

State of Maine

Department of Public
Safety

Bureau of Highway Safety



Federal Fiscal Year 2017 Annual Highway Safety Report



Paul R. LePage, Governor
John E. Morris, Commissioner
Lauren V. Stewart, Director

A Message from the Director

The Maine Bureau of Highway Safety (MeBHS) was established in accordance with the Highway Safety Act of 1966, as amended, and is the focal point for highway safety in Maine. We are the only agency in Maine with the primary responsibility to promote safer roadways.

The MeBHS is a Bureau within the Maine Department of Public Safety. The MeBHS currently consists of seven full-time employees, one full time Law Enforcement Liaison and one full time Traffic Safety Resource Prosecutor, all dedicated to ensuring safe motor transportation for everyone traveling on Maine roads and highways. The MeBHS provides leadership along with state and federal financial resources for developing, promoting and coordinating programs designed to influence public and private policy, make systemic changes and heighten public awareness of highway safety issues.

We believe it is essential to actively seek the input of local community representatives to achieve long-term safety improvements. We value our role as leaders in fostering cooperation and collaboration with other public and private organizations. We embrace a team-focused working environment and strive for excellence in our daily work. The overall goal of the MeBHS is to reduce the incidence of motor vehicle crashes in Maine that result in death, injuries, and property damage. We believe that through committed partnerships with others interested in highway safety, through a data driven approach to program planning, through public information and education, and through coordinated enforcement activities we can achieve our goals to reduce fatalities and injuries.

This annual report for federal fiscal year 2017 is required under 23 C.F.R. Part 1300.35. It serves as our opportunity to highlight the many achievements and accomplishments of the State Highway Safety Office. The project activities represented in this annual report were approved by NHTSA in our 2017 Highway Safety Plan as effective countermeasures that would help Maine achieve its stated goals to reduce overall traffic fatalities, injuries, and property damage for the period of October 1, 2016 to September 30, 2017.

I would like to thank Governor's Representative and Public Safety Commissioner John E. Morris for his continued support of our efforts. I would also like to thank the Highway Safety Office staff for their tireless collective efforts to improve highway safety, and for their assistance in grant administration, and application development. I would also like to thank our many partners in highway safety who work together with us day in and day out to make meaningful progress toward reducing motor vehicle fatalities and injuries.



Lauren V. Stewart, Director

Partner Organizations

AAA of Northern New England

Alliance Highway Safety

American Association of Retired People (AARP)

Atlantic Partners, EMS

Federal Highway Administration (FHWA)

Federal Motor Carrier Safety Administration (FMCSA)

Governor's Highway Safety Association (GHSA)

Maine Bicycle Coalition

Maine Bureau of Labor Standards

Maine Bureau of Motor Vehicles (BMV)

Maine CDC's Injury and Violence Prevention

Maine Chiefs of Police Association

Maine Criminal Justice Academy (MCJA)

Maine Department of Health and Humans Services

Health Environmental Testing Lab (HETL)

Maine Department of Education

Maine Department of Public Safety (DPS)

Maine Department of Transportation (MeDOT)

Maine Driver Education Association

Maine Emergency Medical Services (EMS)

Maine Motor Transport Association

Maine Municipal Association

Maine Principals Association

Maine Secretary of State's Office

Maine Sheriff's Association

Maine State Police

Maine Substance Abuse Mental Health Services

Maine Turnpike Authority

Maine Violations Bureau

Motorcycle Rider Education of Maine Inc.

National Highway Traffic Safety Administration (NHTSA)

NL Partners Marketing

Safety and Health Council of Northern New England (SHCNNE)

United Bikers of Maine (UBM)

University of Southern Maine (USM)

Our Organization



Governor
Paul R. LePage

Director, Highway Safety Office
Lauren V. Stewart

Highway Safety Coordinators
Dale Gilbert
Corinne Perreault
Morgan Easler (FARS)

Traffic Safety Resource Prosecutor
Scot Mattox, Esq.

Commissioner, Dept. of Public Safety
John E. Morris

Senior Contract Grant Specialist
Jaime L. Pelotte (FARS)

Planning and Research Associate II
Janet Cummings

Law Enforcement Liaison
Thomas Reagan

2017 Performance Report

NHTSA and the GHSA have agreed upon a minimum set of performance measures to be used by states and federal agencies in the development and implementation of behavioral highway safety plans and programs. The minimum set of performance goals contains 15 measures: eleven core outcome measures, one core behavior measure, and three activity measures. The measures cover the major areas common to state highway safety plans and use existing state data systems. The Core Outcome Measures reported in this year's Annual Report represent the measures established for Maine for Federal Fiscal Year 2017.

18

| | CORE OUTCOME MEASURES | Timeframe | 2013 | 2014 | 2015 | 2016 | 2017 (to date) | Target |
|------|--|-----------------|------|------|------|------|-------------------|--------|
| C-1 | Traffic Fatalities (FARS) | Annual | 144 | 131 | 156 | 161 | 170 | 137 |
| | | 5-Year Average | 153 | 147 | 146 | 151 | 152 | |
| C-2a | Serious Injuries in Traffic Crashes (State Crash File) | Annual | 862 | 816 | 755 | 746 | 691 | 761 |
| | | 5-Year Average | 851 | 867 | 862 | 832 | 774 | |
| C-2b | Serious Injury in Traffic Crash Rate (State Crash File) | Annual | 5.99 | 5.62 | 5.09 | 4.98 | 4.61 | 5.28 |
| | | 5-Year Average | 5.90 | 6.02 | 5.96 | 5.71 | 5.26 | |
| C-3a | Fatalities/VMT (FARS/FHWA) | Annual | 1.02 | 0.92 | 1.05 | 1.07 | 1.13 | .94 |
| | | 5-Year Average | 1.07 | 1.03 | 1.01 | 1.04 | 1.04 | |
| C-3b | Rural Mileage Death Rate (FARS) | Annual | 1.37 | 1.12 | 1.21 | 1.25 | 1.31 | 1.12 |
| | | 5-Year Average | 1.43 | 1.38 | 1.17 | 1.19 | 1.19 | |
| C-3c | Urban Mileage Death Rate (FARS) | Annual | 0.10 | 0.32 | 0.67 | 0.71 | 0.79 | 0.10 |
| | | 5-Year Average* | 0.13 | 0.14 | 0.61 | 0.66 | 0.67 | |
| C-4 | Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS) | Annual | 55 | 41 | 53 | 61 | 66 | 41 |
| | | 5-Year Average | 54 | 52 | 55 | 57 | 55 | |
| C-5 | Alcohol-Impaired Driving Fatalities (FARS) | Annual | 41 | 37 | 50 | 54 | 35 | 37 |
| | | 5-Year Average | 40 | 38 | 40 | 46 | 43 | |
| C-6 | Speeding-Related Fatalities (FARS) | Annual | 50 | 39 | 60 | 56 | 36 | 39 |
| | | 5-Year Average | 68 | 64 | 59 | 57 | 48 | |
| C-7 | Motorcyclist Fatalities (FARS) | Annual | 14 | 11 | 32 | 18 | 27 | 11 |
| | | 5-Year Average | 19 | 17 | 19 | 20 | 20 | |
| C-8 | Unhelmeted Motorcyclist Fatalities (FARS) | Annual | 13 | 4 | 24 | 12 | 19 | 4 |
| | | 5-Year Average | 14 | 11 | 13 | 13 | 14 | |
| C-9 | Drivers Age 20 or Younger Involved in Fatal Crashes (FARS) | Annual | 18 | 16 | 13 | 19 | 8 | 15 |
| | | 5-Year Average | 21 | 21 | 18 | 17 | 15 | |

| | | | | | | | | |
|------|---|------------------|-------------|-------------|-------------|-------------|-------------|---------------|
| C-10 | Pedestrians Fatalities (FARS) | Annual | 11 | 9 | 19 | 17 | 21 | 9 |
| | | 5-Year Average | 11 | 10 | 12 | 13 | 15 | |
| C-11 | Bicyclist Fatalities (FARS) | Annual | 4 | 2 | 0 | 4 | 2 | 1 |
| | | 5-Year Average | 1 | 2 | 1 | 2 | 2 | |
| | CORE BEHAVIOR MEASURE | Timeframe | 2013 | 2014 | 2015 | 2016 | 2017 | Target |
| B-1 | Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey) | Annual | 83% | 85% | 86% | 86% | 89% | 87% |
| | | 5-Year Average | 83% | 83% | 84% | 85% | 86% | |

Core Outcome Measure Goals

C-1) Traffic Fatalities

Performance Target: To decrease traffic fatalities by 10.5% from the 2009-2013 five-year average of 153 to 136.94 by December 31, 2016. This target is consistent with Maine's HSIP and 2014 SHSP.

Performance Review: The five-year average for 2013 to 2017 (to date) was 152 fatalities, which means Maine fell short of its goal.

C-2a) Serious Traffic Injuries

Performance Target: To decrease serious injuries by 10.5% from the 2009-2013 five-year average of 851 to 761.47 by December 31, 2016. This target is consistent with Maine's HSIP and 2014 SHSP.

Performance Review: The five-year average for 2013 to 2017 (to date) was 774. While Maine had a decrease in serious injuries for each of the last four years, it did not meet its goal.

C-2b) Serious Traffic Injury Rate

Performance Target: To decrease serious injuries by 10.5% from the 2009-2013 five-year average of 5.90 to 5.28 by December 31, 2016. This target is consistent with Maine's HSIP and 2014 SHSP.

Performance Review: The five-year average for 2013 to 2017 (to date) was 5.26. Maine reached this target.

C-3a) Mileage Death Rate

Performance Target: To decrease the mileage death rate by 8.6% from the 2013 baseline average of 1.03 to .94 by December 31, 2016.

Performance Review: The rate for 2017 (to date) was 1.13. Maine did not meet its goal for this target area.

C-3b) Rural Mileage Death Rate

Performance Target: To maintain or decrease the rural mileage death rate at the 2014 rate of 1.12 through December 31, 2017.

Performance Review: The rate for 2017 (to date) was 1.31. While this rate was precisely the metric projected by the 5-year alternative baseline method, Maine opted for a more ambitious (maintenance) goal, which it did not meet.

C-3c) Urban Mileage Death Rate

Performance Target: To decrease the urban mileage death rate by 23.9% from the 2014 baseline rate of 0.14 to 0.10 by December 31, 2017.

Performance Review: The rate for 2017 (to date) was .79. Maine did not meet its goal for this target area.

C-4) Unrestrained Passenger Vehicle Occupant Fatalities

Performance Target: To maintain or decrease unrestrained passenger vehicle occupant fatalities at the 2014 number of 41 through December 31, 2017.

Performance Review: The number of unrestrained passenger vehicle occupant fatalities for 2017 (to date) was 66. Maine did not meet its goal for this target area.

C-5) Alcohol Impaired Driving Fatalities

Performance Target: To decrease alcohol impaired driving fatalities by 5.9% from the 2014 baseline average of 40 to 37 by December 31, 2017.

Performance Review: The number of alcohol impaired driving fatalities for 2017 (to date) was 35. Maine met its goal for this target area.

C-6) Speeding Related Fatalities

Performance Target: To maintain or decrease speeding related fatalities at the 2014 number of 39 through December 31, 2017

Performance Review: The number of speeding related fatalities for 2017 was 36. Maine met its goal for this target area.

C-7) Motorcyclist Fatalities

To maintain or decrease motorcycle fatalities at the 2014 number of 11 through December 31, 2017

Performance Review: The number of motorcycle fatalities for 2017 (to date) was 27. Maine did not meet its goal for this target area.

C-8) Un-helmeted Motorcyclist Fatalities

To maintain or decrease un-helmeted motorcycle fatalities at the 2014 number of four through December 31, 2017

Performance Review: The number of un-helmeted motorcyclist fatalities for 2017 (to date) was 19. Maine did not meet its goal for this target area.

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

To decrease the number of drivers age 20 or younger involved in fatal crashes by 27.4% from the 2014 baseline average of 21 to 15 by December 31, 2017

Performance Review: The number of drivers age 20 or younger involved in fatal crashes for 2017 (to date) was 8. Maine is on track to surpass this goal.

C-10) Pedestrian Fatalities

To decrease the number of pedestrian fatalities by 10.5% from the baseline average of ten to nine by December 31, 2017

Performance Review: The number of pedestrian fatalities for 2017 (to date) was 21. Maine did not meet its goal for this target area.

C-11) Bicyclist Fatalities

To decrease bicyclist fatalities by 50% from the 2014 baseline number of two to one by December 31, 2017

Performance Review: The number of bicyclist fatalities for 2017 (to date) was 2. While this number was, the metric projected by the 5-year alternative baseline method, Maine opted for a more ambitious goal, which it did not meet.

Behavior Measure Goals

B-1) Seat Belt Usage Rate

To increase observed seat belt use by 4.1% from the 2014 baseline average of 83% to 87% by December 31, 2017

Performance Review: The seatbelt observation rate for 2017 was 89%. Maine exceeded its goal for this target area.

