The Maine State Police TOPAZ Team were able to conduct successful occupant protection details in FY2023.

Planned Activity: HVE Occupant Protection (CIOT-BUNE)

Planned Activity Number: OPB23-000 (various)

Planned Activity Description

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

Planned Activity Performance:

Over the course of the federal fiscal year, the 19 agencies listed below conducted 1,272.75 overtime hours for seat belt enforcement. The agencies below stopped 2,335 vehicles while on seat belt patrol. The agencies wrote 620 citations for non-seatbelt use and gave 484 warnings. During these details, 33 citations were issued for operating after suspension, 19 warrant arrests, 2 drug possession arrests, and 2 OUI arrests. There were 35 citations issued for children not properly restrained.

Expenditures as of January 19, 2024

Subrecipient	Planned Activity Number	Award	Expended
Maine State Police TOPAZ	OPB23-002	\$ 30,706.80	\$7,076.01
Sagadahoc County Sheriff Office	OPB23-024	\$ 3,248.00	\$2,926.93
Somerset County Sheriff Office	OPB23-019	\$ 5,167.20	\$4,933.70
Augusta Police Department	OPB23-025	\$ 5,000.00	\$2,687.18
Bath Police Department	OPB23-010	\$ 5,000.00	\$4,984.53
Berwick Police Department	OPB23-023	\$ 11,927.00	\$11,723.04
Buxton Police Department	OPB23-026	\$ 2,544.00	\$1,815.94
Cape Elizabeth Police Department	OPB23-011	\$ 5,000.00	\$5,000.00
Ellsworth Police Department	OPB23-012	\$ 3,500.00	\$2,175.42
Fryeburg Police Department	OPB23-027	\$ 1,680.00	\$280.00
Gorham Police Department	OPB23-013	\$ 5,808.00	\$5,716.11
Lewiston Police Department	OPB23-018	\$ 4,200.00	\$4,177.12
Madawaska Police Department	OPB23-021	\$ 8,400.00	\$867.98
Presque Isle Police Department	OPB23-017	\$ 6,000.00	\$5,978.89
Rumford Police Department	OPB23-022	\$ 6,935.60	\$6,643.55
Scarborough Police Department	OPB23-014	\$ 4,950.00	\$3,451.12
Westbrook Police Department	OPB23-015	\$ 4,357.20	\$4,200.42
Wiscasset Police Department	OPB23-020	\$ 3,229.92	\$2,156.61
York Police Department	OPB23-016	\$ 2,092.44	\$259.01
Total			\$77,053.56

Planned Activity: Annual Observational Seat Belt Use Survey

Planned Activity Number: OPB23-003

Planned Activity Description:

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

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 one decade, a total of 688 lives, and could have saved 204 more if all occupants were properly restrained. In FFY23, according to the Maine Seat Belt Use Study, 94.5% of occupants (drivers and front seat passengers) were belted. Female occupants were more likely to use seat belts than male occupants; 92.9% of male occupants were belted, compared to 96.6% of female occupants. Drivers of SUV's were the most likely to be belted at 95.7%, followed by drivers of cars at a rate of 94.1%, and drivers of vans at 93.3%. Drivers of pickup trucks were the least likely to be belted, at 90.5%. Seat belt use was highest during rainy weather, at 97.6%, compared to use during sunny/clear weather, at 92.2%. Maine ranked 7th out of the 51 U.S. states and districts reporting in 2022, the most recent year for which all states' data were available.

According to the Night Seat Belt Use Survey, there were 1,088 passenger vehicle drivers observed along with 260 passengers, for a total of 1,348 vehicle occupants. In FFY23, the overall nighttime statewide belt use rate was 77.5%. Night belt use in 2023 was 7 percentage points lower than during the comparable time period in 2022 (84.8%). Sadly, this percentage rate is the lowest in 12 years. Female occupants had significantly higher use rates (88.5%) at night than male occupants (73.9%). Night use rates were the lowest among pickup trucks at (60.2%) compared to the highest SUVs (88.3%). Passengers had a higher belt usage rate (84.6%) versus drivers (78.6%).

A child safety restraint use study was conducted in FFY23. This study has not been conducted for quite a few years. This study was used to fill a gap and help set approximate benchmarks for child restraint use in Maine. A total of 1,584 individual children were observed for child safety restraint use. Ninety-seven percent (96.5%) of the children observed were restrained while 3.5% were not. A small proportion of observations (<0.5%) were inconclusive, i.e., observers could not determine whether occupants were restrained. These rates are slightly higher than Maine's seat belt use rate for adults in 2023, which is 94.5%. The county with the lowest restraint use rate was Washington (72.2%) versus Androscoggin, Cumberland and Oxford with the highest (100%). The study showed that younger children were more likely to be restrained than older children.

Planned Activity: Traffic Safety Education

Planned Activity Number: OP23-002

Planned Activity Description:

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

Planned Activity Performance:

This project was not implemented in FFY23 due to APEMS not continuing their contract with MeBHS due to internal agency challenges. An RFP is in the works of being drafted for this project but had not gone out to bid yet. During FFY23, MeBHS did have several local agencies reach out and still want to utilize the distracted driving simulators during this time period. Those agencies were able to borrow the simulators after signing a contract. The agencies were able to utilize the simulators for school events, open houses, fire departments, etc. to continue teaching students and families about the importance of not driving distracted. Additionally, we utilized SADD resources and Choices Matter Programming to fill the gaps of the Traffic Safety Education Program.

Expenditures as of January 19, 2024

Planned Activity Title	Planned Activity Number	Funding Source	HSP Approved Budget	Expended
Occupant Protection Program Mgmt. & Operations	OP23-001	402	\$300,000.00	\$85,279.83
CSS for Income Eligible Distribution & Inspection Site Support	CR23-001	405b (5%), 402	\$277,470.11	\$41,546.33
CPS Tech & Instructor Stipends	OPB23-001	405b	\$100,000.00	\$46,908.42
Refugee & Immigrant OP Education Program	OPB23-004	405b	\$150,000.00	\$0.00
Maine State Police TOPAZ	OPB23-002	405b	\$75,000.00	\$7,076.01
Occupant Protection HVE	OPB23-010-OPB23-027	405b	\$656,430.20	\$69,977.35
Annual Observational Surveys	OPB23-003	405b/405e	\$230,000.00	\$225,292.18
Traffic Safety Community Education	OP23-002	402	\$250,000.00	\$0.00
Total				\$476,080.12

Program Area: Older (Senior) Drivers

Maine has the highest rate of older drivers in the nation and due to the rural nature of the State, public transportation is limited and nonexistent in many rural areas of the State. Activities designed to provide media and education to older drivers and their families will aid in our efforts to decrease older driver crashes and fatalities. Senior drivers die at a relatively high proportion compared to other ages drivers. Outreach via media and print materials is our best tool for communicating the importance of safe driving. While we are not on track to meet our target for FFY2023, we expect that a focused educational campaign for senior drivers, and increased training for law enforcement on older driver challenges, will help us reach our FFY2024-2026 targets for senior driver fatalities.

