

State of Maine

Department of Public Safety

Bureau of Highway Safety

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

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# Federal Fiscal Year 2021 Highway Safety Annual Report

**Janet T. Mills, Governor**

**Michael J. Sauschuck, Commissioner**

**Lauren V. Stewart, Director**

## A Message from the Director



The Maine Bureau of Highway Safety (MeBHS) is established in accordance with the Highway Safety Act of 1966, as amended. We are the only agency in Maine *solely* tasked with the primary responsibility of promoting safer roadways by partnering with others also focused on reducing and preventing fatalities, injuries, and property damage resulting from motor vehicle crashes.

At the Highway Safety Office, we believe it is essential to actively seek the input of community representatives to help us achieve long-term safety improvements. We value our role as leaders in fostering cooperation and collaboration with other public and private organizations. We embrace a team-focused working environment and strive for excellence in our everyday mission. Though we focus on the behavioral aspect of highway safety, our overall goal is to reduce and eliminate all preventable motor vehicle crashes. We believe that through committed partnerships with others interested in highway safety, through comprehensive and strategic program planning, through public information and education, and through a data-driven approach to coordinated education and enforcement, that we can achieve our goals.

This federal fiscal year 2021 annual report is required under 23 C.F.R. Part 1300.35; however, it also serves as our opportunity to highlight the achievements and accomplishments of the State Highway Safety Office and our many partners. The planned activities represented in this annual report were approved by NHTSA in our FFY2021 Highway Safety Plan as countermeasures that would help us toward achieving our stated goals for the period of October 1, 2020 to September 30, 2021. This annual report provides summary-level detail for the planned activities funded with NHTSA federal funds. More in-depth details are contained in each planned activity file, contract and/or subrecipient agreement. This annual report examines our progress toward achieving the goals set out in the federal fiscal year 2021 Highway Safety Plan and examines the adjustments made during the ongoing pandemic and the many challenges faced by our partners, especially those in the business of enforcing traffic laws and protecting the public.

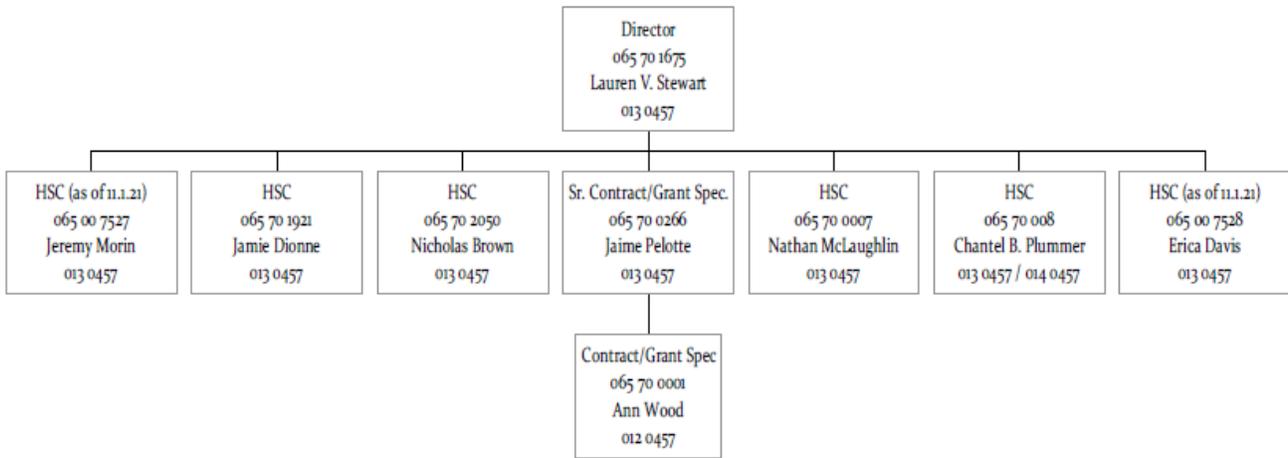
I would like to thank Governor's Representative and Public Safety Commissioner Michael J. Sauschuck for his continued support of our goals and our efforts. I would also like to thank the Highway Safety Office staff, and our many dedicated partners, for their tireless collective efforts to improve highway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

A handwritten signature in cursive script, appearing to read "Karen Stewart".