Activity Performance Measures

| | ACTIVITY MEASURE | Timeframe | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
|-----|---|----------------|---------|---------|---------|---------|---------|--------|--------|
| A-1 | # of Seat Belt Citations Issued During Grant-Funded Enforcement Activities | Annual | 3,332 | 2,796 | 3,485 | 4,274 | 3,386 | 3144 | 4779 |
| | | 5-Year Average | 6,458.8 | 5,726.2 | 5,223.8 | 4,748.6 | 3,454.6 | 3417 | 3813.6 |
| A-2 | # of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities | Annual | 503 | 230 | 550 | 600 | 501 | 500 | 451 |
| | | 5-Year Average | 502.5 | 448.0 | 456.8 | 467.8 | 476.8 | 430.2 | 520.4 |
| A-3 | # of Speeding Citations Issued During Grant-Funded Enforcement Activities | Annual | 2,382 | 1,232 | 4,853 | 4,764 | 8,712 | 6480 | 6372 |
| | | 5-Year Average | 5,741.0 | 4,839.2 | 5,017.2 | 4,992.6 | 4,388.6 | 5208.2 | 6236.2 |

Evidence Based Traffic Safety Enforcement Program

MeBHS has developed policies and procedures to ensure that enforcement resources 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

The statewide problem identification process used in the development of the Highway Safety Plan (HSP) has been described earlier in this plan. The data analyses are designed to identify the high-risk population in crashes and who, what, when, where and why crashes are occurring. Problem identification is summarized in the statewide and individual program area sections of this HSP. All enforcement agencies receiving MeBHS grant funding must also take a data driven approach to identifying the enforcement issues in their jurisdictions. Data documenting the highway safety issue 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.

| 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 Observation 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 uses a combination of enforcement checkpoints and saturation patrols, both of which can be found in the most recent edition of NHTSA's, *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*. The methodology will include enforcement of traffic laws pertaining to, but not limited to, adult and child occupant protection, speeding, and distracted and impaired driving coupled with enforcement patrols that saturate an identified area or region and are advertised in the local media.

Documentation and Tracking

Activities, summons, warnings, hours and other details of all enforcement efforts are collected at the state level and are used for determining value of efforts, future grant awards and return on investment. Those details have been provided within various project descriptions where appropriate.

Continuous Monitoring

MeBHS Program Managers will use progress reports, and conduct desk and on-site monitoring to ensure grant funded law enforcement projects are effective. Monthly or quarterly progress reports will be required from each agency receiving grant funding to ensure both understanding and achievement of the goals and outcomes of each project. These reports must include data on the activities conducted, such as the area and times worked and the number of tickets issued. MeBHS uses the Maine Crash Reporting System to monitor crashes and fatalities and will advise law enforcement if there are increases or decreases that would require a change in strategy in a particular jurisdiction. This continuous follow-up will allow for subtle or major adjustments thereby ensuring the best use of resources to address the stated priority traffic safety problem(s).

Planning and Administration

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

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

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

P&A Performance Target #1:

Developing a consolidated S. 402 and S. 405 coordinated Highway Safety Plan to submit to NHTSA by July 1. **Goal achieved**

P&A Performance Target #2:

Submitting an annual performance report to NHTSA by December 31. **Goal achieved**

Planning and Administration Projects:

Project Number: PA17-001

Project Title: Planning and Administration Costs

Project Description: This project will fund applicable contracts and staff salaries and expenses that are directly related to the planning, development, coordination, monitoring, auditing, reporting and evaluation of the MeBHS Highway Safety Plan, Annual Report, programs, grants, and sub grants. Funds are used for allowable expenses related to the operation of the office, such as supplies, postage, printing, travel, dues and other appropriate costs. This project also funds staff attendance and participation on committees, and

trainings (including NHTSA TSI Courses), meetings, and conferences related to MeBHS' mission; and in-state monitoring of sub-grantees. Time certification records are completed monthly by staff funded through this project.

Project Performance: All administration of the Highway Safety Office was completed in FFY17.

Project Number: PA17-002

Project Title: Grants Management System

Project Description: One of the MeBHS' primary functions are to provide federal grant funds to sub grantee recipients for projects that will have an immediate impact in the community for a specific priority program area. The MeBHS is responsible for the proper financial oversight and management of federal funds.

Funds for this project will support the final development, implementation; and annual maintenance of the Maine GMIS (web-based grants management system). This new system will streamline the submission process for sub grant applications, reimbursement requests, NHTSA vouchers, and necessary supporting documentation. The MeBHS is moving from a Microsoft Access based tracking system to a web-based system. A vendor was awarded the project in FFY 2015 and development of this project is nearly complete. This is a multi-year development and implementation project.

Project Performance: No funds were expended for this project. The system was delivered, but has not been implemented due to staff shortages.

| Project Title | Source | Project Number | Budget | Expended |
|-----------------------------------|--------|----------------|--------------|--------------|
| Planning and Administration Costs | S. 402 | PA17-001 | \$400,043.72 | \$193,826.69 |
| Grants Management System | S. 402 | PA17-002 | \$244,000.00 | \$0.00 |

Impaired Driving

Impaired Driving Performance Target:

To decrease alcohol impaired driving fatalities by 5.9% from the 2014 baseline average of 40 to 37 by December 31, 2017. **Goal achieved**

Impaired Driving Program Area Projects:

Project Number: AL17-001

Project Title: Program Management and Operations

Project Description: Costs under this program area include allowable salaries and travel for highway safety program coordinators, clerical support personnel and impaired driving operating costs e.g., printing, supplies, state indirect rates, and postage, RTV insurance, storage and supply equipment directly related to this program area.

Project Performance: The MeBHS continued office administrative support of the FY2017 HSP grants and projects managed by the various program coordination staff and management. Funds were expended as detailed in the project description and the chart below.

Project Number:

ID17-075 Sagadahoc County SO

ID17-076 Hancock County SO

ID17-084 Cumberland County RIDE

Project Title: Regional Impaired Driving Task Force Teams (RIDE)

Project Description: Funds will support overtime costs and supplies to continue support of the enforcement efforts by Regional Impaired Driving Enforcement (RIDE) Teams. Approximately 20 officers are necessary to conduct the proposed enforcement details. RIDE Teams will be focusing their efforts during the summer months on the five counties with the greatest number of alcohol-impaired crashes: Cumberland, York, Somerset, Penobscot, and Hancock.

These Regional Teams conduct 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 program coordinator and Law Enforcement Liaison in partnership with individual RIDE

administrators. MeBHS monitors the successes of the grant as it is being conducted to determine if modifications need to be implemented to insure the activity is producing results.

Project Performance: The Sagadahoc Regional Impaired Driving Team conducted two OUI checkpoints during the season. They used the Roadside Testing Vehicle at both. There were nine officers used between the two checkpoints and Topsham PD two additional officers at each checkpoint. There were 1571 vehicle contacts that resulted in three OUI arrests, four criminal charges and several traffic infractions. They had a great media story after one checkpoint.
<http://www.timesrecord.com/news/2017-09-06/Front Page/Local police agencies run impaired driver roadblock.html>

The Team also conducted seven saturation patrols that resulted in 374 traffic stops and netted nine impaired drivers and 64 summonses for various traffic violations.

Hancock County conducted three saturation patrols that involved seven officers who collectively worked 40 hours. During these details, they made forty-eight traffic stops and made two impaired driving arrests. During one detail, they assisted with a large underage drinking party and made their presence obvious. There were no driving incidents but there were 10 summonses issued for Minors in Possession of Liquor.

The team suffered from a lack of interest due to staffing levels and competing details. The RIDE team details focus on social events, Super Bowl, St Patrick's day etc. These dates are often the most difficult to recruit staffing for details.

The Cumberland RIDE Team Cumberland operated from May to September. They had 249 vehicle contacts in the 174 hours invested. They did not deploy any OUI checkpoints. They made 17 OUI arrests, 6 criminal charges and 21 traffic infractions. They issued 193 warnings. This team had the media along with them on one detail and the local prosecutor rode in a saturation patrol as well.

Project Number: ID17-006 Maine State Police

Project Title: Maine State Police SPIDR Team

Project 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. Many will have completed ARIDE and several are certified as Drug Recognition Experts. The team will consist of a team leader and 25 team members statewide.

The SPIDRE Team will increase OUI saturation patrols and checkpoints statewide, with a focus on scheduled events where there is a significant potential for impaired drivers. The team leader will be a liaison within the Traffic Safety Unit to work with other agencies. The Maine Bureau of Highway Safety Roadside Testing Vehicle (RTV) and message trailers will be utilized when assisting other departments at various events and OUI checkpoints throughout the state.

Project Performance: The MSP SPIDRE Team conducted 119 saturation patrols and 7 checkpoints. The TEAM arrested 58 operators for operating under the influence of alcohol, 9 operators for operating under the influence of drugs and charged 1 juvenile for OUI. 970 hours of details were conducted. 232 other summons were written for various charges.

Project Number: AL17-003

Project Title: Impaired Driving Roadside Testing Vehicle (RTV) Operational Costs

Project Description: The Maine State Police (MSP), local law enforcement and the MeBHS will be reimbursed for all necessary RTV operational and maintenance expenses including supplies and equipment, overtime for the trooper(s) working the RTV activities (estimated at \$65 per hour for 2000 hours) , overtime for municipal law enforcement officers for operation of the vehicle (estimated \$55/hour for 300 hours, fuel maintenance , and monthly fees associated with storage (estimated at \$3600) tolls, radio , and Wi-Fi . This project benefits all Maine law enforcement agencies.

Project Performance: The Roadside Resting Vehicle was scheduled 56 times for highway safety events. Twenty-three were public safety awareness shows such as Touch-a-Truck and public safety events. The RTV scheduled for thirty-three impaired driving details. The RTV was deployed with the SPIDRE Team and the Sagadahoc RIDE Team. Several agencies used the RTV for their impaired driving efforts.

Project Number: ALC17-002

Project Title: Traffic Safety Resource Prosecutor

Project Description: 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

full-time TSRP position, 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 TRSP 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.

Project Performance: The TSRP project continues through a qualified vendor. The TSRP performs training, consulting and education to all of Maine's law enforcement and prosecutors on traffic safety issues with a strong concentration on OUI and OUI drug prosecutor. The TSRP was sworn in as a Maine Prosecutor this year and began assisting line prosecutors with OUI cases in the court room.

Project Numbers: ID17-025-ID17-085

Project Title: Evidence-Based Impaired Driving High Visibility Enforcement Campaigns

- *Drive Sober Maine!*
- *NHTSA Drive Sober or Get Pulled Over*

Project Description: This project will support dedicated overtime costs for selected law enforcement agencies (LEA's) 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-week national campaigns during the months of April to September, based on an analysis of crash and fatality data involving alcohol and discussed in the preceding pages. Agencies will be awarded grant funds using project selection and data analysis methods previously discussed in this plan.

Project Performance: Fifty-eight law enforcement agencies participated in high visibility enforcement for impaired driving for fiscal year 2017. \$443,000.00 was expended in federal funds resulting in 22,300 vehicles stopped during patrols and checkpoints. These details resulted in 363 OUI, short of the combined goal of 663. Manpower shortages are problematic for all Maine law enforcement agencies and directly impacts their ability to attain individual and combined enforcement goals. In addition to the OUI arrests, the agencies wrote 243 tickets for speeding, 17 for seat belt violations, 47 for drug possession, 50 warrants and 184 operating after suspension.

| AGENCY | GRANT ID | BUDGET | EXPENDED |
|--------------------|----------|-----------|-----------|
| Auburn PD | ID17-025 | 23,916.00 | 23,916.00 |
| Caribou PD | ID17-026 | 8,869.41 | 8,869.41 |
| Cumberland County | ID17-027 | 16,200.00 | 3,127.50 |
| Ellsworth PD | ID17-028 | 8,272.00 | 7,849.00 |
| Hancock County SO | ID17-029 | 13,132.00 | 10,904.00 |
| Kennebec County SO | ID17-030 | 19,500.00 | 14,560.00 |
| Lincoln County SO | ID17-031 | 6,500.00 | 6,500.00 |
| Old Town PD | ID17-032 | 3,900.00 | 2,465.22 |
| Oxford County SO | ID17-033 | 12,000.00 | 9,317.28 |
| Oxford PD | ID17-034 | 9,130.29 | 6,912.72 |
| Sagadahoc County | ID17-035 | 19,800.00 | 19,740.00 |
| Winslow PD | ID17-036 | 14,800.00 | 12,387.50 |
| Westbrook PD | ID17-037 | 9,756.35 | 9,654.50 |
| South Berwick PD | ID17-038 | 9,460.70 | 6,181.79 |
| Wiscasset PD | ID17-039 | 10,051.99 | 9,947.52 |
| Mount Desert PD | ID17-040 | 8,278.11 | 4,235.62 |
| Milbridge PD | ID17-041 | 5,000.00 | 4,320.00 |
| Knox County SO | ID17-042 | 20,500.00 | 14,550.00 |
| Lewiston PD | ID17-043 | 7,920.00 | 7,052.35 |
| Eliot PD | ID17-044 | 9,460.00 | 5,057.23 |
| Waterville PD | ID17-045 | 10,000.00 | 10,000.00 |
| Maine State Police | ID17-046 | 43,716.00 | 39,114.01 |
| Kennebunk PD | ID17-047 | 9,348.00 | 3,909.08 |
| Augusta PD | ID17-048 | 18,651.64 | 18,651.64 |
| South Portland PD | ID17-049 | 19,462.00 | 7,748.51 |
| Rumford PD | ID17-050 | 5,500.00 | 5,500.00 |
| Jay PD | ID17-051 | 2,674.08 | 2,320.00 |
| York PD | ID17-052 | 9,041.00 | 8,028.09 |
| Rockland PD | ID17-053 | 4,178.87 | 0.00 |
| Oakland PD | ID17-054 | 4,200.00 | 2,080.00 |
| Berwick PD | ID17-055 | 8,800.00 | 8,800.00 |
| Damariscotta PD | ID17-056 | 4,977.93 | 4,977.60 |
| Wells PD | ID17-057 | 10,000.00 | 9,933.52 |
| Sabattus PD | ID17-058 | 12,537.88 | 3,881.54 |
| Norway PD | ID17-059 | 2,102.75 | 1,616.80 |
| Farmington PD | ID17-060 | 8,319.76 | 8,271.58 |
| Belfast PD | ID17-061 | 13,858.61 | 11,932.51 |

| | | | |
|--------------------|----------|-----------|-----------|
| Lisbon PD | ID17-068 | 2,292.86 | 1,179.26 |
| Franklin County SO | ID17-063 | 13,424.40 | 13,554.53 |
| Bangor PD | ID17-064 | 7,000.00 | 5,868.47 |
| Fort Kent PD | ID17-065 | 4,000.00 | 3,296.04 |
| Yarmouth PD | ID17-062 | 1,560.00 | 0.00 |
| Somerset County SO | ID17-069 | 9,183.84 | 5,815.13 |
| Presque Isle PD | ID17-070 | 12,442.73 | 12,442.73 |
| Freeport PD | ID17-066 | 8,640.00 | 4,784.74 |
| Saco PD | ID17-067 | 5,000.00 | 1,673.55 |
| Gorham PD | ID17-071 | 11,424.12 | 12,110.56 |
| Cape Elizabeth PD | ID17-072 | 4,179.58 | 3,118.77 |
| Bath PD | ID17-073 | 6,362.56 | 3,254.10 |
| Bar Harbor PD | ID17-074 | 6,098.74 | 21,41.84 |
| Mexico PD | ID17-077 | 3,099.65 | 3,099.65 |
| Scarborough PD | ID17-078 | 24,642.62 | 24,642.62 |
| Falmouth PD | ID17-079 | 11,775.32 | 7,705.88 |
| Wilton PD | ID17-080 | 3,405.60 | 3,178.56 |
| York County SO | ID17-081 | 10,150.00 | 6,947.75 |
| Kittery PD | ID17-082 | 5,805.00 | 0.00 |
| North Berwick PD | ID17-083 | 6,121.14 | 5,675.00 |
| Brunswick PD | ID17-085 | 5,000.00 | 3,155.20 |

Project Number: ID17-012
Project Title: Specialized Law Enforcement Training (Impaired)

Project Description:

This project funds the specialized training and equipment 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. In addition to providing the basic funding for instructors, materials and supplies, this project provides travel expenses for DRE candidates to complete their field certifications in more densely populated States to ensure they meet the proficiency requirements without undue delay. This project also funds attendance at the annual DRE conference critical for keeping DRE's current and proficient in utilizing best practices. The MeBHS recognizes the need to increase DREs and is actively working

toward that goal. These projects are administered jointly with the Maine DRE and impaired driving training coordinator at the Maine Criminal Justice Academy (MCJA).