Planned Activity: Older Driver Education Media

Planned Activity Number: PM23-001

Planned Activity Description:

The MeBHS media vendor will work with us to develop driver safety educational materials for physicians, nurses, care takers, family and others for distribution and public dissemination. The educational materials will 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’s driving abilities are starting to decline. This project wasn’t completed as planned in FFY2022 as the focus went to creating a new Older Driver PSA, that fits more in line with our new direction for our PSA’s. This project will be completed in FFY2023. Additionally, following NHTSA Guideline #13, we will look at creating reference materials for law enforcement officers regarding what to look for in older drivers-and information on how to refer them for driver review.

Planned Activity Performance:

Planned activity not implemented as planned in FFY2023. We were looking at partnering with local Area on Aging to help create the educational materials. Unfortunately, we were unable to find anyone to help assist with this endeavor. We will work on this project during FFY2024. See Paid Media Report for details on our new PSA for Older Drivers.

Planned Activity Title	Planned Activity Number	Funding Source	HSP Approved Budget	Expended
Older Driver Education and Media	PM23-001	402, 405e	\$588,216.96	See PM23-001

Program Area: 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. Planning and Administration is an allowable cost and necessary for the administration of the State Highway Safety Office and its programs.

Planned Activity: Planning & Administration

Planned Activity Number: PA23-001

Planned Activity Description

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

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

Costs under this program area include salaries for program manager activities, travel (e.g., TSI training courses, in-State travel to monitor sub-grantees, meetings) and operating costs (e.g., printing, supplies, State indirect rate, postage, and grant-related supplies) that are directly related to the development, coordination, monitoring, evaluation, public education, monitoring, marketing, and training required to administer the State Highway Safety Office and Program. Although the exact cost is unknown at this time, there will likely be one-time and ongoing P&A expenses related to use of the e-grant module, including contracted vendor time, to prepare the module specifically for the Bureau. The MEBHS has been testing a state grant accounting system grant module for over one year and while we are confident it will work; more testing and programming is required. Activities have been delayed due to COVID and the inability of the MEBHS staff to test and manage administrative grant activities at the same time. The Bureau staff and vendor(s) conduct hundreds of community events each year engaging with the public for traffic safety education to include occupant protection (Convincer and Rollover), distracted driving simulators, and Child Passenger Safety training and events. We have no means to transport those large trailers to and from events without a state-managed vehicle. The State Risk Management Pool will not allow personal vehicles to tow state-managed trailers such as those, and the State Police no longer have spare vehicles to loan to us. Therefore, we need purchasing a truck large enough to handle those trailers. This truck would be used for traffic safety-related events only, including staff on-site monitoring visits. Prior to procurement, the required equipment letter, including assurances of BAA compliance will be sent to NHTSA. Gas, repairs and other expenses related to the vehicle maintenance will be funded with the State budget.

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

Planned Activity Performance:

In FFY2023, the MeBHS prepared and submitted its Annual Grant Application (AGA) for s. 402 and s. 405 funding to the National Highway Traffic Safety Administration (NHTSA) following a required and approved Triennial Highway Safety Plan (THSP). This FFY2023 Annual Report submission under 1300.35 will be submitted within the required 120 days after the close of FFY2023. Activities under P&A primarily include personnel costs for 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. Additional P&A is used for Public Participation and Engagement efforts by Highway Safety Coordinators.

Expenditures as of January 19, 2024

Planned Activity Title	Planned Activity Number	Funding Source	HSP Approved Budget	Expended
Planning & Administration	PA23-001	402 (15%)	\$1,487,651.34	\$340,778.15
Total				\$340,778.15

Program Area: Police Traffic Services Program

Planned Activity: Police Traffic Services Program Management and Operations

Planned Activity Number: PT23-001

Planned Activity Description:

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

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 FFY2023, 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 FFY2023 planned activities were implemented and reported on below were administered by MeBHS.

Planned Activity: Municipal and County Speed Enforcement

Planned Activity Number: PT23-010-039

Planned Activity Description:

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

Planned Activity Performance:

Over the course of the federal fiscal year, the below agencies conducted 4,250.75 hours of overtime enforcement patrols, made 8,626 contacts, wrote 2,115 citations, and issued 5,061 warnings for speeding violations. We continued our mandatory training for law enforcement agencies applying for a grant with us in 2024. One of the most common issues we are still seeing again this year, was that over the course of 2023, police departments became understaffed, reducing the total number of overtime details they could do and effected the amount of the award spent. The Bureau of Highway Safety redirects unspent funds when able.

Expenditures as of January 19, 2024

Subrecipient	Planned Activity ID	Award	Expended
Maine State Police	PT23-003	\$61,060.20	\$14,753.12
Androscoggin County Sheriff Office	PT23-036	\$17,000.00	\$16,940.10
Cumberland County Sheriff Office	PT23-025	\$7,200.00	\$204.67
Kennebec County Sheriff Office	PT23-018	\$8,000.00	\$8,000.00
Sagadahoc County Sheriff Office	PT23-009	\$9,900.00	\$9,112.56
Somerset County Sheriff Office	PT23-021	\$9,042.60	\$4,027.40
York County Sheriff Office	PT23-013	\$13,404.00	\$9,885.40
Auburn Police Department	PT23-020	\$9,266.00	\$9,254.87
Augusta Police Department	PT23-037	\$11,000.00	\$10,795.18
Bath Police Department	PT23-005	\$7,096.90	\$7,066.90
Belfast Police Department	PT23-038	\$11,871.12	\$5,650.05
Berwick Police Department	PT23-030	\$6,918.00	\$6,894.38
Biddeford Police Department	PT23-024	14,913.36	\$14,913.36
Bridgton Police Department	PT23-032	\$5,000.00	\$1,200.60
Brunswick Police Department	PT23-015	\$11,057.40	\$10,918.83
Caribou Police Department	PT23-033	\$4,956.00	\$3,045.79
Ellsworth Police Department	PT23-014	\$11,928.00	\$11,928.00
Gorham Police Department	PT23-006	\$6,970.00	\$6,962.59
Hampden Police Department	PT23-016	\$7,944.00	\$857.69
Kennebunk Police Department	PT23-007	\$8,500.00	\$6,601.25
Kittery Police Department	PT23-035	\$12,286.00	\$3,649.88
Lewiston Police Department	PT23-019	\$7,200.00	\$7,187.92
Madawaska Police Department	PT23-026	\$8,400.00	\$3,830.26
Mechanic Falls Police Department	PT23-031	\$5,249.00	\$1,274.80
Old Town Police Department	PT23-027	\$12,544.00	\$4,702.43
Presque Isle Police Department	PT23-008	\$15,350.00	\$15,350.00
Rumford Police Department	PT23-028	\$14,804.32	\$14,594.19
Saco Police Department	PT23-029	\$14,902.40	\$8,341.50
Sanford Police Department	PT23-010	\$9,586.20	\$0.00
Scarborough Police Department	PT23-011	\$17,900.10	\$17,900.10
Wells Police Department	PT23-034	\$5,930.00	\$5,158.03
Westbrook Police Department	PT23-012	\$7,262.00	\$7,086.30
Wilton Police Department	PT23-039	\$7,456.54	\$5,528.91
Windham Police Department	PT23-022	\$7,547.70	\$7,454.16
Wiscasset Police Department	PT23-023	\$6,729.00	\$6,720.09
York Police Department	PT23-017	\$6,475.04	\$3,994.96
Total			\$271,786.27