# Organization

The MeBHS is a Bureau within the Maine Department of Public Safety. The MeBHS currently consists of nine full-time employees, two grant funded Traffic Safety Educators, one grant funded SADD coordinator, one contracted full-time Law Enforcement Liaison, and two contracted full-time Traffic Safety Resource Prosecutors. These folks are all dedicated to ensuring safe motor transportation for everyone traveling on Maine roads and highways. The MeBHS facilitates collaboration with partners and provides leadership using other state and federal financial resources for developing, promoting, and evaluating programs designed to influence public and private policy, make systemic changes, and heighten public awareness of highway safety issues.

## Bureau of Highway Safety



# Our Partners in Highway Safety

AAA of Northern New England

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

Federal Highway Administration (FHWA)

Federal Motor Carrier Safety Administration (FMCSA)

Governor's Highway Safety Association (GHSA)

Maine Bicycle Coalition

Maine Bureau of Labor Standards Maine

Bureau of Motor Vehicles (BMV)

Maine CDC's Injury and Violence Prevention

Maine Chiefs of Police Association

Maine Criminal Justice Academy (MCJA)

Maine Department of Health and Human Services

Health Environmental Testing Lab (HETL)

Maine Department of Education

Maine Department of Public Safety (DPS) Maine

Department of Transportation (MeDOT) Maine

Driver Education Association

Maine Emergency Medical Services (EMS) Maine

Motor Transport Association

Maine Municipal Association Maine

Principals Association Maine

Secretary of State's Office Maine

Sheriff's Association Maine State

Police

Maine Substance Abuse Mental Health Services Maine

Turnpike Authority

Maine Violations Bureau

Motorcycle Rider Education of Maine Inc.

National Highway Traffic Safety Administration (NHTSA) NL

Partners Marketing

Safety and Health Council of Northern New England (SHCNNE)

United Bikers of Maine (UBM) University of Southern Maine (USM)

## 2020-2019 Snapshot of Motor Vehicle Fatality Information for Maine

As of December 21, 2021

	2019	2020	% change 2019-2020
All Fatalities	157	164	4.45%
Driver Alcohol > .08 Involved	43	49	13.95%
Speeding Involved	49	47	-4.08%
Distracted Driver Involved	10	15	50.00%
Unrestrained Passenger Vehicle Occupants	64	64	0.00%
Motorcyclists	27	29	7.40%
Pedestrians	17	9	-47.05%
Bicyclists	2	2	0.00%
Large Truck Involved	15	11	-36.36%
Young Drivers 15-20 Involved	11	15	36.36%
Drivers 21> Involved	176	165	-6.25%

This snapshot examines just one year to its previous year, while the tables and charts that follow will more closely examine three and five-year averages and achievement toward goals.

Core Outcome Measures	FY 2021		On track to meet target (Y/N/ in progress)	FY 2020		Met target Y/N
	Data source			Data source		
	Target years Target	Result years Result to date		Target years Target	Result years Result	
C-1) Total Traffic Fatalities	FARS**		Y	FARS		Y
	2017-2021 158	2017-2021* 154.8		2016-2020 161	2016-2020 158	
C-2a) Serious Injuries in Traffic Crashes	State		Y	State		Y
	2017-2021 725	2017-2021* 667		2016-2020 737.0	2016-2020 691.6	
C-2b) Serious Injury Rate	State		Y	State		Y
	2017-2021 5.02	2017-2021* 4.64		2016-2020 4.90	2016-2020 4.72	
C-3a) Fatalities/VMT	FARS**		Y	FARS		N
	2017-2021 1.12	2017-2021* 1.07		2016-2020 1.07	2016-2020 1.08	
C-3b) Rural Mileage Death Rate	FARS		In progress	FARS		N
	2021 1.10	2021 not available		2020 1.26	2020 1.47	
C-3c) Urban Mileage Death Rate	FARS		In progress	FARS		N
	2021 0.98	2021 not available		2020 0.65	2020 0.76	
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	FARS**		Y	FARS		N
	2021 51	2021* 39		2020 52	2020 64	
C-5) Alcohol-Impaired Driving Fatalities	FARS**		Y	FARS		N
	2021 48	2021* 32		2020 50	2020 64	
C-6) Speeding-Related Fatalities	FARS**		Y	FARS		N
	2021 38	2021* 22		2020 42	2020 47	
C-7) Motorcyclist Fatalities (FARS)	FARS**		Y	FARS		N
	2021 22	2021* 21		2020 26	2020 29	
C-8) Unhelmeted Motorcyclist Fatalities	FARS**		Y	FARS		N
	2021 15	2021* 10		2020 17	2020 21	
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	FARS**		Y	FARS		N
	2021 11	2021* 5		2020 13	2020 17	
C-10) Pedestrian Fatalities	FARS**		N	FARS		Y
	2021 14	2021* 17		2020 20	2020 9	
C-11) Bicyclist Fatalities	FARS**		Y	FARS		Y
	2021 2	2021* 2		2020 2	2020 2	