This project will also reimburse the MCJA for 10 Portable Breath Testing Instruments to be used in LEO training of impaired driving detection.

Project Performance: In FFY17, 19 new DRE's were certified; 79 DRE's completed a refresher class; and 208 officers were ARIDE trained; and 200 PBT mouth-pieces were used in the training of officers.

Project Number: AL17-004

Project Title: Maine Annual Impaired Driving Summit

Project Description: The Governors Highway Safety Association (GHSA) supports elevating drugged driving to a national priority and calls upon states to implement strategies in drugged driving detection, enforcement, and prosecution. Substance-impaired driving should be approached as a single issue with comprehensive policies that address alcohol, illicit/illegal drugs, prescriptions, and over-the-counter medications.

In partnership with AAA, MeBHS intends to increase awareness of this growing issue by hosting an annual summit like the successful 2015 and 2016 summits. The date and location will be determined upon contract negotiation with AAA. The project opportunity will be released upon approval of this Plan.

Project Performance: This project was successfully carried out this year on May 19th at Husson University in Bangor. The summit was well attended by approximately 200 people from a variety of impaired driving related fields. Several national level experts spoke on a number of different impaired driving topics including Marijuana impairment in anticipation of recreational legalization.

Project Number: ID17-007

Project Title: Maine State Police Impaired Driving Coordinator

Project Description: This project supports the continuation of one Maine State Police Trooper FTE position within the Maine State Police (MSP) Traffic Safety Unit. This position assists the MeBHS and the MSP with the creation, administration and improvement of various traffic safety programs aimed at reducing impaired driving. This position works closely with various partners and committees such as the MeBHS, MCJA, BMV, Impaired Driving Task Force, LEL and TSRP, to deliver the best possible impaired driving reduction products and information that save lives. This will include, but not be limited to, the DRE program, blood technician program, OUI/SFST instruction, ARIDE, impaired driving enforcement, educational speaking engagements, PSAs, awareness and prevention programs and monitoring of legislative issues. This position will also be responsible for other duties as assigned by the Sergeant or the Commanding Officer of the Traffic Safety Unit.

Project Performance: The Maine State Police Impaired Driving Coordinator (MSP IDC) works full time on reducing OUI and drug related crashes and increasing the arrests for impaired driving offenders. The MSP IDC: attended all DRE trainings and refresher classes; is the lead instructor for SFST; manages the MSP SPIDRE TEAM; manages the use of the roadside testing vehicle; attends all impaired driving task force meetings; reviews and conducts impaired crash reconstruction, mapping and investigative reports; attends and conducts ARIDE trainings. The MSP IDC is available to all law enforcement agencies to assist with all impaired driving trainings and activities.

Project Number: AL17-002

Project Title: Law Enforcement Call-Out Reimbursement

Project Description: This project supports the combined efforts of the Maine Impaired Driving Task Force. The lack of available on-duty Drug Recognition Experts (DREs) and phlebotomy trained personnel results in the inability to properly investigate OUI cases, both alcohol and drugs. Many law enforcement agencies express a reluctance to allow overtime because of funding. Without trained personnel performing the investigation, a proper foundation cannot be established for prosecution. This project increases the availability of DREs and phlebotomy trained personnel by reimbursing overtime expenses.

Project Performance: Reimbursement for specialized officers started with the FFY 2015 Plan and has increased in participation each year. Agencies are more inclined to allow their specialized officers to assist in impaired 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.

Project Number: NA

Project Title: Judicial Outreach Liaison

Project Description: This funding will support a Judicial Outreach Liaison (JOL) position if approved by the State in FFY 2017. The JOL is responsible for developing a network of contacts with judges and judicial educators to promote judicial education related to sentencing and supervision of OUI offenders, court trial issues, and alcohol/drug testing and monitoring technology. In addition, the JOL makes presentations at meetings, conferences, workshops, media events and other gatherings that focus on impaired driving and other traffic safety programs. The JOL identifies barriers that hamper effective training, education or outreach to the courts and recommends alternative means to address these issues and concerns. With the help of the Traffic Safety Resource Prosecutor, the JOL achieves uniformity about impaired driving prosecution throughout Maine.

Project Performance: This project was not implemented. Despite our approval for the position through an RFP; we were unable to find a suitable JOL. The MeBHS and its partners continue to search for a Judge Liaison.

Project Number: ID17-008

Project Title: Local Prosecutor Training: “Impaired Driving Enforcement Investigation in Maine: An Overview for Prosecutors”

Project Description: Maine’s Traffic Safety Resource Prosecutor (TSRP) and the Maine State Police Impaired Driving Reduction Trooper have collaborated to create a two-day class aimed at local Maine Prosecutors. The 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 is accredited by the Maine Board of Bar Overseers for continuing legal education credits. This training was held in four different prosecutorial districts last year. It was well received and requested again this year by prosecutors. The goal is to continue to provide this class to all the prosecutorial districts in Maine. Funding covers lodging and travel, materials, and supplies.

Project Performance: The project was successfully completed. National level expert instructors from the National Traffic Law Center held a “Lethal Weapon” fatal crash investigation class in Auburn. About 30 prosecutors and law enforcement officers attended from several different districts in Maine.

Project Number: ID17-008 (Combined with above project through HSP Amendment)

Project Title: Lethal Weapon Training and NTLC

Project Description: This project will increase Maine’s ability to prosecute lethal weapon cases, which include impaired driving-related vehicular homicide cases. The funds will be used to cover the costs associated with delivery of the National District Attorneys Association “Lethal Weapon” training to include printing/ materials, travel, and registration fees for the District Attorneys participating in the program. The location, date, and time are to be determined.

Project Performance: The project was successfully completed. National level expert instructors from the National Traffic Law Center held a “Lethal Weapon” fatal crash investigation class in Auburn. About 15 prosecutors and law enforcement officers attended from several different districts in Maine. All 15 attendees were surveyed after class and 14 replied that the training increased their ability to prosecute impaired driving related crashes.

Project Number: ID17-009
Project Title: Law Enforcement Phlebotomy Technicians (LEPT)
Project Description: Law enforcement officers experience difficulty obtaining qualified medical personnel to draw blood within a time frame that is required for OUI prosecution. This project provides for the training of law enforcement officers to become Phlebotomy Technicians through instruction from a qualified vendor. Funding is used for necessary consultant fees and training supplies
Project Performance: The project was successfully undertaken. The qualified vendor held 6 LEPT classes statewide and increased the number of law enforcement phlebotomists. The vendor also held many refresher classes and conducted research on the national standard for LEPT classes in a QA effort for the Maine classes.

Project Number: NA
Project Title: Blood Drug Testing Fees and Training for Lab Chemists
Project Description: Blood Drug Testing is critical for prosecutors to obtain OUI convictions. In the past Maine, outsourced blood drug testing at considerable expense. Outsourcing also creates logistical problems as the prosecution must adhere to Confrontation Clause requirements and obtain out-of-state laboratory personnel and experts to testify. The Maine Health and Environmental Testing Lab now has state-of-the-art testing equipment and is ready to move forward with creating and implementing blood drug testing regimes that will withstand legal scrutiny. Maine is taking an aggressive stance against drugged drivers by increasing the Drug Recognition Expert and Phlebotomy Technician programs. This project provides funds for testing blood samples at the Maine Test Lab and out of state lab(s) which enhances the prosecutor's ability to withstand challenges by the defense. The experts needed to testify are now readily available and are not cost prohibitive, which results in aggressive prosecution and more favorable outcomes. (Estimated cost is 3,745 tests at \$400 per test). This project also funds annual training for one S.O.F.T. certified lab chemists (estimated at \$2,000.00)

Project Performance: This project was not implemented in FFY17; however, we have entered into an agreement with the DHHS HETL to fund two full-time chemists and a part-time administrative support for the blood drug program. These positions will be filled in FFY18 and have been approved in the FFY18 HSP. The DHHS HETL Chemist did attend the SOFT training; but the DHHS declined to submit for reimbursement under this project.

Project Number: ID17-004

Project Title: Impaired Driving Special Prosecutors

Project Description: This project sustains three and creates two additional Impaired Driving Special Prosecutors (IDSP) who will provide full-time, traffic safety prosecution to selected Maine district attorney offices.

An IDSP is a member in good standing of the Maine bar with knowledge, education and experience in the prosecution of OUI crimes. The IDSP works directly with selected Maine prosecutorial districts to assist with the prosecution of OUI crimes. A one-year site placement agreement for the IDSP will be based upon evidence based data with participating Maine prosecutors.

Project Performance: This project was successfully implemented. The IDSPs are in place and active in five of Maine's eight prosecutorial districts. An additional district was added this year and is awaiting start-up. The IDSPs are prosecuting more drug impaired driving cases and assisting the TSRP with law enforcement and prosecution training Statewide.

Expenditures through December 1, 2017.

| Project Title | Source | Project Number | Budget | Expended |
|---|---------------|-----------------------|----------------|-------------------|
| Program Management and Operations | S. 402 | AL17-001 | \$250,000.00 | \$27,101.05 |
| Regional Impaired Driving Task Force Teams (RIDE) | S.405d | ID17-075; -076; -084 | \$300,000.000 | \$36,583.06 |
| Maine State Police SPIDR Team | S.405d | ID17-006 | \$150,000.00 | \$61,661.18 |
| Impaired Driving Roadside Testing Vehicle (RTV) Operational Costs | S. 402 | AL17-003 | \$150,000.00 | \$19,431.96 |
| Traffic Safety Resource Prosecutor | S. 410 & 405d | ALC17-002 | \$155,000.00 | \$237,938.75 |
| Evidence Based Impaired Driving High Visibility Enforcement Campaigns | S.405d | ID17-025- ID17-085 | \$1,478,234.48 | \$457,956.90 |
| Specialized Law Enforcement Training (Impaired) | S.402 | ID17-012 | \$125,000.00 | \$21,869.23 |
| Maine Annual Impaired Driving Summit | S. 402 | AL17-004 | \$35,000.00 | \$10,043.45 |
| Maine State Police Impaired Driving Coordinator | S. 402 & 405d | ID17-007 | \$150,000.00 | \$121,850.34 |
| Law Enforcement Call-Out Reimbursement | S. 402 & 405d | AL17-002 | \$75,000.00 | \$18,291.06 |
| Judicial Outreach Liaison | S. 405d | | \$225,000.00 | \$0.00 |
| Local Prosecutor Training: "Impaired Driving Enforcement Investigation in Maine: An Overview for Prosecutors" | S. 405d | ID17-008 | \$35,000.00 | \$10,655.70 |
| Lethal Weapon Training. NTLIC | S. 405d | ID17-008 | \$25,000.00 | Combined w/ above |
| Law Enforcement Phlebotomy Technicians (LEPT) | S. 405d | ID17-009 | \$60,000.00 | \$38,898.53 |
| Blood Drug Testing Fees and Training for Lab Chemists | S. 405d | ID17-001 | \$1,500,000.00 | \$0.00 |
| Impaired Driving Special Prosecutors | S. 405d | ID17-004 | \$550,000.00 | \$463,049.10 |

Occupant Protection & Child Passenger Safety

Performance Targets

Occupant Protection Performance Target #1:

To maintain or decrease the number of unrestrained passenger vehicle occupant fatalities at 41 through December 31, 2017. **Goal not achieved**

Occupant Protection Performance Target #2:

To increase observed seat belt use by 2.0% from the 2014 observed rate of 85% to 87% by December 31, 2017. **Goal achieved**

Occupant Protection Program Area Projects:

Project Number: OP17-001

Project Title: Program Management and Operations

Project Description: Costs under this program area include: salaries, travel (e.g., TSI training courses, in-state travel to monitor sub-grantees, meetings) for highway safety program coordinators, clerical support personnel, and operating costs (e.g., printing, supplies, state indirect rate, postage) directly related to the development, coordination, monitoring, evaluation, public education and marketing, auditing, and training required of this program.