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

Planned Activity Number: PT23-003

Planned Activity Description:

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

Planned Activity Performance:

Over the course of the federal fiscal year, the Maine State Police conducted 291 hours of overtime enforcement patrols, made 628 contacts, wrote 185 citations, and issued 236 warnings for speeding violations. We continued our mandatory training for law enforcement agencies applying for a grant with us in 2024, and the Maine State Police did attend. One of the most common issues we came across again this year, was that over the course of 2023, 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. We are working closely with Maine State Police in FFY24 to bridge the gap on corrections and communication. This resulted in the agency utilizing only 24% of their awarded funding. The Bureau of Highway Safety redirects unspent funds when able.

Planned Activity: Law Enforcement Liaison Services

Planned activity number: PT23-002

Planned Activity Description:

Law Enforcement Liaisons serve the highway safety office and the law enforcement community and key partners by encouraging increased participation by law enforcement agencies in NHTSA HVE campaigns; encouraging the use of data-driven enforcement policies and other proven countermeasure and evaluation measures; promoting specialized training (SFST, ARIDE, DRE, and the Law Enforcement Blood Tech Program); soliciting input from the MeBHS partners on programs and equipment needed to impact priority program areas, and assisting agencies with community engagement efforts. Funding for this project will support activities of up to two contracted Law Enforcement Liaison (possibly one in Northern Maine and one in Central/Southern Maine) including travel expenses. State Highway Safety Offices are encouraged to utilize LEL's to foster greater collaboration with law enforcement partners.

Planned Activity Performance:

Implementing eCitation remained a priority again for this year for the LELs. The MeBHS offered reimbursement grants for printers to assist with getting agencies online with the program. The LELs recruited several agencies to apply and continued to work with these agencies and with the State's IT people to get agencies online. Twelve agencies completed the grant process and a few more started with eCitations without using our grant program. The LELs worked with our grant specialist to get these agencies online for the September deadline. The LELs also manages a Google Group for eCitation Agency Administrators. Notices go out to this group as reminders and updates. The LELs also participate in the eCitation Working Group. They worked closely with the Maine Criminal Justice Academy training coordinator and the Maine State Police Statewide Impaired Driving Coordinator to plan DRE field training in Jacksonville, FL. LEL's also assist getting the message out for forensic phlebotomy classes. When visiting agencies, they mentioned the topic and discussed options and encourage participation. When a blood kit shortage was announced the LELs got the word out to all the police agencies with the HETL advice. The LELs had planning input and then created a handout for the AAA OUI Summit, and attended the AAA OUI summit in Bangor, Maine. The LELs 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. They 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 LELs are 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 LELs 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 them about grants for electronic speed signs. The LELs recruited for the 2024 Highway Safety Grants and attend 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 LELs helped to plan the Northeast Transportation Safety Conference.

Upon retirement of our long-time and well respected LEL, the MeBHS contracted with Dirigo Safety LLC to increase from one to two LEL's who are assigned full time to the MeBHS. The new LEL's started in late August 2023 and began by meeting with Maine's TSRP's to learn their new roles and responsibilities. A foundational set of goals was assigned to get them started largely focused on highway safety focused education. They met with BHS staff, including the Director and Highway Safety Coordinators and they attend BHS staff meetings periodically. They conducted a virtual meeting with Vermont's two LEL's, attended the third quarter traffic safety online seminar put on by NLEOMF, an online seminar for best practices for LEL's hosted by John Hopkins, and an online seminar about impaired driving by those holding commercial driver's licenses. The new LEL's have received training and practical experience using the MDOT Crash Public Query Tool, e-citation, and the Maine data warehouse platforms. The LEL's completed 3 days of training titled OUI bootcamp and the three-day USDOT/TSI LEL professional development course held in Topeka KS. They also attended the MADD law enforcement Region 1 impaired driving summit. They attend regular meetings of the Maine Impaired Driving Task Force, e-citation working group, and many other BHS task force meetings. The LEL's attended grant reimbursement workshops along with law enforcement grant recipients to understand the reimbursement process. This collective knowledge will help the LEL's build in efficiencies into law enforcement agencies across the state with grant management and reimbursement work. The new LEL's have conducted several on site agency visits to help foster good relationships with Maine's LE community. During the visits they promote current MeBHS and NHTSA campaigns, track equipment bought with MBHS funds in years past and keep MeBHS forms updated. They have recruited several agencies to join e-citation when the next updates are completed. They have worked with the TSRPs' to understand Maine's marijuana statutes and about the Maine Office of Cannabis policies procedures along with completing a day long

training titled Maine Cannabis Liaison. The LEL's attended a Maine Sheriff's Association meeting and regular monthly meetings of Maine Chiefs of Police Association Board of Directors and will serve as that Associations highway safety representatives, replacing an inactive committee. They work with the manager of the Maine Chiefs of Police Association's PowerDMS content hub to distribute highway safety related materials to agencies and officers that utilize PowerDMS.

Expenditures as of January 19, 2024

Planned Activity Title	Planned Activity Number	Funding Source	HSP Approved Budget	Expended
Police Traffic Services Program Management	PT23-001	402	\$500,000.00	\$225,594.77
Municipal and County HVE Speed Enforcement	PT23-005-PT23-039	402	\$1,000,000.00	\$257,033.15
Maine State Police SAFE Program	PT23-003	402	\$150,000.00	\$14,753.12
Law Enforcement Liaison Services Program	PT23-002	402	\$300,000.00	\$131,056.18
Total				\$628,437.22

Program Area: Traffic Records Program

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: Maine Crash Reporting System Upgrades

Planned Activity Number: TRC23-002/ME-P-00006

Planned Activity Description:

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

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

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

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

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

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

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

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

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

Planned Activity Performance:

Under the service contract with Lexis-Nexis, the following activities were conducted:

- 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.