Core Behavior Measures	Target years Target	Result years Result to date	On track to meet target (Y/N/ in progress)	Target years Target	Result years Result	Met target Y/N
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	State		Y	State		Y
	2021 88.9%	2021 91.8%		2020 89%	2020† 89%	
<b>Non-Core Outcome Measures</b>						
Distracted Driver Fatalities	State		N	State		N
	2021 6	2021* 9		2020 6	2020 15	
Senior Driver Fatalities	State		N	State		Y
	2021 26	2021* 31		2020 33	2020 29	
Media Recall Target	State		N	State		Y
	2021 48%	Spring 2021 35%		2020 45%	Spring 2020 52%	
<b>Activity Measures</b>						
# of Seat Belt Citations Issued During Grant-Funded Enforcement Activities	State		n/a	State		n/a
	n/a	2021 1,075		n/a	2020 1,449	
# of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	State		n/a	State		n/a
	n/a	2021 168		n/a	2020 165	
# of Speeding Citations Issued During Grant-Funded Enforcement Activities	State		n/a	State		n/a
	n/a	2021 3,503		n/a	2020 3,540	
# of Distracted Driving Citations Issued During Grant-Funded Enforcement Activities	State		n/a	State		n/a
	n/a	2021 1,958				

\* Value reported is to-date value (12/15/2021)

\*\*Targets were set using FARS data, but preliminary values reported here are state counts.

†No observations were made in 2020 due to COVID-19. The 2019 rate is used here instead.

TRAFFIC RECORDS PERFORMANCE MEASURES	Timeframe	2017	2018	2019	2020	2021 Target	Target Met
EMS Uniformity	3-year	0.87	70.06	94.86	99.99	N/A	N/A
Crash Uniformity	Annual	N/A	36.59	42.79	42.79	42.79	42.79 - Y
Crash Completeness	Annual	64.14	65.13	65.36	65.20	66.00	65.11- N
Crash Timeliness	Annual	6.48	6.14	11.66	5.6	5.5	5.71- N

## Assessment of Progress and Adjustments to Plan

Much progress has been made over the years to reduce and eliminate motor vehicle crashes, serious injuries, fatalities, and property damage on Maine's roadways. However, much work still needs to be done to eliminate needless motor vehicle related deaths. At the time of this report submission, 148 individuals have died in motor vehicle crashes on Maine roads since January 1, 2021. While this is lower than last year, we are seeing continued increases in the areas of pedestrian, motorcycle, older drivers, and younger drivers.

In May/June of 2021, the Bureau conducted the NHTSA required observational survey and optional attitudinal survey for seat belt usage. Our surveys always follow the National Click It or Ticket Mobilization due to the increase in media and enforcement presence; and in April of 2021, we also conducted a voluntary observational study for hand-held device manipulation. This observation followed the April mobilization for distracted driving.

The seat belt observations for day and night show that while overall usage increased from 88.5% in 2019 to 91.8% in 2021, that nighttime usage decreased from 90.6% to 83.8%. The NHTSA waiver for observational surveys was used in 2020 and no survey was conducted. These observational surveys, together with our 2020 unmet performance target for unrestrained passenger vehicle fatalities, demonstrate our continued need to focus more efforts on nighttime seat belt usage countermeasures.

Maine passed a law in June 2019 upgrading their distracted driving law to include a ban on handheld devices for both talking and texting whereas the prior law only banned texting while driving. The law went into effect September 19, 2019. The ban extends to vehicles stopped at traffic-controlled intersections but allows for drivers pulled safely to the side of the road to use a device. This study sought to evaluate the impact of that law on handheld device use for both phone manipulation and talking on a handheld phone. Observations were conducted in April 2018, April 2019, and April 2021. The April 2021 distracted driving observational survey indicated that 3.8 percent of Maine drivers had a phone to the ear (i.e., Handheld use) in 2019 compared to 2.2 percent in 2021. An exceedingly small percentage of drivers were coded as driving with an in-ear device (0.9%) in 2019 and in 2021 (0.5%). Manipulation of a phone was coded as occurring 3.1 percent of the time for 2019 and 2.3 percent of the time in 2021. Any Use (Handheld or Manipulating) was seen among 6.1 percent of drivers in 2019 and 3.8 percent in 2021.