Project Performance: The MeBHS continued office administrative support of the FY2017 HSP grants and projects managed by the various program coordination staff and management. Funds were expended as detailed in the above project description and the chart below.

Project Number: OP17-001

Project Title: Occupant Protection Program Operations and Maintenance

Project Description: This project funds costs associated with the procurement, use, gasoline and repairs, and maintenance of highway safety vehicles and equipment used for occupant protection education programs. Vehicles and equipment include: a loaned truck from the Maine State Police, the CPS trailer, The Convincer, and Rollover, simulators.

Project Performance: HSP Amendment combined this project with OP17-001.

Project Number: See Below Chart
 Project Title: *Click It or Ticket (CIOT) and Buckle Up, No Excuses!* High Visibility Enforcement Campaigns

Project Description: Funds will support dedicated overtime enforcement (both daytime and nighttime) and education costs associated with participation in the NHTSA National Click It or Ticket Campaign. This project supports efforts to increase the seat belt usage rate and decrease unbelted passenger fatalities. Selected agencies will be awarded grants following Maine’s standard process for contracting. To achieve a seat belt compliance rate of 87%, Maine will extend its seat belt enforcement to encompass not only the May *CIOT* enforcement period, but the months of April and November.

Project Performance: During the 2017 *CIOT/Buckle Up No Excuses* campaign, May 22 – June 4, 2017, 44 Law Enforcement agencies throughout the state of Maine participated and issued 3200 Seat Belt summons, after setting a goal of 2716. Agencies devoted nearly 4200 hours and made 7205 stops during the 2-week campaign. The following agencies participated in HVE seat belt enforcement:

| Grantee | Grant ID | Budget | Expended |
|-------------------|-----------------|---------------|-----------------|
| Auburn PD | OPB17-044 | 20,140.38 | \$20,140.38 |
| Augusta PD | OPB17-027 | 14,688.36 | \$14,688.36 |
| Bangor PD | OPB17-029 | 3,300.00 | \$3,300.00 |
| Berwick PD | OPB17-057 | 4,730.00 | \$4,730.00 |
| Bridgton PD | OPB17-047 | 3,305.15 | \$3,305.15 |
| Brunswick PD | OPB17-059 | 2,800.00 | \$2,800.00 |
| Bucksport PD | OPB17-061 | 2,400.00 | \$2,400.00 |
| Cape Elizabeth | OPB17-065 | \$ 1,656.22 | \$1,656.22 |
| Caribou PD | OPB17-052 | 5,092.60 | \$5,092.60 |
| Cumberland County | OPB17-038 | 19,562.07 | \$19,562.07 |
| Eliot PD | OPB17-045 | 2,396.89 | \$2,396.89 |
| Ellsworth PD | OPB17-032 | 4,512.00 | \$4,512.00 |
| Farmington PD | OPB17-040 | 7,058.00 | \$7,058.00 |
| Fort Kent PD | OPB17-043 | 1,839.62 | \$1,839.62 |
| Gorham PD | OPB17-037 | 4,002.92 | \$4,002.92 |

| | | | |
|--------------------|-----------|------------|-------------|
| Hampden PD | OPB17-050 | 4,013.52 | \$4,013.52 |
| Houlton | OPB17-066 | 2,032.80 | \$2,032.80 |
| Jay PD | OPB17-065 | 3,744.52 | \$3,744.52 |
| Kennebec County SO | OPB17-067 | 8,320.00 | \$8,320.00 |
| Kittery PD | OPB17-049 | 6,777.50 | \$6,777.50 |
| Knox SO | OPB17-056 | 11,200.00 | \$11,200.00 |
| Lewiston PD | OPB17-063 | 6,160.00 | \$6,160.00 |
| Lincoln SO | OPB17-048 | 3,120.00 | \$3,120.00 |
| Lisbon PD | OPB17-030 | 4,313.39 | \$4,313.39 |
| Mexico PD | OPB17-053 | 1,348.38 | \$1,348.38 |
| Monmouth PD | OPB17-034 | 2,080.00 | \$2,080.00 |
| North Berwick PD | OPB17-069 | 2,891.94 | \$2,891.94 |
| Norway PD | OPB17-025 | \$2,929.83 | \$2,929.83 |
| Oakland PD | OPB17-068 | 2,720.00 | \$2,720.00 |
| Old Orchard Beach | OPB17-051 | 3,000.00 | \$3,000.00 |
| Old Town | OPB17-055 | 3,200.00 | \$3,200.00 |
| Orono OD | OPB17-058 | 2,500.00 | \$2,500.00 |
| Oxford PD | OPB17-046 | 3,764.61 | \$3,764.61 |
| Portland PD | OPB17-036 | 2,085.00 | \$2,085.00 |
| Presque Isle | OPB17-062 | 8,205.63 | \$8,205.63 |
| Rumford PD | OPB17-026 | 3,600.00 | \$3,600.00 |
| Sagadahoc SO | OPB17-028 | 18,240.00 | \$18,240.00 |
| Scarborough PD | OPB17-041 | 6,617.52 | \$6,617.52 |
| South Portland | OPB17-033 | 19,562.07 | \$19,562.07 |
| Topsham PD | OPB17-054 | 5,089.28 | \$5,089.28 |
| Westbrook PD | OPB17-031 | 8,540.38 | \$8,540.38 |
| Wiscasset PD | OPB17-060 | 3,402.51 | \$3,402.51 |
| Yarmouth PD | OPB17-039 | 1,664.00 | \$1,664.00 |
| York PD | OPB17-035 | 3,308.00 | \$3,308.00 |

Additionally, the Bureau and law enforcement partners participated in the Border to Border (B2B) CIOT Campaign kick-off:

The State Police had four troops, we had two sheriff's agencies and nine municipal agencies involved in the four hour B2B detail. There were 103 seatbelt violation citations as well as one for child safety restraint. There were also 36 other traffic infractions written.

We had the one media conference with Massachusetts and New Hampshire. We had four TV News stories, 13 print media and at least five social media posts. Media listed below:

<http://www.wcsh6.com/news/local/click-it-or-ticket-maine-nh-police-enforce-seat-belt-laws/441737223>
<http://wblm.com/click-it-or-ticket-is-on-in-maine-buckle-up-or-pay/>
<http://92moose.fm/click-it-or-ticket/>
<http://wgme.com/news/local/stepped-up-click-it-or-ticket-enforcement-begins-in-maine>
<http://www.washingtontimes.com/news/2017/may/22/police-in-maine-vermont-nh-kick-off-click-it-or-ti/>
<http://www.wmtw.com/article/maine-police-kick-off-click-it-or-ticket-campaign/9904541>
<http://wcyy.com/police-in-maine-are-increasing-patrols-looking-for-seat-belt-violations/>
<http://q961.com/law-enforcement-to-be-out-for-maines-click-it-or-ticket-campaign/>
http://www.heraldcourier.com/news/police-in-maine-vermont-nh-kick-off-click-it-or/article_faca0658-c07c-53f2-a061-2bb489ba7a5d.html
<http://1cnme.com/courts/seat-belt-enforcement-effort-begins/>
<http://knox.villagesoup.com/p/law-enforcement-to-step-up-seat-belt-enforcement/1654337>
<http://949whom.com/police-in-maine-are-increasing-patrols-looking-for-seat-belt-violations/>
<https://www.usnews.com/news/best-states/maine/articles/2017-05-22/police-in-maine-vermont-nh-kick-off-click-it-or-ticket>
http://www.caledonianrecord.com/news/regional/police-in-maine-vermont-nh-kick-off-click-it-or/article_a41dal16-ef8d-5191-a6f9-d6fea311fe1f.html

Project Number: CR17-001

Project Title: Child Seats, Supplies and Educational Materials for Distribution Sites

Project Description: This project supports the purchase and distribution of new child safety seats (convertible, booster, beds) supplies and materials for Maine income eligible families through the CPS distribution sites. Educational materials for children and caregivers such as brochures, booklets, posters and pictorials explaining Maine's CPS laws, NHTSA booster seat information and federal recommendations for proper booster seat use will be produced and distributed.

Project Performance:

This project was amended to only procure seats for income eligible families using 5% of the S. 405b funds and S. 402 funds. Educational materials were moved to OP17-009. Approximately 810 car seats were distributed in FFY2017, which included convertible car seats and high back boosters, car beds, and harness and pad replacement kits. Additionally, car seat levelers (pool noodles) were used to assist in proper car seat installation and education to families. Partner distribution locations gathered income eligibility information and entered recipient information into the car seat distribution database, which is used to monitor program participation, recipient information, car seat ordering and site inventory. All distribution sites are in high population, low income areas. The top six distribution locations included: Central Maine Medical Center in western Maine, Catholic Charities in southern Maine, WCAP/Belfast Fire Department in eastern

Maine, Bangor Public Health in northern Maine, Kennebec Valley Community Action Partners in central Maine, and Down East Community Hospital – Maine Families in eastern Maine. Of the 810 seats distributed the top six locations distributed over half of the overall total number of seats distributed. in eastern, central, western, and southern Maine regions. The northern half of the state of Maine is lesser populated, but had a well distributed representation of CPS educators providing car seat distribution and education.

Project Number: CR17-004
Project Title: Annual Observational Seat Belt Surveys

Project Description: Uniform Guidelines for Highway Safety Program 20 stipulates that states must conduct and publicize at least on statewide observational survey of seat belt use annually, ensuring that it meets current, applicable Federal guidelines. This project funds a contract with a vendor for the MeBHS annual observational and attitudinal surveys. The survey will be conducted in the two weeks immediately following the May *Click It or Ticket* enforcement campaign.

Project Performance: The Annual Observational Survey was conducted timely using the approved methodology. Copies of the survey can be obtained upon request. Overall, the observed seat belt usage rate increased in 2017 to 88.9%.

Project Number: CR17-002
Project Title: Child Passenger Safety Technician and Instructor Training

Project Description: This project will support training and certification of new Child Passenger Safety (CPS) technicians and recertification for those with expired credentials. MeBHS anticipates two certification classes and one certification renewal class. In addition, this project funds classes for special needs restraints and busing restraints.

Project Performance: MeBHS certified a combined total of 32 individuals between two certification classes held; one in Searsport at the Police Department in eastern Maine, and the other in northern Maine at Cary Medical center in Caribou. Additionally, there were another 5 individuals recertified after completing a Course Renewal Course held in December at the Department of Public Safety. Having well-trained technicians and instructors has been proven to increase knowledge of occupant protection safety of children, parents, guardians and caregivers. Based on other pressing projects the Bureau was unable to hold a special needs restraints and busing restraints, but will try to schedule something for fall of FFY18. Funds also supported one instructor to travel to sites on an as-needed basis to provide seat sign-offs for technicians that were unable to attend seat check events. The Bureau CPS Coordinator monitored technician expiration dates and contacted technicians that were close to expiration. Those technicians that had a few remaining seats for sign-off were given the option to meet with an instructor. Technicians were asked to coincide appointments with instructor seat sign-offs for a best-case scenario.

Travel time was not paid for sign-offs, but mileage and time working with the technician was reimbursed. Instructors or technician proxies were sought for their geographic location to technicians in their area. The Bureau held 8 Child Care Provider/Transporter Basic CPS Awareness Trainings statewide for upwards of 160 providers, most of which are licensed through the Office of Child and Family Services, Department of Health and Human Services. Training covered basic child occupant protection awareness to ensure safe transport of children. Law Enforcement Basic CPS Awareness Training was also offered as a requirement for new officers graduating from the Maine Criminal Justice Academy. Upwards of 30 new officers were provided training between 2 graduating classes.

Project Number: OP17-004

Project Title: Traffic Safety Educator

Project Description: This project funds a full-time position titled *Traffic Safety Educator* to provide traffic safety education statewide. The education includes Convincer and Rollover demonstrations, driving simulations and the use of highway safety displays at schools, colleges, health fairs, community centers, and other locations where the targeted 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. In the past, this position has been filled through the RFP process. Apart from MeBHS' media campaign, this program has been proven to be the most effective tool for reaching school-aged children, young drivers and parents.

Project Performance: Again, this year, APEM's Traffic Safety Educator (TSE) was in more demand now than ever. Local communities and businesses are focusing more and more on transportation safety and the services APEMS provide are exactly what they are looking for. The TSE travels the state with the Seat Belt Convincer, the Rollover Convincer, and the Driving Simulators – whatever best suits the need of the audience. 6,000 people in all 4 corners of the state received education from the APEMS TSE in FFY17.

Project Number: CR17-002

Project Title: Childcare Provider/Transporter/Law Enforcement Child Passenger Safety Basic Awareness Training

Project Description: Certified instructors and technicians, together 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 and law enforcement officials. This updated training will ensure young passengers are properly restrained during transit by caregivers.

Project Performance: This project was combined with CR17-002 by approved HSP Amendment. Please see Child Passenger Safety Technician and Instruction Training Project Performance.

Project Number: OP17-003
Project Title: Child Passenger Safety 2017 Conference

Project Description: Funds will cover the costs associated with the 2017 Child Passenger Safety Training and Conference. This conference provides training, education and networking for CPS technicians and instructors. CEUs are offered and a child seat check event is organized and conducted. The conference will be held during National CPS Week in September and the location will be selected based on accessibility and size of accommodations and pursuant to the State of Maine policies for event site selection. It is anticipated that over 100 attendees will be present. Prior conferences have been very successful and were modeled after successful conferences in other NHTSA Regions.

Project Performance: The conference was held during National CPS Week, September 17-19, 2017 at the Marriott Sable Oaks in South Portland, with approximately 130 participants. Pre-conference activities on the 17th included 2 car seat check events offered at the Babies R Us in South Portland, and a mock car seat sign-offs station, provided at the Marriott in the parking lot, with approximately 75 participants. Continuing Educational Units (CEUs), seven in total, were offered among breakout sessions, manufacturer update panels, and a large session for all participants following lunch the first day.

Project Number: OP17-009
Project Title: CPS Reference Materials for Law Enforcement Officers project title changed to CPS Education and Supplies by approved HSP amendment.