- MCRS Client – Added ability to clear reports with transmission failures to be eligible for re-export.
- MCRS Client – Updated reporting module from ActiveReports 9 to ActiveReports 16.2.1.
- MCRS Client – Improved the MCRS Client’s handling of concurrency errors that occur when offline reports are updated after the agency server version has been changed.
- MCRS Client – Autofill Suspects Drug Use if Suspects Marijuana Use is set to yes.
- MCRS WebCrash - Updated reporting module from ActiveReports 9 to ActiveReports 16.2.1.
- MCRS Solution – Created network map of the MCRS system depicting the various components, relationships, and dependencies of the system, including the web server, IP addresses, internal and external interfaces, and Windows Services.
- MCRS Solution – Updated solution Nuget packages (keeps current with latest security fixes), resolved solution warnings, and updated web service binding redirects.
- MCRS Solution – Updated all setup projects (i.e., MCRS Client setup, MCRS Service setup, MCRS Export Service Setup, MCRS Email Processor Setup, MCRS BMV Export Setup) to use latest version of Advanced Installer and to include in Azure DevOps Pipelines and Releases.
- Developed MCRS client deployment guide.
- Fixed Sending and Reporting Agency tooltips on MCRS website.
- Updated the MCRS Client FMCSA Autofill for Commercial Carriers due to FMCSA website changes.
- Fixed issue with MCRS EmailProcessor where outbound emails were bouncing.
- Update email address column in refReportingAgency table from commas to semicolons to correctly support multiple email address contacts.
- Fixed issue with MCRS website and Export Services where outbound emails were bouncing.
- Fixed issue when closing MCRS client and Save Tasks are not completed.
- Updated the MCRS Agency Database Server setup.

Planned Activity: E-Citation Upgrades and Improvements

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

Planned Activity Description:

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

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

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

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

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

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

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

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

- Allow Third-Party eCitation modules to submit citation data electronically to the Statewide eCitation repository.
- Allow Third-Party eCitation modules to request a list of violation statutes.

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

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

A. The number of persons stopped for traffic infractions.

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

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

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

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

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

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

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

Activities to accomplish the eWarning and eStop modules are below:

eWarning Module

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

eWarning Functional Requirement

Allow law enforcement users to issue eWarning.

Allow printing of a Warning containing information similar to the existing Citation form with adjustments necessary for any additional warning elements.

eWarning data will be stored in the existing eCitation database; however, eWarning data will be stored in separate tables within the database and will not be transmitted to the Maine Violations Bureau.

eWarning module will include five standard analytical reports and five dashboard analytical charts as defined by Maine Department of Public Safety.

eWarning module will include the same customizable ad hoc query tool as currently available for eCitation data. This query tool will be designed and configured to allow for querying of eWarning data.

eWarning data contains PII and will not be shared with external entities, data will be available to Maine DPS and any other State agencies as authorized by Maine DPS.

Leverage the same functionality for recording person, vehicle, and location information that currently exists in the Maine eCitation.

Work toward the goal of collecting eWarning data as quickly and easily as an eCitation by leveraging existing functionality, where appropriate.

System will not be capable of importing eWarning data from external RMS systems.

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

eStop Module

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

eStop Functional Requirement

Allow law enforcement users to collect stop data as defined in LD 132.

eStop data will be stored in the existing eCitation database; however, eStop data will be stored in separate tables within the database and will not be transmitted to the Maine Violations Bureau and will not contain PII.

eStop module will include three standard analytical reports and three dashboard analytical charts as defined by Maine Department of Public Safety.

eStop module will include the same customizable ad hoc query tool as currently available for eCitation data. This query tool will be designed and configured to allow for querying of eStop data.

eStop data will not be shared with external entities, data will be available to Maine DPS and any other State agencies as authorized by Maine DPS.

eStop Functional Requirement

Leverage the same functionality for recording location information that currently exists in the Maine eCitation.

Work toward the goal of collecting eStop data as quickly and easily as an eCitation by leveraging existing functionality, where appropriate.

System will not be capable of importing eStop data from external RMS systems.

Business rules will be minimal to allow for quick capture and will be configured to collect appropriate data elements for desired statistical analysis of LD 132 data.

LD 132 form would include:

- Officer Full Name*
- Officer Reporting Agency*†
- Date of Stop*†
- Time of Stop*†
- City/Town*†
- Route/Street Place*
- Latitude*†
- Longitude*†
- Sex*†
- Age*† (calculated from Date of Birth from eWarning or eCitation)
- Color
- Ethnicity
- Race*
- The nature of each alleged traffic infraction that resulted in a stop (we will need a list of choices to present to the officer). †
- Whether a warning or citation was issued, an arrest was made, or a search was conducted because of each stop for a traffic infraction. Choices in a dropdown would be Warning, Citation, Arrest, Search.
- Any additional information the law enforcement agency determines appropriate will be captured in the form of an optional notes field.

* Pre-Filled eStop data elements

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

† Model Minimum Uniform Crash Criteria 5th Edition compliant.

The eStop module will fully comply with MMUCC data elements to standardize data input with national standards and allow for linking of eStop data with State of Maine crash data.

Planned Activity Performance:

Under the service contract with Lexis-Nexis, the following activities were conducted

- 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.
- The eWarnings Module has been integrated into the Maine eCitation system, enabling law enforcement to issue electronic warnings efficiently. This module includes essential features like printing warnings, storing data in separate tables within the eCitation database, and providing analytical reports and charts for in-depth analysis.
- The eStop Module has been added to Maine eCitation, facilitating the collection of detailed stop data. This includes creating separate storage tables for eStop data and ensuring it's available for authorized state agencies, along with analytical tools for effective data querying and reporting.

- Both modules leverage existing functionalities of the Maine eCitation system for recording person, vehicle, and location information, emphasizing quick data capture and minimal business rules to enhance user experience and data accuracy.
- The eStop Module is designed to comprehensively capture data points including officer details, stop specifics, demographic information, and the nature of the traffic infraction, ensuring thorough compliance with the new statutory requirements.
- These enhancements position the Maine eCitation system as a central repository for traffic stop data, aiding in identifying high offender/crash locations and facilitating coordinated enforcement and safety measures across various agencies in Maine.
- eCitation Solution – Created new logging framework to provide better system logging information.
- eCitation Solution – Created Developer Setup documentation for eCitation Solution that includes necessary third-party software components, configuration, and access to development servers.
- eCitation WebAPI - Added new logging framework.
- eCitation Website - Violation Statute "Disabled" button – change to read only.
- eCitation Website – Added CitationNumbers table to Advanced Search (EasyQuery) to allow querying citation numbers that have been issued to users.
- eCitation Export Service - Added new logging framework.
- eCitation Client - Added new logging framework.
- eCitation Client - Added new View Messages menu item
- eCitation Client - Fixed IsCompany to update required field highlighting.
- eCitation Client - Added OLN Not Available to Subject screen.
- eCitation Client – Fixed the Certificate Password dialog to be in front of (and not hidden behind) the login window.
- eCitation Client – Changed duplicate violation error to an alert.
- eCitation Client – Updated phrasing when user tries to close out of an in progress citation to ensure citation is intentionally cancelled or issued.
- eCitation Client – Improved messaging to user when a citation transmission is interrupted midstream to let them know to keep eCitation running for retransmission.
- eCitation Client – Fixed issue where Device Id max length for the entry field was too long.
- eCitation Client – Fixed issue where the Driver’s License Class dropdown could accept incorrect values.
- eCitation Client – Updated project libraries to .NET 4.6.1
- eCitation Client – Moved print code to run on a separate thread to improve performance and user experience.
- eCitation Client – Fixed issue where Number of Lanes allowed negative integers.
- eCitation Client – Added additional validation to limit Violation and Service Dates to be no more than one year in the past and not in the future.
- Reorganized the Maine eCitation website menu structure to improve usability.
- Update the Maine eCitation Export Service to improve the handling of citation addresses.
- Improve logging on Maine eCitation website GIS Search page.
- Added Not Registered Checkbox to Maine eCitation client.
- Improved the Maine eCitation website’s Ad Hoc Query functionality.
- Refactored and improved Maine eCitation barcode parsing.
- Upgraded all eCitation forms from Windows Forms (older technology) to WPF to improve performance and maintainability.