On the pages and in the charts and narrative that follow, you will find updates on planned activities from the Federal Fiscal Year 2021 Highway Safety Plan that were selected and implemented based on proven countermeasures with the *NHTSA 9<sup>th</sup> Edition Countermeasures that Work, 2017*. Despite the changes and adjustments made necessary by the ongoing challenges of the pandemic, we believe that these planned activities, chosen for their proven results, contributed to the overall success we see in the progress toward being on track to meet most of our FFY2021 performance targets, ultimately saving lives on Maine's roads. As mentioned previously, countermeasures are data-driven thereby directing resources for maximum result. The annual Highway Safety Plan and its following Annual Report are intended to work together in telling the story of progress in any given State. Program Area problem identification is detailed in the Highway Safety Plan while project and program progress, or result, is detailed in the Annual Report.

Performance targets for FFY2020 that did not meet expected targets are: Fatalities/VMT; Rural and Urban Mileage Death Rates; unrestrained passenger vehicle occupant fatalities; alcohol-impaired fatalities; speeding related fatalities; motorcyclist fatalities; unhelmeted motorcyclist fatalities; drivers age 20 and younger; distracted driving fatalities; senior driver fatalities; and our media recall rate. During FFY2021, we adjusted our highway safety plan to put us on track to meet those targets for FFY2021 however we still did not meet the below targets:

## Adjustments to FFY2022 and FFY2023 HSP (when possible) for performance targets not on track to be met:

### CORE PERFORMANCE MEASURE-

**C-10) Pedestrian Fatalities:** the pedestrian fatality target for FFY2021 was set at 14. As of now, the number of pedestrian fatalities is 17. We are not on target to meet this measure for FFY2021. Despite our efforts with education and enforcement, media, and outreach to communities, pedestrian fatalities remain a challenge. The numbers fluctuate wildly from year to year. For example: in 2017 the number of pedestrian fatalities was 20; followed by 6 in 2018; then 17 in 2019; 9 in 2020; and to date 2021 is 17. Our crash analysis does not uncover any one or even several commonalities that we can pinpoint. Most of the fatalities are adults, occur in rural locations, they are split evenly by day and night, and involve actions on both the part of the pedestrian and the part of the motor vehicle operator. Together with the Maine DOT pedestrian and bicycle coordinator, we will attempt to increase our enforcement efforts, look for ways to expand statewide use of our *Heads Up! Safety Is a Two-Way Street* campaign, and look for additional engineering measures to address pedestrian fatalities in the FFY2022 HSP and beyond.

### NON-CORE OUTCOME MEASURE-

**Distracted Driver Fatalities:** despite the observed decrease in hand-held device manipulation, distracted driving continues to be a factor in serious injury and fatal crashes. The FFY2021 target of 6 will not be met for FFY2021. The current count for distracted driving fatalities is 9. Distraction includes many more driver behaviors other than cell phone usage. We will continue to educate the motoring public about the dangers of distracted driving by using our new video PSA, ramped up social and digital media, and by continuing to encourage law enforcement partners to apply for and use grant funds to enforce distraction laws in their communities.

**Senior Driver Fatalities:** senior drivers are far more likely to be fatally injured if involved in a motor vehicle crash. The performance target of 26 set for FFY2021 will not be met. The current count is 31. Maine is largely rural with little opportunity for public transportation. It is believed that seniors likely drive beyond their personal safety to do so, and as age factors increase, abilities and response times naturally decrease. Due to COVID-19, our intended project with medical practitioners was not completed. We will look for ways to engage seniors, and their families, outside of assisted living facilities where public transportation is generally available, and where possible, promote alternative solutions, education, and helpful materials.

**Media Recall Target:** Maine set a media recall rate of 48% overall for 2021. The Spring 2021 survey showed just 35% of people recalled seeing or hearing traffic safety messages. During most of 2020 and all of 2021, media was saturated with efforts to education and inform about COVID-19. Despite our buy and placement (found in the Paid Media section of this report) we will not meet our recall target. We will adjust our FFY2022 and FFY2023 HSPs to increase paid media where possible and work with our traffic safety partners and communities to increase earned media. Immediately for FFY2022, traffic safety grant partners will be asked, and offered opportunities, to raise awareness (earned) in their own communities through a greater promotion of NHTSA Traffic Safety Marketing Materials and Bureau encouragement and that will continue in FFY2023.