Project Description: This project was a direct result of feedback and requests by police officers and was a recommendation in the 2014 Occupant Protection Assessment. Funds were programmed in the FFY 2017 Highway Safety Plan to accomplish this project, but it was not completed due to our inability to finalize the reference material medium best used by law enforcement. Based on our discussions, the material is now located in the officer's Street Reference Guides. Content will include the existing child restraint law, but will also contain additional information regarding misuse, identification and back seat laws. The law enforcement reference guide is an ideal choice because all officers are issued a copy of the guide. There was no cost involved in placing the information in the Street Guide.

Project Performance: Educational materials distributed included: Bureau CPS brochures explaining Maine law and federal recommendations for greater safety; and bookmarks outlining Maine law for booster seat use and the 5-step test to ensure continued boosters seat use until proper

seat belt fit. Sites were additionally provided one weighted infant training doll each, to be used when meeting with families, so to offer a more comprehensive education. Educational coloring books were purchased and distributed among inspection and distribution locations, for caregivers to further educate their children about safe transport.

The development of comprehensive CPS Booklets, Pictorials and PSA were part of a media grant with NL Partners. The BHS Coordinator worked with a group of CPS Technician Instructors to develop informational CPS Booklets and Posters, which were completed and printed in September 2017 for BHS to distribute in FFY18. The CPS Coordinator worked with CPS Technicians and Instructors to plan and prepare for the CPS Pictorial creation, but the project ran out of time before the end of FFY17, as did the planning and development for a CPS PSA. The planned topic area for the CPS PSA included booster restraint use and children riding in the back seat. The Pictorial and PSA are anticipated for completion and distribution in FFY18 as well as the CPS Booklet for distribution.

Project Number: NA
Project Title: Child Passenger Safety Car Seat Distribution and Tracking Database Updates

Project Description: Funds will continue to support expansion of the existing car seat distribution tracking database. This project also continues the planning, development and maintenance of this database. The database will be used to store education/appointment specific data that can be used to highlight general use and misuse of child safety seats. This project was established through a contract/partnership with the University of Southern Maine, Muskie School. For FFY 2017, MeBHS will be required to conduct a Request for Proposal (RFP) before services can be contracted. The RFP will commence upon approval of this HSP.

Project Performance: This project was not implemented in FFY17 due to the inability of the State OIT to decide on internal or external (RFP) sources for the project. For FFY18, we have settled on a sole-source with the original vendor. We are awaiting approvals.

Project Number: NA
Project Title: Child Passenger Safety Seat Inspection Database

Project Description: The Bureau currently has a car seat distribution database to track program participant usage. The database is used to prevent program abuse and offers a greater understanding of high use areas and car seat types distributed. Technicians log information into the distribution database; parent names, physical address, county, child

name, DOB, weight and height as well as car seat model and serial number issued. The 2017 car seat inspection database project will allow for a controlled means of electronic reporting with 100% data capture. Current car seat inspection reporting is paper based. Using the current method results in lost data capture and no means of data analysis for comparative purposes. If we can identify areas of concern during inspection appointments, we will be able to target priority areas for education. Establishing the electronic reporting database for data capture and analysis will be the second step in a three-part reporting plan for combining the two databases and having electronic reporting available for both distribution sites and inspection stations with paper reporting discontinuance. The current project being proposed will be the development of an electronic car seat reporting App with database. The App will be provided to contracted site partners on assigned Android tablets. The database will be used to store appointment specific data regarding use, misuse, and educational information discussed at the time of inspection. This database will enable data tracking and cross-referencing, creating a greater level of program effectiveness. This project will be awarded based on Request for Proposal for a vendor. The RFP process will commence upon approval of the HSP.

Project Performance: This project was combined with the above database project.

Project Number: NA

Project Title: Healthy Maine Partnership Pre-Driver Occupant Protection Education Mini-Grants

Project Description: This project targets middle school age children to evaluate seat belt usage understanding and compliance. Grantees work directly with schools to conduct BHS approved pre-and post-surveys evaluating seat belt usage rates and back seat compliance, provide educational information to children and parents, and work with students to create media and awareness. In FFY16, Healthy Maine Partnerships in the counties with the highest unbelted use rates applied for and received funding for this project which will not end until September 30, 2016. The Healthy Maine Partners were required to complete a pre-and post-survey to assess the effectiveness of their educational campaigns. A project evaluation will correspond with the end of the FFY16 program.

Project Performance: This project was not implemented. Unfortunately, the pilot program did not continue into 2017 because state support for the Healthy Maine Partnership ended in September of 2016 and many ceased to exist.

Project Number: OP17-001
Project Title: 2017 Occupant Protection Assessment
Project Description: Maine's last Occupant Protection Assessment was completed in April of 2014.
Project Performance: Occupant Protection Assessment Requirements – NHTSA
Programs benefit from periodic review. The projects, activities and approaches that worked in the past may not be as effective now. A new initiative or a different idea for an existing program, identified by a needs assessment, can be the difference in effecting the desired change and ability to meet set performance standards.
Project Performance: The OP Assessment was conducted between April 24-28, 2017. A full copy of the Assessment may be available upon request.

Project Number: OPB17-042
Project Title: Maine State Police TOPAZ Team
Project Description: To increase seat belt compliance and decrease unrestrained fatalities, the Maine State Police Targeted Occupant Protection Awareness Zone (TOPAZ) project is planned for continuation in FFY17. The TOPAZ team will be made up of troopers focused on seat belt enforcement in previously identified zones with the highest unbelted fatalities. This additional effort will help to increase compliance and decrease fatalities in those areas. The annual observational study conducted in the state of Maine has helped the MeBHS determine not only where the unbelted driving is primarily occurring; it has also identified the times at which unbelted driving tends to occur. The MSP TOPAZ team will work the specific zones on male drivers and drivers operating passenger trucks.
Project Performance: The Maine State Police primary goal 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 stopped 2,191 vehicles, resulting in 1,131 summonses being issued and 1,652 warnings. Of the 1,131 summons, 700 were for seat belt or child safety seat violations. Of the total warnings, 462 were seat belt warnings.

| Project Title | Project Number | Source | Budget | Expended (as of 12/1/17) |
|---|-----------------|--------------|----------------|--------------------------|
| Program Management and Operations | OP17-001 | S. 402 | \$175,000.00 | 156,540.96 |
| Occupant Protection Equipment Operations and Maintenance | | S. 402 | \$75,000.00 | See OP17-001 |
| <i>Click It or Ticket (CIOT) and Buckle Up, No Excuses!</i> High Visibility Enforcement Campaigns | OPB-025-OPB-069 | S.402 & 405b | \$1,000,000.00 | 251,915.09 |
| Child Seats, Supplies and Educational Materials for Distribution Sites | CR17-001 | 405b | \$74,693.85 | 45,473.44 |
| Annual Observational Seat Belt Surveys | CR17-004 | S. 405b | \$230,000.00 | 97,388.81 |
| Child Passenger Safety Technician and Instructor Training | CR17-002 | S.405b | \$80,000.00 | 22,370.65 |
| Traffic Safety Educator | OP17-004 | S.402 | \$136,000.00 | 62,571.14 |
| Childcare Provider/Transporter/Law Enforcement Child Passenger Safety Basic Awareness Training | | S.402 | \$75,000.00 | See CR17-002 |
| Child Passenger Safety Conference | OP17-003 | S.402 | \$30,000.00 | 31,099.20 |
| CPS Reference Materials for Law Enforcement Officers | OP17-009 | S. 402 | \$25,000.00 | 6,145.36 |
| Child Passenger Safety Seat Distribution and Tracking Database Updates | | S.402 | \$42,000.00 | 0.00 |
| Child Passenger Safety Seat Inspection Database | | S.402 | \$75,000.00 | 0.00 |
| Healthy Maine Partnership Pre-Driver Occupant Protection Education Mini-Grants | | S.405b | \$50,000.00 | 0.00 |
| Occupant Protection Assessment | OP17-001 | S.402 | \$57,400.28 | See OP17-001 |
| Maine State Police TOPAZ Team | OPB17-042 | s. 405b | \$225,000.00 | |

Traffic Records

Two performance measures are required for the Traffic Records Grant Application. We used one for Crash Timeliness and one for Crash Accuracy. Crash Timeliness has improved from 7.5 days to 6.69 days, and Crash Accuracy has improved from 99.97% to 99.992% accuracy. The timeline of April 1 through March 31 is for both baseline and current. While both have seen improvements since the last grant application, they are now reaching their maximum limit to show improvement. We will look to other data systems (possibly EMS) for next year's grant application.

Target for Crash Timeliness

The target for average crash report timeliness for reports entered into the database is:

| Start Date | End Date | Average Number of Days |
|---------------|----------------|------------------------|
| April 1, 2017 | March 31, 2018 | 6 |

Target for Crash Completeness

The target for crash records with latitude and longitude values entered by the officer is:

| Start Date | End Date | Completeness (%) |
|---------------|----------------|------------------|
| April 1, 2017 | March 31, 2018 | 66% |

Crash Timeliness

Label: C-T-01B

Status of Improvement: Demonstrated Improvement

Active Status: Active

Last Updated: 02-May-2017

Narrative

This performance measure is based on the C-T-01B model.

Maine will improve the Timeliness of the Crash system as measured in terms of a Decrease of: The average number of days from the crash date to the date the crash report is entered into the crash database within a period determined by the State.

The state will show measurable progress using the following method: The average number of days from the crash date to the date the crash report is entered into the crash database using a baseline period of April 1, 2015 to March 31, 2016 and a current period of April 1, 2016 to March 31, 2017.

Note: Both the baseline and current periods are limited to reports entered into the database by April 30, 2016 (baseline) and April 30, 2017 (current).

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

There were 37,935 crash reports during the baseline period with an average timeliness of 6.69 days. There were 40,833 crash reports during the current period with an average

timeliness of 6.48 days.

Measurements

| Start Date | End Date | Total Reports | Average Number of Days |
|-------------------|-----------------|----------------------|-------------------------------|
| April 1, 2012 | March 31, 2013 | 34,271 | 12.1 |
| April 1, 2013 | March 31, 2014 | 37,588 | 8.5 |
| April 1, 2014 | March 31, 2015 | 38,811 | 7.5 |
| April 1, 2015 | March 31, 2016 | 37,935 | 6.69 |
| April 1, 2016 | March 31, 2017 | 40,833 | 6.48 |

Crash Completeness

Label: C-C-02

Status of Improvement: Demonstrated Improvement

Active Status: Active

Revision Date: May 30, 2017

Related Project: Maine Crash Reporting System

Narrative

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

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

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

The state will show measurable progress using the following method:

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

The baseline period is from April 1, 2015 to March 31, 2016 limited to reports entered into the database by April 30, 2016.

The current performance period is from April 1, 2016 to March 31, 2017 limited to reports entered into the database by April 30, 2017.

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

The baseline period had 23,837 reports with latitude and longitude values out of a total 37,929 reports resulting in 62.85% completeness.

The current period had 26,189 reports with latitude and longitude values out of a total 40,833 reports resulting in 64.14% completeness.

The result is an increase in completeness of 1.29%.

| Project | | |
|--|----------------------|----------------------|
| | Budgeted | Expended |
| ME-P-00001 Trauma Registry (No FFY18 Costs) | | |
| ME-P-00004 Online Registration Renewal (State Funded) | | |
| ME-P-00006 MCRS Upgrade | | |
| ME-P-00011 E-Citation | | |
| ME-P-00014 Maine CODES | | |
| ME-P-00015 Public Access Reports – Traffic | | |
| ME-P-00024 Electronic Collection of Highway Safety Data | | |
| ME-P-00022 Registration Barcode | | |
| ME-P-00009 Traffic Records Data Warehouse | | |
| ME-P-00010 EMS Public Access/Data Mining | | |
| ME-P-00020 CODES EMS Linkage | | |
| Total | \$ 704,157.75 | \$ 472,508.05 |

Active Traffic Records projects are bolded. Expenditures for traffic records projects are combined.

Projects not implemented in FFY17 are:

CODES – still unable to make data linkages that result in accurate analysis of crash outcome data to crash data.

Electronic Collection of Highway Safety Data – evaluating the ROI.

Several other projects did not incur federal costs even though they are active and implemented:

Public Access Reports, Trauma Registry and the state-funded Online Registration renewal.

Maine Crash Upgrade for FFY17 was complete and E-Citation is programmed and currently in pilot testing phase with the Maine State Police.

Police Traffic Services

Police Traffic Services Performance Target #1: To maintain or reduce speed-related fatalities at the 2014 number of 39 through December 31, 2017. **Goal achieved**

Police Traffic Services Program Area Projects:

Project Number: PT17-001
Project Title: Program Management and Operations
Project Description: Costs under this program area include: salaries, travel expenses (e.g., TSI training courses, in-state travel to monitor sub-grantees), for highway safety program coordinators, and clerical support personnel. Costs also include operating expenses (e.g., printing, supplies, state indirect rate, and postage) directly related to the coordination, monitoring, evaluation, public education and marketing, auditing, training of this program area.
Project Performance: The MeBHS continued office administrative support of the FY2017 HSP grants and projects managed by the various program coordination staff and management. Funds were expended as detailed in the above project description and the chart below.