Planned Activity: eCitation in-cruiser printer procurement.

Planned Activity Number: Various beginning with TRC23-025+

Planned Activity Description:

This project increases accessibility to the Traffic Records project for eCitation. This project was started in FFY2021 and will continue as Phase III in FFY2023, to directly support Maine law enforcement agencies accessibility of the Statewide eCitation system by supporting the agency procurement of necessary in-cruiser printers (and required supplies) in a one-time purchase. Currently agencies do not have the means to procure the printers required for using the system and are therefore opting to continue to use paper citations. In addition to increasing accessibility, this project also increases the timeliness and accuracy of citation data by eliminating the mailing of paper citations to the Violations Bureau and replacing it with an immediate electronic upload. Phase I and II of this project has provided 40 agencies with 274 in-cruiser printers. With the development and implementation of the eWarning and eStop modules of the eCitation system, it is estimated that in FFY2023, up to 1,000 printers at a cost estimated at \$600 each could be procured. This project would use 405e funds flexed to 402.

Planned Activity Performance:

To date, 327 printers have been purchased for 46 agencies at a cost of \$182,092.29. This brings the total to 58 agencies statewide that are currently utilizing eCitation. Since the system came online and the first eCitation was issued in August 2018, there have been 83,753 citations issued by these agencies. The 56 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	Boothbay Harbor Police Department	Brunswick Police Department
Bucksport Police Department	Camden Police Department	Cape Elizabeth 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
Gorham Police Department	Hampden 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	Rockland Police Department
Rockport Police Department	Sabattus Police Department	Saco Police Department
Sagadahoc County Sheriff's Office	Scarborough Police Department	Somerset County Sheriff's Office
Stockton Springs Police Department	Topsham Police Department	University of Southern Maine Gorham Police Department
Veazie Police Department	Wells Police Department	Westbrook Police Department
Wilton Police Department	Windham Police Department	Winslow Police Department
Winthrop Police Department	Wiscasset Police Department	York County Sheriff's Office
York Police Department		

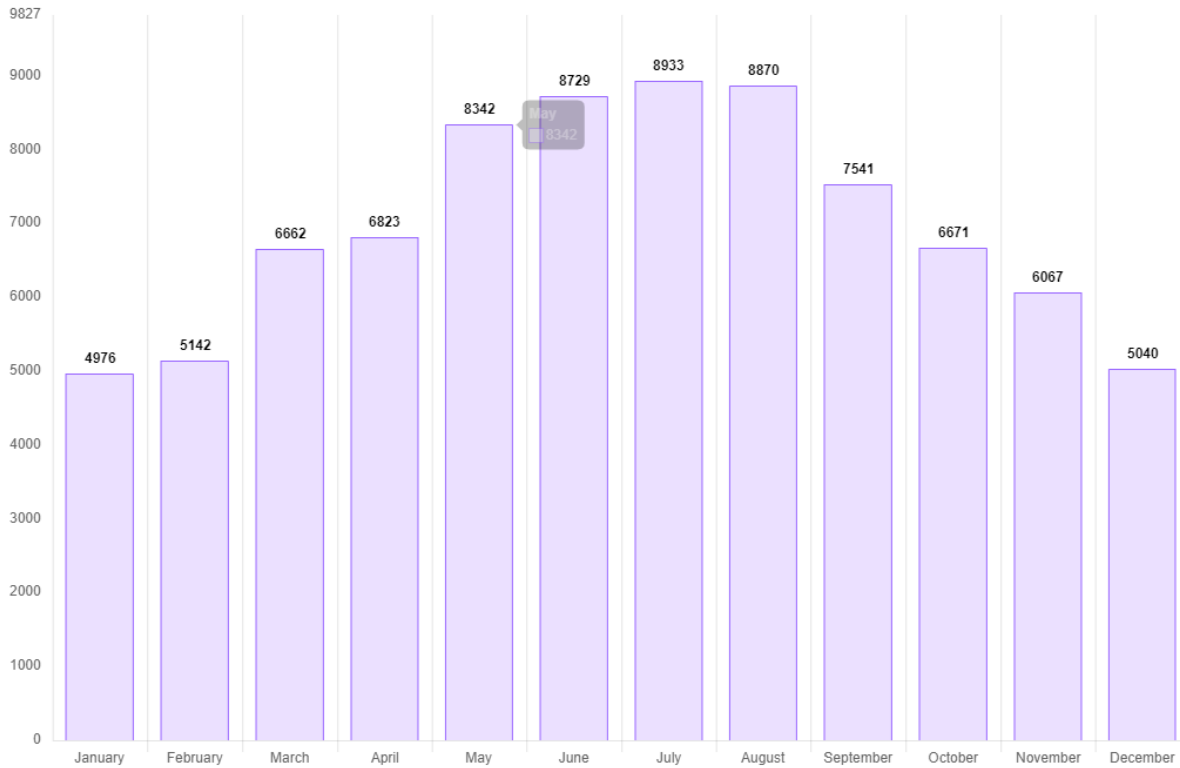
In FFY2023, the following agencies began using eCitation due to printer installations.

Subrecipient	Planned Activity Number	Award	Expended
York County Sheriff's Office	TRC23-027	\$18,000.00	\$18,000.00
Holden Police Department	TRC23-025	\$1,200.00	\$1,200.00
Scarborough Police Department	TRC23-033	\$1,635.00	\$1,635.00
Rockland Police Department	TRC23-026	\$3,000.00	\$3,000.00
Hampden Police Department	TRC23-032	\$2,400.00	\$2,400.00
Wilton Police Department	TRC23-034	\$2,400.00	\$2,400.00
Westbrook Police Department	TRC23-029	\$1,200.00	\$1,200.00
Augusta Police Department	TRC23-028	\$600.00	\$600.00
Lisbon Police Department	TRC23-030	\$3,445.94	\$0.00
Boothbay Harbor Police Department	TRC23-031	\$1,200.00	\$1,200.00
Total			\$31,635.00

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

2018-8-1 to 2023-12-14 for All Counties, All Agencies



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

Planned Activity Number: TRC23-002/ME-P-00015

Planned Activity Description:

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

Maintain a complete programming development environment for all programs and IIS web server.

Provide telephone support to Maine Office of Information Technology staff by the vendor’s project technical/development staff for the Crash Public Query Tool website hosted by the State of Maine.

Planned Activity Performance:

Under the service contract with Lexis-Nexis, the following activities were conducted

- 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 new logging framework to solution.
- Fixed broken link to the Forgot Password page.
- Fixed issue when a new user was signing up and receiving an error related to database table autoincrement Id.
- Update website to always use the latest version of Google Maps.
- Fixed DevArt dotConnect for Oracle licensing issue during Azure DevOps pipeline builds.
- Added page to view and filter the logs table for administrators.

Planned Activity Assist Maine EMS with their attempt to establish a crash reporting system for emergency medical response agencies to report when emergency medical vehicles are involved in a crash.

Planned Activity Number: TR23-001/ME-P-00024

Planned Activity Description: Contemporary research suggests that the use of emergency notification elements (lights and sirens) in emergency vehicles is associated with higher risk of involvement in a highway crash, and Maine EMS believes that this to be true in Maine as well. They would like the SRC to assist them in exploring whether Maine crash data bears this out and to establish a mandatory reporting system to make it easier to track this risk factor and others (e.g., long shifts) in the future.

Toward that end, Maine EMS will provide the SRC with deidentified patient care reports from 2018 through 2022 as well as Maine DOT crash records involving ambulances for that same time period. It is anticipated that the latter will include approximately 88 records per year, for a total of 440 records. SRC staff will work with Maine EMS to determine which variables from the patient care reports and DOT crash records will be needed. Once data are received, SRC staff will use date/time, location, and VIN variables to attempt to match each record to a patient care report. A total match will not be possible because crashes may occur outside of patient runs. SRC staff will work with Maine EMS when a possible match needs confirmation since narrative field may make this clear at a glance.

When matches are established, the SRC will flag the patient care report as having been involved in a crash and will attempt to identify whether the crash occurred while responding (enroute to patient), transporting (enroute to hospital), or returning (enroute to home base). This is of interest to Maine EMS because units that are transporting likely have only one attendant in the front of the ambulance to monitor surrounding traffic.

SRC staff will use bivariate analysis to explore the relationship between crashing and the use of lights and sirens to test the theory that there's a positive association between the use of emergency notification elements and crashes. They will also make recommendations to Maine EMS regarding the data elements that should be required in ambulance crash reports in the future to facilitate ongoing matching of dataset and monitoring of crashes involving emergency vehicles. Findings and recommendations will be presented to Maine EMS in a written report.

Planned Activity Performance:

This project is ongoing. Maine EMS provided data to the SRC, but the necessary variables were not present. Maine EMS is currently working to refine the query and provide the needed data to the SRC.

Planned Activity: Traffic Records Data Warehouse

Planned activity number: TRC23-002/ ME-P-0000

Planned Activity Description:

Continue to develop and enhance the traffic records data warehouse that hosts a central repository of traffic records data that provides Highway Safety stakeholders advanced analysis capabilities to develop, implement, and monitor highway safety programs and countermeasures.

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

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

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

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

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

Planned Activity Performance:

Under the service contract with Lexis-Nexis, the following activities were conducted

- 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.
- Fixed Citation System Performance Measures page.
- Fixed numbers on Crash System Performance page.
- Update connection information after MaineIT database server migration to reflect the new server.
- Fixed incorrect labeling on Older Driver Crash Statistics page.
- Added branding and Maine State Seal to PowerBI dashboards.
- Provided Traffic Records Data Warehouse training to new LELs.

Planned Activity: Crash and Citation CPI Message Switch Interface

Planned activity number: TRC23-002/ ME-P-0000

Planned Activity Description:

This is a programming task that involves creating an interface between the **MCRS** data collection client and the State's CPI message switch. The interface will allow users to perform person and vehicle searches and auto-populate the crash reports with results obtained from the message switch for in-state source data.

This task involves creating an interface between the **eCitation** data collection client and the State's CPI message switch. The interface will allow users to perform person and vehicle searches and auto-populate the citation with results obtained from the message switch for in-state source data.

This task involves upgrading the CPI message switch interface to perform person and vehicle searches and auto-populate the citation with results obtained from the message switch for out-of-state data. Note that each state returns results in a unique format that must be processed and handled accordingly.

Planned Activity Performance:

Under the service contract with Lexis-Nexis, the following activities were conducted:

eCitation Client CPI Interface

Created 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.

CPI Interface Out-of-State Upgrade – 5 Additional States

This task involved 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: Maine eCitation Interface.

Planned Activity number: TRC23-003

Planned Activity Description:

This project involves developing the Message Switch functionality (CPI side of the interface) that the eCitation Message Switch Interface Project (TRC23-002) will use for Maine eCitation to query the message switch for auto populating driver and vehicle data in Maine eCitation. CPI will configure a new RESTful web services interface between the Maine OpenFox Message Switch (METRO) and the Maine eCitation server for the purposes of accepting Driver License Inquiry and Vehicle Registration Inquiry transactions from Maine's eCitation server and forwarding subsequent responses to Maine's eCitation server from either the Maine Bureau of Motor Vehicles (BMV) or from Nlets (depending upon whether each individual query routes in-state or out-of-state).

Planned Activity Performance:

The development of the Message Switch functionality for the Maine eCitation Interface has been successfully completed. A new RESTful web services interface has been configured, connecting the Maine OpenFox Message Switch (METRO) with the Maine eCitation server, enhancing the system's capability to auto-populate driver and vehicle data. This interface now handles Driver License Inquiry and Vehicle Registration Inquiry transactions, ensuring accurate and timely data exchange between the Maine Bureau of Motor Vehicles, Nlets, and the Maine eCitation server. The Maine State Police have been testing this functionality with no noted problems and it will be rolled out to all users in the next year.

Planned Activity: FARS

Planned Activity Number: TRC23-001

Planned Activity Description:

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

Planned Activity Performance:

Under a cooperative agreement with NHTSA, the FARS Analyst and FARS Supervisor coded (12/28/2023-to date 125) fatal crashes in the Fatality Analysis Reporting System and responded to multiple data requests in FY2023 (18). We both attended the annual FARS Systemwide Training virtually due to being unable to travel. We sat in on other various FARS webinars throughout the year. The FARS Analyst supports BHS task forces by supplying and presenting data at each of their meetings, which totaled 11 meetings throughout the year for all 3 task forces. The Analyst also supplied and presented data for the 3 MTSC meetings. The Analyst maintains the official log of fatalities along with the daily update of fatality numbers compared to prior years as well as various other logs.

Planned Activity: Highway Safety Data Analysis

Planned activity number: TR23-001

Planned Activity Description:

The Highway Safety Office contracts with the University of Southern Maine for data-analysis from various traffic records data sources to facilitate highway safety reports and analyses. These data are compiled and included in the annual Highway Safety Plan and the Annual Report.