Project Number: PT17-002
Project Title: Maine State Police Strategic Area Focused Enforcement (SAFE) Program
Project Description: This project will support dedicated over-time speed enforcement by Maine State Police Troopers the air wing unit in identified high-crash locations. SAFE locations are determined using the most recent and available crash and fatality data. (Estimated overtime costs of \$120,000.00). This project will also reimburse the Maine State Police for speed measuring devices (10 radar at \$3,000.00 each) to be used in conjunction and support of their focused efforts. Individual radar units were selected based on state procurement rules (bid or master agreement) and not exceed \$5,000 each.
Project Performance: The goal of the Maine State Police was to reduce speed related crashes by 5% during this grant year. With a tremendous amount of effort, they reduced these crashes by a staggering 30%. The Air Wing scheduled its first aircraft speed detail on November 25, 2016 and continued these details through September 30, 2017. The Air Wing aircraft traffic enforcement issued 2,911 speed summonses and

706 speed warnings. The total number of vehicles stopped on patrol was 3,739, total number of hours worked on patrol was 1,579 and the total number of officer details was 374. In addition, Troop A, Troop B, Troop C, Troop E, Troop F, and Troop J issued a total of 741 speed summonses and 604 speed warnings. The total number of vehicles stopped on patrols was 1583, total number of hours worked on patrol was 635 and the total number of officer's detailed was 159.

Project Number: PT17-003
Project Title: Law Enforcement Liaison
Project Description: The role of a Law Enforcement Liaison includes serving as the liaison between the law enforcement community and key partners and the MeBHS; encouraging increased participation by law enforcement in HVE campaigns; encouraging the use of DDACTS and other proven countermeasures and evaluation measures; promote the Law Enforcement Blood Tech Program; soliciting input from the MeBHS partners on programs and equipment needed to impact priority program areas. Funding for this project will support contracted Law Enforcement Liaison costs including hourly wage and related travel expenses. State Highway Safety Offices are encouraged to utilize LELs based on proven improvements in services conducted and supported by LEL's in other states.

Project Performance: The LEL provides support and guidance for all of Maine's law enforcement agencies and the Bureau of Highway Safety. The LEL develops and creates The Liaison Newsletter each month; attends all law enforcement meetings and trainings and is available to assist agencies with all projects, performance reports and grant applications. In FFY17, the LEL visited agencies and monitored equipment.

Project Number:
Project Title: Municipal and County Data-Driven Speed Enforcement and Equipment Program
Project Description: Law enforcement agencies were selected using crash data supplied from Maine DOT that identified towns and counties that experienced the most speed related crashes from 2011-2014. Funds for towns that currently do not have a police department are distributed to the County Sheriff's office and the Maine State Police who share coverage of those jurisdictions.

Project Performance: 57 agencies (included all Maine State Police troops) participated in speed enforcement in FFY17. More than \$456,000.00 was spent in federal funds resulting in 5,070 speeding tickets issued. Unsafe or illegal continue to be a factor in many fatal crashes. Evidence-based and continuous enforcement will reduce these occurrences. Some agencies used funds to procure radar equipment to assist with their enforcement efforts. In all, 44 units were procured.

| Grantee | Grant ID | Budget | Expended |
|----------------------|-----------------|---------------|-----------------|
| Androscoggin SO | PT17-057 | \$28,600.00 | \$28,460.00 |
| Auburn | PT17-038 | \$18,459.42 | \$18,459.42 |
| Augusta | PT17-028 | \$13,158.25 | \$13,158.25 |
| Belfast | PT17-052 | \$10,064.26 | \$6,960.00 |
| Berwick | PT17-035 | \$5,795.00 | \$5,795.00 |
| Bridgton | PT17-053 | \$4,727.70 | \$4,696.75 |
| Brunswick | PT17-055 | \$11,600.00 | \$11,443.33 |
| Bucksport | PT17-027 | \$5,237.56 | \$5,237.56 |
| Caribou | PT17-046 | \$9,308.74 | \$9,308.74 |
| Cumberland County SO | PT17-062 | \$40,974.28 | \$21,037.50 |
| Ellsworth | PT17-012 | \$5,948.00 | \$5,948.00 |
| Falmouth | PT17-024 | \$8,397.36 | \$7,313.60 |
| Farmington | PT17-029 | \$13,143.29 | \$13,026.24 |
| Fort Fairfield | PT17-015 | \$6,170.68 | \$4,662.87 |
| Fort Kent | PT17-050 | \$5,534.80 | \$5,534.80 |
| Freeport | PT17-041 | \$6,498.50 | \$6,498.50 |
| Gorham | PT17-036 | \$8,109.72 | \$7,732.64 |
| Hampden | PT17-025 | \$4,771.24 | \$3,537.59 |
| Hancock SO | PT17-017 | \$13,200.00 | \$13,200.00 |
| Jay | PT17-051 | \$8,670.66 | \$5,920.00 |
| Kennebec SO | PT17-034 | \$31,900.00 | \$26,780.00 |
| Kennebunk | PT17-031 | \$11,452.07 | \$10,192.60 |
| Kittery | PT17-056 | \$7,283.83 | \$7,244.64 |
| Knox SO | PT17-023 | \$22,000.00 | \$18,550.00 |
| Lewiston | PT17-054 | \$10,000.00 | \$7,848.26 |
| Lincoln SO | PT17-048 | \$7,200.00 | \$7,200.00 |

| | | | |
|-------------------|----------|-------------|-------------|
| Lisbon | PT17-030 | \$4,239.65 | \$2,194.60 |
| North Berwick | PT17-060 | \$3,156.48 | \$3,156.48 |
| Norway | PT17-044 | \$4,191.39 | \$1,500.12 |
| Oakland | PT17-047 | \$4,396.00 | \$4,396.00 |
| Old Town | PT17-014 | \$2,832.56 | \$2,832.56 |
| Paris | PT17-016 | \$4,160.00 | \$4,088.28 |
| Penobscot SO | PT17-033 | \$12,880.00 | \$10,917.26 |
| Portland | PT17-037 | \$7,491.00 | \$7,479.25 |
| Presque Isle | PT17-045 | \$10,136.76 | \$10,136.76 |
| Rumford | PT17-019 | \$4,000.00 | \$4,000.00 |
| Sabattus | PT17-010 | \$5,033.36 | \$5,000.00 |
| Saco | PR17-061 | \$14,695.43 | \$6,133.16 |
| Sagadahoc Sheriff | PT17-026 | \$13,520.00 | \$13,520.00 |
| Scarborough | PT17-021 | \$12,117.54 | \$12,075.40 |
| Somerset SO | PT17-058 | \$24,900.08 | \$18,358.00 |
| South Portland | PT17-042 | \$12,902.39 | \$11,756.21 |
| Waterville | PT17-039 | \$3,000.00 | \$3,000.00 |
| Wells | PT17-011 | \$8,429.46 | \$8,429.46 |
| Westbrook | PT17-020 | \$4,448.49 | \$4,103.00 |
| Wilton | PT17-043 | \$8,254.36 | \$8,254.36 |
| Windham | PT17-018 | \$7,620.86 | \$5,791.12 |
| Winslow | PT17-022 | \$7,200.00 | \$7,200.00 |
| Winthrop | PT17-040 | \$4,174.81 | \$2,977.38 |
| Wiscasset | PT17-013 | \$4,675.98 | \$4,562.24 |
| Yarmouth | PT17-032 | \$3,560.00 | \$3,560.00 |
| York | PT17-059 | \$8,979.00 | \$7,214.36 |
| York SO | PT17-049 | \$12,208.00 | \$8,189.31 |

| Project Title | Project Number | Source | Budget | Expended (as of 12/1/17) |
|--|-----------------------|---------------|----------------|---------------------------------|
| Program Management and Operations | 2017-17PT | S. 402 | \$125,000.00 | \$35,419.27 |
| Maine State Police Strategic Area Focused Enforcement (SAFE) Program | 2017-17PT | S.402 | \$150,000.00 | \$149,916.27 |
| Law Enforcement Liaison | 2017-17PT | S.402 | \$150,000.00 | \$84,854.81 |
| Municipal and County Data-Driven Speed Enforcement and Equipment Program | 2017-17PT | S.402 | \$1,000,000.00 | \$456,000.00 |

Motorcycle Safety

Motorcycle Performance Target #1:

To maintain or decrease the number of motorcycle fatalities from the 2014 number of 11 through December 31, 2017. **Goal not achieved**

Motorcycle Safety Program Area Projects:

Project Number: NA
Project Title: Motorcycle OUI Detection Guide for Law Enforcement
Project Description: To reduce alcohol-impaired riding, the MeBHS will emphasize, through law enforcement education, impaired riding detection. NHTSA guides will be used to produce a card that provides cues for law enforcement officers to look for. These will be distributed statewide.
Project Performance: This project was not completed in FFY17 due to a Bureau staffing shortage.

| Project Title | Project Number | Budget | Expended |
|--|----------------|--------------------|---------------|
| Motorcycle OUI Detection Guide for Law Enforcement | | \$10,000.00 | \$0.00 |
| Subtotal | | \$10,000.00 | \$0.00 |

Pedestrian and Bicycle Safety

Pedestrian Performance Target #1:

To decrease the number of pedestrian fatalities by 10.5% from the 2014 baseline average of ten to nine by December 31, 2017. **Goal not achieved**

Bicycle Performance Target #1:

To decrease bicyclist fatalities by 50% from the 2014 baseline of two to one by December 31, 2017. **Goal not achieved**

Pedestrian and Bicycle Program Area Projects:

The Maine Department of Transportation (MeDOT) created a three-year Pedestrian and Bicycle safety program worth over \$9.5 million. MeDOT is the lead state agency for infrastructure pedestrian and bicycle safety. In addition, MeBHS addresses the behavior component through the through the Paid Media program. The MeDOT and the MeBHS work together with the Maine Transportation Safety Coalition (MTSC) and the Strategic Highway Safety Plan (SHSP) partners to address both pedestrian and bicycle safety in a comprehensive manner.

Maine's pedestrian crashes have been identified in ten population clusters that include 21 towns where crash experience and/or exposure was significant. 65% of the state's pedestrian crashes occur in these communities included 35% of the pedestrian fatalities.

Project Performance/Update: MeDOT has conducted focused statewide outreach with an initial concentration within the 21 identified focus communities. Activities tie into Engineering/Infrastructure; Enforcement and Education for both drivers and pedestrians. Town Hall style meetings have oriented community stakeholders to the process and helped them coordinate their completion of pedestrian safety reviews within their communities, including SWOT (Strength/Weakness/Opportunities/Threats) analysis of problem areas, contributing factors, and community resources. Reflective materials have been developed and are being distributed by many partners, including law enforcement in the problem communities. The MeBHS has developed and purchased air time for various pedestrian PSA's, including a winter PSA. For FFY18, MeBHS has offered pedestrian enforcement grants to the identified communities and await the results of those efforts.

Young Drivers

Performance Target #1:

To decrease the number of drivers age 20 or younger involved in fatal crashes by 27.4% from the 2014 baseline average of 21 to 15 by December 31, 2017. **Goal achieved**

Young Driver Program Area Projects:

- Project Number: SA17-001
Project Title: Young Driver Expo
Project Description: This project will fund AAA of Northern New England to conduct a Young Driver Expo in conjunction with their *Dare to Prepare* program. The Teen Driver Expo and *Dare to Prepare* program provide education for young drivers, pre-drivers and parents. National speakers and presenters are sought to discuss and demonstrate topics that appeal to and influence teens and impress upon them the importance of making good driving choices. Past Expositions have been held at the Maine Mall in Southern Maine. Location(s) for this year are TBD by grantee.
- Project Performance: On August 18, 2017, AAANNE had 400 attendees at the Maine Teen Driving Expo held at the Maine Mall in South Portland. Approximately 90 teens visited at least five vendors, and 60 visited all vendors.
- The list of vendors:
- Operation Life Saver
 - Bureau of Highway Safety/Alliance Sports marketing (hands on)
 - Bureau of Motor Vehicles (hands on)
 - AAA (hands on)
 - Hot 104.7 (hands on)
 - Bicycle Coalition of Maine
 - Prime Mercedes
 - Scarborough Police Department
-
- Project Number: PM17-002
Project Title: Life of an Athlete High School Influencers Program
Project Description: This comprehensive project will reach young driver influencers (coaches and administrators) in the high-school setting. This program is modeled after the successful New Mexico program which consists of an online curriculum that is required for participation in after school extra-curricular activities.
This program will also include materials and education/instruction for influencers to share with parents and young drivers. Contract negotiation

details to include event locations will be shared with the NHTSA Regional Office upon contract negotiation and approval.

Project Performance: This project was not approved in the existing contract with Alliance Highway Safety. It has been added to the 2018 HSP and the newly negotiated contract with AHS.

| Project Title | Source | Project Number | Budget | Expended |
|--|---------------|-----------------------|---------------|-----------------|
| Young Driver Expo | s. 402 | SA17-001 | \$25,000.00 | \$3240.00 |
| Life of an Athlete High School Influencers Program | s. 402 | 2017-17OP | \$125,000.00 | \$0.00 |

Distracted Driving

Distracted Driving Performance Target # 1: To **reduce** distracted driving related fatalities by 10% from the five-year average of 15.8 (2010-2014) to 14.2 by December 31, 2017.

Distracted Driving Program Area Projects:

Project Number:

Project Title:

Distracted Driving Education using Simulators

Project Description:

Funds will support a distracted driving awareness program, including salary costs and travel costs. This program educates Maine drivers about the dangers of distracted driving, including texting. This project pairs the use of the MeBHS's distracted driving simulators with education, safety presentations and development of educational materials. The project addresses pre-permitted and newly permitted teens at middle schools and high schools, but is completely suitable for those 40 to 55 years of age. The MeBHS staff has managed this project in the past, however a partner is being sought to manage it. Upon approval of funding for this project, an RFP for services will be issued. The BHS will guide the vendor on implementation of the project and determination of event locations based on data contained in this highway safety plan.

Project Performance

MeBHS' Traffic Safety Educator provides Simulated Distracted Driving Public Education by reaching out to schools, driver education programs, businesses, and communities throughout the state to educate drivers of all ages on the importance of not driving distracted or impaired – reaching thousands of people.

Many schools/events request a combination of the driving simulators and the seat belt convincer, while others request a formal educational component. In those cases, a power point presentation is available and adaptable in length to meet the needs of the venue. Some of the many venues that participate in the program are:

- York HS
- Skowhegan HS
- Deering HS
- Lisbon HS
- Bonnie Eagle HS
- Temple Academy
- Forest Hills HS
- Carrabec HS
- Gorham HS
- Guildford/Greenville HS
- Dexter HS

- Brunswick HS
- Poland Regional HS
- Valley HS
- MANS
- Madison HS
- Bangor HS
- DOT – Carmel, Leighton Road, Guilford, Dixfield, Augusta
- KVCC
- General Electric
- Fed Ex
- Multiple Driver Ed's across the state

Project Number: See Below

Project Title: High Visibility Distracted Driving Enforcement

Project Description: Funding will support overtime details for law enforcement agencies to conduct distracted driving enforcement on I-95, I-295 and designated high crash locations. Each detail will be no longer than four-hours in length and carried out by two officers working in tandem to detect motorists that are driving distracted.

Project Performance: Maine State Police: The Maine State Police primary goal is to reduce distracted driving related crashes by conducting enforcement details based on the history of distracted driving crashes and violation as determined by our Crash Analysis Unit. The MSP agency goal is to also reduce distracted driving related fatalities by 3.5% from the four-year average of 13 (2012-2016) to 12 by December 31, 2017. In addition, the MSP goals are to reduce the frequency of distracted driving related motor vehicle crashes, injuries and fatalities through the development of a comprehensive data-driven program of aggressive, consistent traffic enforcement and public educational outreach directed at identified target audiences. During the time frame of October 1, 2016 thru September 30, 2017, the Maine State Police field troops- A-B-C-D-E-F-G -J and the MSP Traffic Safety Unit a total of 500 Troopers stopped 3,594 vehicles in 2,109.5 hours. These stops related in a total of 1,686 summonses being issued; as well as 2,951 warnings being issued. Of the 1,686 summonses issued- 290 summonses were for Texting and Driving and of the 2,951 warnings issued-243 were for Texting and Driving.

The other agencies (Westbrook, Scarborough, Augusta, Auburn and Somerset County) combined conducted more than 1430 hours of dedicated overtime enforcement, generating more than 1900 stops. 282 citations were issued for distracted driving and 273 others including speed, operating after suspension, seat belt violations and warrants.

| Agency | Grant ID | Award | Expended |
|--------------------|-----------------|--------------|-----------------|
| Westbrook PD | DD17-002 | \$13,500.00 | 13,500.00 |
| Scarborough PD | DD17-003 | \$26,300.00 | 26,300.00 |
| Augusta PD | DD17-004 | \$24,768.75 | 24,768.75 |
| Auburn PD | DD17-005 | \$19,200.83 | 19,200.83 |
| Somerset County SO | DD17-006 | \$15,853.00 | 12,813.22 |
| Maine State Police | DD17-001 | \$180,000.00 | 151,439.47 |

| Project Title | Project Number | Budget | Expended |
|--|-----------------------|---------------|-----------------|
| Distracted Driving Education using Simulators | | \$274,907.59 | \$0.00* |
| High Visibility Distracted Driving Enforcement | | \$750,000.00 | \$248,022.27 |

*funds for distracted driving education were paid using s. 402 under the Traffic Safety Educator Project. It was not implemented as a separate project.

Mature Drivers

Senior Drivers Performance Target # 1:

To decrease the number of senior driver fatalities by 10% from the five-year average of 21.6 (2010-2014) to 19.5 by December 31, 2017. **Goal not achieved.** Senior driver fatalities increased in 2017 to 34.

Mature Driver Program Area Projects:

Project Number: PM17-001

Project Title: Senior Driver Website and Paid Media

Project Description: See Paid Media

Project Performance: See Paid and Earned Media for Mature Driver education. This project was not implemented as a stand-alone project.

Paid and Earned Media

Paid Advertising Performance Target # 1:

To increase resident recall of traffic safety messages by 42% in the spring of 2016 to 47% in the spring of 2017. **Goal not achieved**

Paid and Earned Media Program Area Projects:

Project Number: PM17-001
Project Title: Paid Media

Project Description: This project will fund paid media associated with all the MeBHS program priorities, including motorcycle, and NHTSA High Visibility Enforcement campaigns. Expenses include campaign development, retagging of PSA's, purchase of radio, television, social and print media. In FFY17, funds will support production of a new child passenger safety education campaign and PSA, as well as support for the newly created Senior Driver website and campaign. The Senior Driver education campaign will be completed and distributed through a website managed by NL Partners.

Project Performance: **The following is a breakdown of total media (TV, radio, digital) dollars spent in FFY2017 by project:**

| | |
|---------------------|-----------------|
| Occupant Protection | \$52,439 |
| Impaired Driving | \$27,822 |
| Motorcycle | \$15,900 |
| Speed | \$70,588 |
| Distracted Driving | \$20,137 |
| Teen Driving | \$20,275 |
| Bike/Pedestrian | \$27,382 |
| Move Over | \$35,803 |
| Mature Driver | <u>\$40,881</u> |
| | |
| Total Media Spent | \$311,227 |
| | |
| Total FREE Media* | \$110,561 |

*This additional bonus media was negotiated by NL Partners into the media buy.

The following is a breakdown of TRPs (Total Rating Points) for FFY2018:

| | |
|--------------|---------|
| TV Paid | 1035.5 |
| TV FREE | 1035.5 |
| Radio Paid | 598 |
| Radio FREE | 897 |
| Digital Paid | 213 |
| | |
| Total Paid | 2,835.5 |
| Total FREE | 2,145.5 |

The following is a list of projects completed in FFY2017:

Occupant Protection

- (2) pre-roll video PSAs
- (2) digital ads (can also be used for Teen)

Impaired

- Completed "Drive Sober, Maine" RTV wrap (cowling)
- (2) digital ads

Motorcycle

- (2) pre-roll video PSAs

Distracted Driving

- PSA – "Coin" with Governor LePage
- PSA – "Funeral" with Governor LePage
- (1) pre-roll video PSA
- (1) digital ad

Teen Driving

(4) digital ads (can also be used for OP)

Bike/Pedestrian

Winter Ped PSA

“Heads Up!” signage for internal use

Mature Drivers

(2) pre-roll video PSAs

Child Passenger Safety

Logo

Informational booklet

Informational posters (3)

General

Critical Insight tracking survey fall '16

Critical Insight tracking survey spring '17

The following is a summary of Social Media for FFY2018:

- Nearly 400 posts on both Facebook and Twitter
- A 17% increase in Facebook Followers (861 to 1,014)
- Reached over 20,000 people in two Facebook posts for Secure Your Load Day

Project Number: PM17-002
Project Title: Sports Marketing

Project Description: This project will support educational events and advertising at sporting venues. Motorcycle safety, impaired driving, seat belt and distracted driving will be addressed via public service announcements, signage, informational displays, and personal interaction with the public using local law enforcement and MeBHS staff during *You've Been Ticketed* and *Share the Road with Motorcycle* events. Funds will also be used for educational events and advertising at sporting venues that are frequented by sports enthusiasts.

Project Performance: The MeBHS continued its partnership with Alliance Highway Safety to reach a number of age appropriate (demographic) sports fans and audiences throughout the state. Targeted venues included:

- Beech Ridge Motor Speedway (Scarborough, ME)
- Maine Championship football, hockey, basketball, science, and math tournaments
- Maine Red Claws basketball
- Oxford Plains Speedway
- Portland Sea Dogs baseball
- Richmond Karting Speedway
- Speedway 95 (Hermon, ME)
- Spud Speedway (Caribou, ME)
- Unity Raceway
- University of Maine football
- University of Maine hockey
- Wiscasset Speedway
- Bangor Waterfront – various music concerts
- Various Beer and Wine Festivals
- Summer-day Camp (kids event)
- Various Youth Hockey Summer Hockey Camps
- Various Youth Basketball Clinics
- Vintage Motorcycle Festival
- Various soccer tournaments
- Annual Motorcycle Toy Run
- Maine Event Racer-X

The marketing program used highway safety messages, such as *Click It or Ticket*, *Share the Road*, *One Text or Call Could Wreck It All*, and *Drive Sober, Maine*. Audiences were addressed audibly through public address announcements, visually through venue billboard signs and website banners, and interactively through on-site presence and personal connection at the different venues.

| Project Title | Project Number | Budget | Expended |
|----------------------|-----------------------|---------------|-----------------|
| Paid Media | PM17-001 | \$673,874.25 | \$382,310.09 |
| Sports Marketing | PM17-002 | \$650,000.00 | \$621,348.92 |

Legislative Summary- Traffic Safety

Prepared by Brian MacMaster, Office of the Attorney General

The First Regular Session of the 128th Legislature adjourned August 2, 2017. New or amended laws take effect on November 1, 2017, unless enacted as emergency measure. If enacted as emergency, law takes effect the day of the Governor's signature. The summaries are those of the preparer and do not represent legal opinions of the Office of the Attorney General or interpretations by the Maine Criminal Justice Academy or the Maine Chiefs of Police Association.

Chapter 1 – LD 88

An Act to Delay the Implementation of Certain Portions of the Marijuana Legalization Act (Effective January 27, 2017)

This enacted law delays the effective date of most of the provisions of the Marijuana Legalization Act (MLA) as enacted by citizen initiative to February 1, 2018. The Maine Marijuana Legalization Measure, also known as Question 1, was on the November 8, 2016, ballot as a citizen-initiated petition. It was approved. Opponents sought a recount of election results, but abandoned the effort on December 17, 2016. A "yes" vote supported legalizing recreational marijuana for adults over the age of 21. A "no" vote opposed legalizing recreational marijuana.

Question 1 took effect on January 30, 2017. LD 88 was presented to the Legislature, and enacted as Public Law, Chapter 1. Question 1 required that agencies begin licensing retail marijuana facilities within nine months of the measure's certification. Chapter 1 delayed the licensing of retail marijuana facilities until February 2018 to allow state agencies additional time to craft rules. Chapter 1 also clarified that marijuana would be legal for recreational use only by individuals 21 years of age and older. Chapter 1 also provided for the legalization of marijuana cultivation, possession, transportation, and sharing in a private residence to go into effect on January 30, 2017, as Question 1 prescribed. However, sale of edible retail marijuana products is prohibited until February 1, 2018.

What is marijuana under the MLA?

- Cannabis leaves
- Cannabis stems
- Cannabis flowers
- Cannabis seeds
- All species of the plant genus cannabis
- All of the above, while growing or not

Marijuana Concentrate “means the resin extracted from any part of the plant genus cannabis and every compound, manufacture, salt, derivative, mixture or preparation from such resin, including hashish. In determining the weight of marijuana concentrate, the weight of any other ingredient combined with marijuana to prepare a marijuana product may not be included.”

Marijuana under 17-A M.R.S. 1101(1):

"Marijuana" includes the leaves, stems, flowers and seeds of all species of the plant genus cannabis, whether growing or not; but shall not include the resin extracted from any part of such plant and every compound, manufacture, salt, derivative, mixture or preparation from such resin including hashish and further, shall not include the mature stalks of such plant, fiber produced from such stalks, oil or cake made from the seeds of such plant, any other compound, manufacture, salt, derivative, mixture or preparation of such mature stalks, fiber, oil or cake or the sterilized seed of such plant which is incapable of germination.

Note: This definition excludes marijuana concentrate or "hashish" as defined by 17-A M.R.S. 1101(5) "Hashish" includes the resin extracted from any part of the cannabis plant and every compound, manufacture, salt, derivative, mixture or preparation from such resin.

Prepared marijuana pursuant to the Medical Use of Marijuana Act (existing law) is defined as "the dried leaves and flowers and the by-products of the dried leaves and flowers of the marijuana plant that require no further processing and any mixture or preparation of those dried leaves and flowers and by-products, including but not limited to tinctures, ointments and other preparations, but does not include the seeds, stalks, leaves that are disposed of and not dried for use and roots of the plant and does not include the ingredients, other than marijuana, in tinctures, ointments or other preparations that include marijuana as an ingredient or food or drink prepared with marijuana as an ingredient for human consumption."

Who can possess marijuana?

- 21 years of age or older
- Up to 2½ oz. of marijuana and marijuana concentrate
- May not include more than 5 grams of marijuana concentrate
- May do the following:
 - Use/possess
 - Transport
 - Use/possess marijuana accessories
- Over 18? It is a civil violation.
- Exceptions for medical marijuana
- Under 18 – Must be a "qualifying patient"
- More than 2½ ounces?
- Possession of more than 2½ ounces is a crime:
 - 2½ ounces to 8 ounces – Class E
 - 8 ounces to 16 ounces – Class D
 - 16 ounces to 20 lbs. – Class C
 - Over 20 lbs. – Class B

Marijuana may be used in the following places:

- Private residence (includes the yard)
- Private property not generally accessible by the public
- Must have explicit permission from property owner for marijuana consumption

Marijuana cannot be used in the following locations:

- Operator/passenger of a vehicle on a public way
- Designated workplace smoking areas
- Federal property
- Residence or private property used as a day care or babysitting service (during hours that property is being used that way)

Does the Act allow you to sell?

If the other person is over 21, you can:

- Transfer or furnish
- No remuneration
- Maximum of 2 ½ ounces or 6 immature plants

If the other person is under 21:

- Over 18: Unlawful Furnishing – Class D
- Under 18: Aggravated Furnishing – Class C

Medical Marijuana Card after Legalization

Medical marijuana card will still be needed for:

- Individuals under 21 years of age

Medical marijuana may also allow for the possession of more than 2 ½ ounces or more than 6 plants

*Repeals 7 MRSA §2442,
sub-§5*

sub-§5

*Amends 7 MRSA §2442,
sub-§22*

*Enacts 7 MRSA §2452, sub-§§6
and 7*

*Enacts 7 MRSA §2442, sub-
§22-A*

*Amends 15 MRSA §3103, sub-
§1, ¶B*

*Amends 7 MRSA §2442,
sub-§34*

*Enacts 22 MRSA §2383, sub-§1-
A*

Repeals 7 MRSA §2443

http://legislature.maine.gov/legis/bills/bills_128th/chapters/PUBLIC1.asp

*Amends 7 MRSA §2444,
sub-§2*

*Amends 7 MRSA §2452,
sub-§1*

Repeals 7 MRSA §2452,

Chapter 21 – LD 172

An Act to Improve Officer Safety at Roadside Incidents

The enacted law allows police vehicles to use red emergency lights. The red emergency lights may comprise up to 50% of the emergency lights used on the police vehicle.