Planned Activity Performance:

The USM, under contract performed the following tasks:

- Analyzed crash records to explore different aspects of fatal crashes, e.g., seat belt use, speeding, and driving under the influence.
- Analyzed crash records to explore different aspects of serious injury crashes, e.g., seat belt use, speeding, and driving under the influence.
- Analyzed fatalities by focus area to set targets for upcoming year.
- Conducted child safety seat observations to establish a baseline of child safety seat use against which future years' findings can be compared.
- Conducted distracted driving observations to obtain a rate for the current year.
- Conducted daytime seat belt observations to obtain a rate for the current year.
- Worked with a subcontractor to conduct nighttime seat belt observations to obtain a rate for the current year.
- Conducted surveys at various Bureau of Motor Vehicle offices across the state to measure driver awareness of extra police enforcement and driver behavior (e.g., speeding, driving without a seat belt, drinking and driving).

Planned Activity: Traffic Records Program Administration

Planned Activity number: TR23-001

Planned Activity Description:

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

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

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

- Support the administration and activities of the Traffic Records Coordinating Committee (TRCC) and its subcommittees.

This involves providing expert opinion on traffic records related subjects and ensuring the TRCC activities are focused on the vision and mission to develop, maintain, and track accomplishments related to the state’s plan for Traffic Records Improvement.

- Assist the TRCC and sub-grantees in project development and reporting; support the TRCC in development of performance measures and use of standardized quantitative measurements to establish a baseline or benchmark for proposed projects; compile data and statistics from Section 405 (c) funded projects; coordinate input from involved agencies in order to prepare the Traffic Records grant application. Arrange and provide support/assistance for three (3) TRCC meetings each year; prepare and distribute meeting minutes to TRCC/TREC members; document action plan and distribute; participate in sub-committee meetings providing support/assistance.
- Develop the annual application for each Federal Fiscal Year that will include required information, including a) update to the Traffic Records Highway Safety Plan, and b) the Annual Report to be developed in cooperation with the Department of Safety, Office of Highway Safety (OHS) and the TRCC. Provide the completed Application (HSP) to the OHS three (3) weeks prior to the July 1 federal submission deadline date.

Planned Activity Performance:

Under the service contract with Lexis-Nexis, the following activities were conducted:

- Provided support to the Traffic Records Coordinating Committee.
- Facilitated the February 1, 2023 TRCC meeting and provided meeting minutes.
- Updated the Traffic Records Inventory Document.
- Began work on the FFY2024 Traffic Records Strategic Plan.
- Facilitated the May 17, 2023 TRCC meeting and provided meeting minutes.
- Completed and delivered the FFY2024 Traffic Records Strategic Plan.
- Provided support for the Traffic Records portions of the Triennial Highway Safety Plan
- Facilitated TRCC Meeting on November 1, 2023

Expenditures as of January 19, 2024

Planned Activity Title	Planned Activity Number	Funding Source	HSP Approved Budget	Expended
Maine Crash Reporting System Upgrades	TRC23-002/ME-P-00006	405c, 405e	\$835,335.18	\$173,936.09
e-Citation Upgrades	TRC23-002/ME-P-00011	405e	\$1,200,000.00	\$370,000.00
e-Citation Printer Procurement	TRC23-025 - TRC23-034	405e	\$1,549,506.23	\$31,635.00
Public Access Reports Query Tool	TRC23-002/ME-P-00015	405e	\$465,664.82	\$35,000.00
EMS Crash Reporting	TR23-001	402	\$25,000.00	Included with TR23-001
Traffic Records Data Warehouse	TRC23-002/ME-P-0000	405e	\$444,000.00	\$40,000.00
Crash and Citation CPI Message Switch Interface	TRC23-002/ME-P-0000	405e	\$55,000.00	\$45,000.00
CPI Citation Interface	TRC23-003	405e	\$145,000.00	\$115,000.00
FARS	TRC23-001	405e	\$55,000.00	\$0.00
Highway Safety Data Analysis	TR23-001	402	\$25,000.00	Included with TR23-001
Traffic Records Program Admin	TR23-001	402	\$75,000.00	\$81,737.69
Total				\$892,308.78

Program Area: Young Drivers

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
- Driving while unbelted

Planned Activity: SADD State Coordinator

Planned Activity Number: SA23-001

Planned Activity Description:

This project will fund the activities of one SADD, Inc (Students Against Destructive Decisions) peer-to-peer program coordinator, increase the number of SADD Chapters to 40 across the state, host 25 traffic safety events, engage elementary students in 10 targeted communities with established SADD Chapters, and partner with Driver Education groups. SADD, Inc. is responsible for creating educational messaging that promotes safe teen driving across social media, digital, and traditional communications to establish new chapters and support existing chapters. Students are empowered to help identify problems within their school and community and will oversee delivery interventions, participate in activities, and run their local SADD Chapter. In addition to the SADD coordinator activities, funds will be used to produce and procure various educational materials, cover supporting technology costs for programs such as Adobe Suite, and allow in and out of state pre-approved travel costs.

Planned Activity Performance:

There was a little bit of a slow start for FFY23 and the SADD program. The new State Coordinator didn't get started until November and from there had to learn the in's and out of the program. Additionally, the SADD Chapters were essentially reset back to zero due to SADD's new tracking system. However, these hiccups at the start didn't prevent SADD from having their most successful year in the program. This was the first year where Covid-19 wasn't as much of an issue, allowing them to go to in person events making it a lot easier to network and start new school chapters. Over the course of the year SADD was able to start up 11 chapters, bringing the total to 14, this is lower than their goal of 40 chapters. For events, SADD exceed the goal of 25 and had a total of 31. The 14 SADD Chapters held a total of 20 events, across 9 counties in the state. SADD was able to partner with 29 new organizations bringing the total to 55.

Over the course of the year, SADD attended some major events that really helped push the program forward. In January 2023, SADD taught to over 30 educators at RSU 22. This wasn't a traditional "youth" event, but the focus was to educate the educators about safe driving that way they can easily teach their students. Some of the educators who attended were the Assistant Superintendent, the Wellness Coordinator, and the Curriculum Coordinator. In April, SADD was also able to present and table at the Maine Drivers Educator Association Conference. The presentation lasted 45 minutes to over 80 drivers educator instructors from all over the state. After the presentation, there was a table set up for networking and distributing safe driving materials to the instructors. Two of the biggest youth focused events were the Summer Camp Traffic Safety Stations at the Midcoast Youth Center, and the Hermon Summer Sizzle. Both events had the student running the table, hosting safe driving activities, and conducting peer to peer education. The events were very well attended and enjoyed by all. For more details on all the events, SADD compiled their own [Formal Annual Report](#).

For FFY24 SADD will be continuing to start new chapters throughout the state, and train and support peer-to-peer programs across the state. They will be expanding their focus from only high schools to middle schools, elementary school, and colleges. Over the course of the first two months, SADD has start 2 new chapters bringing the total to 16. Three more chapters are on the cusp of being added. SADD will continue meeting with established partners and finding new partners to help with peer-to-peer education.

Planned Activity: AAA NNE and MeBHS Driver Educator Summit (AAANNE Impaired Summit project will use this planned activity number and 405e flex funding.