Amends 29-A MRSA §2054, sub-§2, ¶D

Amends 29-A MRSA §2054, sub-§2, ¶F

http://legislature.maine.gov/legis/bills/bills_128th/chapters/PUBLIC21.asp

Chapter 26 – LD 28

An Act to Allow Alternate Flashing Lights on a School Bus

The enacted law allows a school bus to be equipped with a device that provides for alternate flashing of the headlights (wig wags) on the school bus.

Amends 29-A MRSA §2054, sub-§2, ¶A

http://legislature.maine.gov/legis/bills/bills_128th/chapters/PUBLIC26.asp

Chapter 51 – LD 118

An Act to Require All Moped Riders under 18 Years of Age and Newly Licensed Moped Operators to Wear a Helmet

The enacted law provides that an operator of a motorcycle or moped and a passenger under 18 years of age must wear protective headgear, and requires that an operator of a moped operating under a learner's permit or within one year of successfully completing a driving test must wear protective headgear. The law also provides that the operator of a moped may not allow a passenger under 18 years of age to ride without protective headgear.

Amends 29-A MRSA §2083, sub-§1, ¶A

Amends 29-A MRSA §2083, sub-§1, ¶B

Amends 29-A MRSA §2083, sub-§1, ¶C

Amends 29-A MRSA §2083, sub-§2

http://legislature.maine.gov/legis/bills/bills_128th/chapters/PUBLIC51.asp

Chapter 132 – LD 785

An Act to Improve Safety and Traffic Efficiency near School Grounds

The enacted law allows a school crossing guide to direct traffic. Failure to obey a crossing guard is a traffic infraction. Crossing guards are under the control of a local law enforcement agency only and not a school administrative unit. A crossing guard must complete training approved by the Bureau of Labor Standards to control traffic on a public way. A crossing guard may direct traffic only in an intersection with a marked crosswalk on a public way. A crossing guard may not contradict or override a lighted traffic control device or pedestrian control device. A crossing guard who does not meet the specifications is not prohibited from assisting a pedestrian to cross a public way so long as the crossing guard does not attempt to do so by directing traffic.

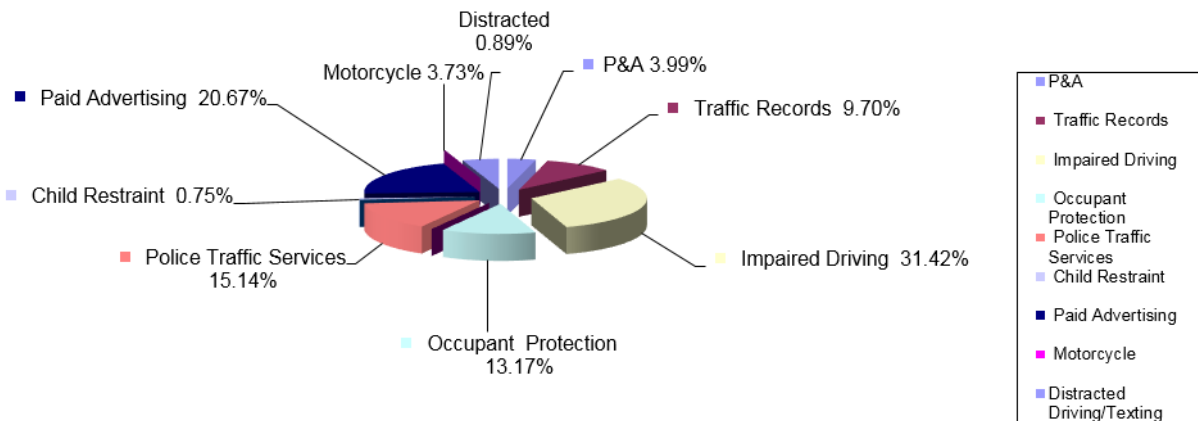
Enacts 29-A MRS §2091-A

http://legislature.maine.gov/legis/bills/bills_128th/chapters/PUBLIC132.asp

FFY2017 Financial Summary of Expenditures

FFY17 Summary of Expenditures as of 12/1/17

| | 402 | 405b | 405c | 410 | 405d | 405e | Total | % of Total |
|----------------------------|--------------------|-------------------|---------------------|-----------------|---------------------|-------------------|---------------------|----------------|
| P&A | \$ 193,827 | | | | | | \$ 193,827 | 3.99% |
| Traffic Records | \$ 496 | | \$470,498.48 | | | | \$ 470,995 | 9.70% |
| Impaired Driving | \$ 74,868 | | | \$ 4,335 | \$ 1,446,128 | | \$ 1,525,330 | 31.42% |
| Occupant Protection | \$ 264,559 | \$ 374,932 | | | | | \$ 639,491 | 13.17% |
| Ped/Bicycle Safety | \$ | | | | | | \$ - | 0.00% |
| Police Traffic Services | \$ 734,909 | | | | | | \$ 734,909 | 15.14% |
| Safe Communities | \$ 3,239 | | | | | | \$ 3,239 | 0.07% |
| Child Restraint | | \$ 36,302 | | | | | \$ 36,302 | 0.75% |
| Paid Advertising | \$1,003,424 | | | | | | \$ 1,003,424 | 20.67% |
| Motorcycle | | | | | | | \$ - | 0.00% |
| Distracted Driving/Texting | \$ | | | | | \$ 247,565 | \$ 247,565 | 5.10% |
| TOTAL | \$2,275,322 | \$ 411,234 | \$470,498.48 | \$ 4,335 | \$ 1,446,128 | \$ 247,565 | \$ 4,855,082 | 100.00% |



Attachments

- Highway Safety Plan approved amendments (1-11).
- Driver Awareness Survey – Double click on the report cover picture to open.



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John E. Morris
Commissioner

Lauren V. Stewart
Director

FFY 2017 HSP AMENDMENT NUMBER 1

DATE: November 22, 2016

FISCAL YEAR: FFY 2017

1. PROJECT NUMBER: 2017-17AL (various) Evidence-based Impaired Driving HVE Campaign (Drive Sober, Maine).

This project was approved using \$, 405d funds in the 2017 HSP under Evidence-based Impaired Driving HVE Campaign with Appendix D. This amendment requests replacing Appendix D with the attached excel sheet. The project amount remains the same. This new more comprehensive data analysis replaces the fatal crash only data submitted in the 2017 HSP and allows for a wider range of enforcement. This new data analysis is based on crash, fatality, injury and vehicle miles travelled.

AMOUNT: No additional funds are requested for this project.

DESCRIPTION OF CHANGE: Summary: Request to use new data analysis for grant funding.

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**FFY 2017 HSP AMENDMENT
NUMBER 2**

DATE: November 22, 2016

FISCAL YEAR: FFY 2017

1. PROJECT NUMBER: 2017-17PT (various) Municipal and County Data-Driven Speed Enforcement and Equipment Program

This project was approved using S. 402 funds in the 2017 HSP under Municipal and County Data-Driven Speed Enforcement and Equipment Program with Appendix T. This amendment requests replacing Appendix T with the attached excel sheet. The project amount remains the same. This new more comprehensive data analysis replaces the fatal crash only data submitted in the 2017 HSP and allows for a wider range of enforcement. This new data analysis is based on crash, fatality, injury and vehicle miles travelled.

AMOUNT: No additional funds are requested for this project.

DESCRIPTION OF CHANGE: Summary: Request to use new data analysis for grant funding.

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**FFY 2017 HSP AMENDMENT
NUMBER 3**

DATE: December 16, 2016

FISCAL YEAR: FFY 2017

I. PROJECT NUMBER: OP17-001 and OP17-002 OP Program Management and Operations and Maintenance

These two projects were submitted and approved separately in the 2017 HSP. I would like to fold project OP17-002 into OP17-001 since both projects fund costs associated with the administration of the OP Program. There is no need to administer two projects.

AMOUNT: No additional funds are requested for this project.

DESCRIPTION OF CHANGE: Summary: Request to join to projects into one.

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**FFY 2017 HSP AMENDMENT
NUMBER 4**

DATE: January 10, 2017

FISCAL YEAR: FFY 2017

I. PROJECT NUMBER: 2017-170P (various) Click It or Ticker and 2017-17DD (various) Distracted Driving Enforcement.

These projects were approved using S. 405b and 405d funds respectively, in the 2017 HSP under Appendix E and Appendix G. This amendment requests replacing Appendix E and Appendix G with the attached excel sheets. The project amount remains the same. This new more comprehensive data analysis replaces the fatal crash only data submitted in the 2017 HSP and allows for a wider range of enforcement. This new data analysis is based on crash, fatality, injury and vehicle miles travelled.

AMOUNT: No additional funds are requested for this project.

DESCRIPTION OF CHANGE: Summary: Request to use new data analysis for grant funding.

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**FFY 2017 IISF AMENDMENT
NUMBER 5**

DATE: January 19, 2017

FISCAL YEAR: FFY 2017

I. PROJECT NUMBER: 2017-170P CPS Reference Materials for Law Enforcement Officers.

This project was approved to provide CPS reference materials for law enforcement. We have found a way to have the reference materials included in a street reference guide at no cost. This has already been completed. This amendment requests that we be able to purchase appropriate training materials (dolls) and create educational materials for the public (printing). The project name changes to: CPS Educational Materials and Supplies and the project number is CR17-004

AMOUNT: No additional funds are requested for this project.

DESCRIPTION OF CHANGE: Summary: Request to change project name and allow purchase of training supplies and printing for educational materials.

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Lauren V. Stewart
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**FFY 2017 HSP AMENDMENT
NUMBER 6**

DATE: January 23, 2017

FISCAL YEAR: FFY 2017

1. PROJECT NUMBER: 2017-17AL & ID17-008

These two projects both involve training for Prosecutors. ID17-008 is investigation in Impaired Driving and 2017-17AL is impaired driving related vehicle homicide training. These two projects could be combined into one (keeping the trainings separate) to streamline processes.

AMOUNT: No additional funds are requested for this project.

DESCRIPTION OF CHANGE: Summary: Request to combine two training projects into one project number.

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**FY 2017 HSP AMENDMENT
NUMBER 7**

DATE: March 6, 2017

FISCAL YEAR: FY 2017

1. PROJECT NUMBER: OP17-001 & 2017-17OP (Assessment)

These two projects were originally separated into two projects in the 2017 HSP. I would like to combine the OP assessment costs into the OP Management (OP17-001) project. Both projects use Section 402 funds.

AMOUNT: No additional funds are requested for this project.

DESCRIPTION OF CHANGE: Summary: Request to combine two training projects into one project number.

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**FFY 2017 IISF AMENDMENT
NUMBER 8**

DATE: March 9, 2017

FISCAL YEAR: FFY 2017

I. PROJECT NUMBER: ID17-046 Maine State Police Impaired Driving Enforcement

The Maine State Police would like to send their DRE school graduates to Baltimore to complete the necessary training for certification. They would like to increase their budget by \$3,000.00 in the travel category to cover expenses associated with the Baltimore training. A budget increase allows them to retain the original amount of award/funding for planned over-time enforcement activities.

AMOUNT: Funds that were not awarded under the Enforcement Project will be used to support this request.

DESCRIPTION OF CHANGE: Summary: Request increase in Maine State Police grant to cover travel costs for DRE training in Baltimore.

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**FFY 2017 HSP AMENDMENT
NUMBER 9**

DATE: October 5, 2017

FISCAL YEAR: FFY 2017

1. PROJECT NUMBER: PM17-001 Paid Media

The FFY2017 HSP-1/HS-217 has sufficient funds to allow a transfer of \$75k from PT to PM. A HSC was done in GTS to cover end of FFY17 estimated paid media costs.

AMOUNT: No additional funds are requested for this project.

DESCRIPTION OF CHANGE: Moving funds with NHTSA 402 to cover allowable costs.

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**FFY 2017 HSP AMENDMENT
NUMBER 10**

DATE: October 19, 2017

FISCAL YEAR: FFY 2017

1. PROJECT NUMBER: CR17-001 Child Safety Seats

Request to modify this project to add \$402 funds to CR17-001 with the 5% of 405b funds to cover costs expended on child safety seats. The 5% has been expended in CITS and invoices continue to be processed for FFY17 (purchases prior to September 30, 2017).

AMOUNT: No additional funds are requested for this project. 402 funds can be moved from the Child Inspection database project which did not get funded in FFY17, but will be implemented in FFY18.

DESCRIPTION OF CHANGE: Adding 402 funds to child safety seats.

Lauren V. Stewart, Director
Maine Bureau of Highway Safety

Art Krasman, Regional Administrator
National Highway Traffic Safety Administration

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Governor

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Bureau of Highway Safety
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John F. Morris
Commissioner
Lauren V. Stewart
Director

**FFY 2017 HSP AMENDMENT
NUMBER 11**

DATE: October 20, 2017

FISCAL YEAR: FFY 2017

1. PROJECT NUMBER: 2017-17PT and 2017-17AL

HSC-9 moved 402 funds from 402AL to 402 PT. Because we have been without a AT, funded highway safety coordinator, those unspent funds in 402AL were used in 402 PT.

AMOUNT: No additional funds are requested for this project. 402 funds can be moved from project to project within the HSP.

DESCRIPTION OF CHANGE: See above and HSC-9 in GTS.

Thank you.

Lauren V. Stewart, Director
Maine Bureau of Highway Safety

Art Kinsman, Regional Administrator
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2017

Maine Driver Awareness Survey



Survey Research Center
Muskie School of Public Service
University of Southern Maine
September 20, 2017