Planned Activity Number: SA23-002

Planned Activity Description:

(See ID23-008 also) Traffic crashes are the leading cause of death for U.S. teens ages 16-19. Per miles driven, teen drivers are nearly three times more likely than drivers aged 20 and older to be killed in a crash. A study from the AAA Foundation for Safety found that a quality driver's education program is key to helping teens gain the skills and knowledge they need to keep themselves, their passengers, and fellow motorists safe. Maine has 348, state licensed driver education instructors that train roughly 13,000 teen drivers on an annual basis. A recent Driver Education Assessment demonstrated opportunities for increased training and collaboration between all Maine driving instructors. In partnership with AAA, and the Maine Bureau of Motor Vehicles, the Maine Bureau of Highway Safety is increasing access to developmental training for driver education instructors. The training(s) will leverage national and state safety stakeholders that include various state agencies, law enforcement, AAA and the Maine Driver Education Associations. The training(s) will address Maine's safety concerns in a coordinated way and maximize effectiveness and efficiency in achieving the improvements in many of the state's strategic highway safety plan target areas. The first training of this nature was held in Augusta in FFY2022. The FFY2023 event is scheduled for early August at the Bangor Cross Insurance Center.

Planned Activity Performance:

This was the second year for the Drivers Educator Summit, and it was held in Bangor Maine. The in-person event was attended by 170 people with a shared interest in drivers' education from all parts of the state. This is huge increase from the first year in which only around 100 people attended. The goal with this was to have the summit higher north that way more people from northern Maine would be able to attend. Holding the event in Bangor proved to be very effective. A variety of different subjects were covered at the event with speakers from all over the county.

Teens' Developing Brains: Impact on Risky Decisions and Driving

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

Driving Around Big Trucks

- Lt. Aaron Hayden, Maine State Police

Shifting Gears; Blunt Truth about Marijuana and Driving

- Tom Baran, AAA Northern New England

Teaching Methods Students with Disabilities

- Joan Cramer, Therapeutic Driving with Occupational Therapy, LLC

Snellen Eye Test

- Dr Linda Schumacher-Feero, Ophthalmologist

Update from the Bureau of Motor Vehicles

- Chris Ireland, Director, Driver License Services, Maine Bureau of Motor Vehicles

The Importance of Behind-the-Wheel Routes

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

ADAS Realities and the Classroom

- Greg Brannon, Director of Automotive Engineering
- Bill Van Tassel, AAA National, Manager of Driving Training Programs

This summit was received extremely well by drivers' educators, and they are looking to hold the next event in Portland Maine.

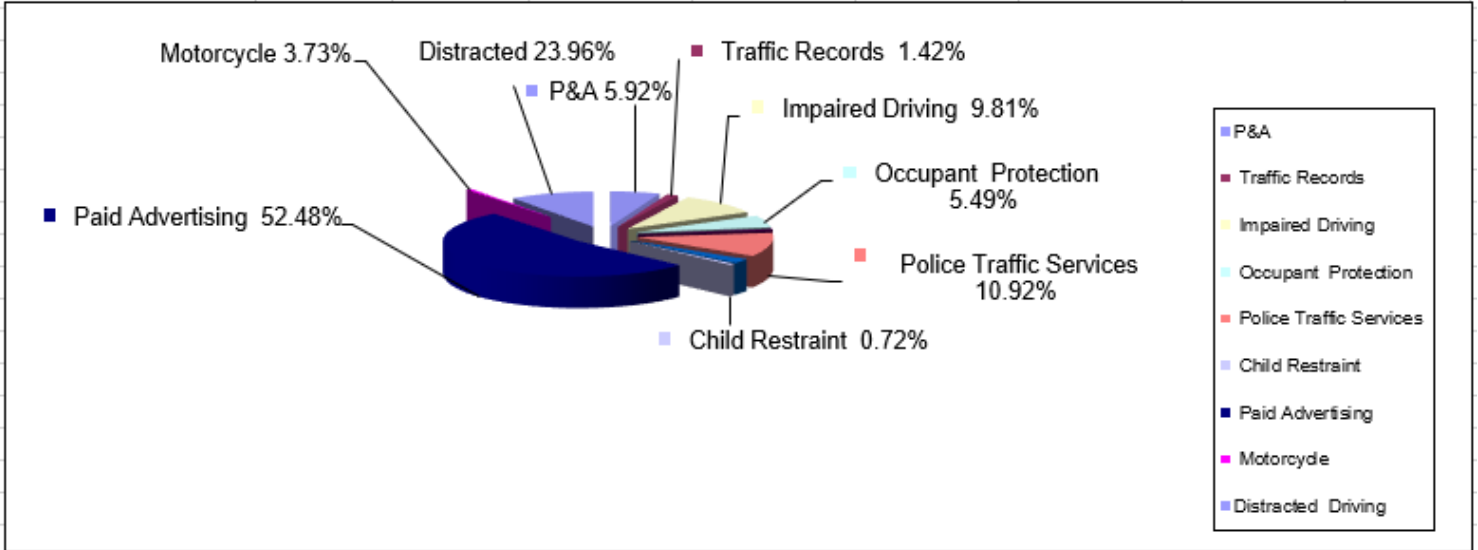
Expenditures as of January 19, 2024

Planned Activity Title	Planned Activity Number	Funding Source	HSP Approved Budget	Expended
SADD Statewide Coordinator	SA23-001	402	\$300,000.00	\$124,100.55
AAA & MeBHS Summits	SA23-002 & ID23-008	405e	\$50,000.00	\$21,812.08
Total				\$145,912.63

Summary of Expenditures for FFY2023

FFY 2023 Summary of Expenditures as of 01/19/2024

	402	405b	405c	405d	405e	405f	Total	% of Total
P&A	\$ 340,778						\$ 340,778	5.92%
Traffic Records	\$ 81,738						\$ 81,738	1.42%
Impaired Driving	\$ 184,441			\$ 379,952			\$ 564,394	9.81%
Occupant Protection	\$ 84,283	\$ 231,941					\$ 316,224	5.49%
Ped/Bicycle Safety	\$ 22,710						\$ 22,710	0.39%
Police Traffic Services	\$ 628,437						\$ 628,437	10.92%
Safe Communities	\$ 124,101						\$ 124,101	2.16%
Child Restraint	\$ 41,546						\$ 41,546	0.72%
Paid Advertising	\$ 61,800				\$ 2,959,096		\$ 3,020,896	52.48%
Motorcycle						\$ 37,597	\$ 37,597	0.65%
Distracted Driving					\$ 577,373		\$ 577,373	10.03%
TOTAL	\$1,569,834	\$231,941	\$0	\$379,952	\$3,536,468	\$37,597	\$5,755,793	100.00%



Other Available Highway Safety Documents

FFY2023 Highway Safety Plan

FFY24-26 Triennial Highway Safety Plan

Maine Impaired Driving Strategic Plan

Maine Traffic Records Strategic Plan

Traffic Records Assessment April 2021

Occupant Protection Assessment March 2021

Drivers Education Assessment February 2022

Motorcycle Safety Assessment -January 2023

FFY202 Seatbelt survey reports

April 2023 Distracted Driving Report

Grants Management Manual for Subrecipients

Critical Insight Survey Reports