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

**Traffic Records Performance Measure: Crash Timeliness:** Crash Timeliness in Maine is approaching the target value and has very little room for improvement based on the existing supervisor review cycle and standard report preparation time. We will continue to discuss potential ways to improve the human-element involved in timeliness.

## Evidence Based Traffic Safety Enforcement Program

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

### **Data Driven Problem Identification**

A Statewide problem identification process is used in the development of the Highway Safety Plan (HSP). The data analyses are designed to identify the high-risk populations in crashes and who, what, when, where and why crashes are occurring.

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

1. Due to the geographic size of the State of Maine, the state was divided into eight regions. To proportionately divide the state based on geography alone, the current State of Maine district court regions were utilized.
2. The eight geographic regions vary significantly in population density, which in turn affects their respective crash rates. To account for population density in each of these regions, the Maine Bureau of Highway Safety calculated the proportion of vehicle miles traveled in each region as compared to the total vehicle miles traveled in the State of Maine. Each region was then assigned a specific number of grants based upon those percentages and the total number of grants decided upon for each program area in the state. For example, Region 1 (York County) accounted for 15.73% of the total vehicle miles traveled in the entire State of Maine.
3. To identify problem areas within each geographic region, the Maine Bureau of Highway Safety utilized different tools to analyze data. The first tool that was utilized was respective crash rates for each program area. Crash data spanning the five-year period from 2015-2019 was averaged for each program area. The crash data included crashes that resulted in possible injuries, evident injuries, serious injuries, and fatalities.

Geographic Information Systems (GIS) were used to map the top problem areas in the state to further assist in problem identification. This step helped identify the major roads that had high crash rates in each program area. Law enforcement agencies located in the problem areas identified for each region, were offered grant opportunities as tier 1 agencies. Sheriff's offices and the Maine State Police in the tier 1 areas were also identified to assist with tier 1 problem areas outside of local jurisdictions. Tier 2 problem areas were identified based on their proximity to tier 1 areas using crash data as outlined above. Law enforcement agencies in the tier 2 problem areas were offered grant opportunities if an agency in the tier 1 agency did not apply for a grant. The intent for tier 2 agencies was to have an impact on crash numbers in areas identified as tier 1 due to their proximity and shared roadways.

All enforcement agencies requesting MeBHS grant funding, to support additional overtime patrols, must also present a data driven approach to identifying the traffic safety problems in their jurisdictions. Data documenting the highway safety concerns must be included in the funding application submitted to MeBHS, along with proven strategies and countermeasures that will be implemented and evaluated to address the problem.

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

### **Implementation of Evidence-Based Strategies**

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

### **Documentation and Tracking**

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

### **Continuous Monitoring**

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

The unique challenges beginning in FFY2020 resulting from the ongoing pandemic and the ongoing prevalence of an anti-law enforcement attitude around our nation continue to affect the implementation of our law enforcement programs. Some adjustments were required due to cancelled school and community events, decreased traffic volumes, staffing shortages,

cancelled projects, cancelled enforcement mobilizations, and subrecipients simply not conducting efforts in their communities to the extent of prior years. While unused awards were returned as quickly as possible when it was evident an activity would not occur, for the most part, it was impossible to reprogram those funds to other subrecipients or projects. Many subrecipients held out hope that activities would occur later in the spring or summer. While some did, most did not, resulting in a far greater decrease in expenditures and increase in unspent planned funds than could have been anticipated at the beginning of the FFY2021 Plan Year.

# FFY2021 Highway Safety Plan Activity Level Report

## Planning and Administration

The Planning & Administration (P&A) program area and its planned activities outline 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

### Performance Targets

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

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

**P&A Performance Target #2:** Submit an annual performance report to NHTSA by December 29, 2021.

**Planned Activity Number: PA21-001**

**Planned Activity: Planning and Administration**

### Planned Activity Description:

The Planning & Administration (P&A) program area and its projects outline 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 to reduce crash 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 national and

and state campaigns, including Child Passenger Safety Week, Drive Sober or Get Pulled Over, Teen Driver Week, etc.

- Conducting trainings for applicable grant personnel
- Applicable salaries and state costs
- Preparing for Management Reviews
- Collaboration with many traffic safety partners

Planned Activity Performance:

In FFY2021, the MeBHS prepared and submitted its annual application for s. 402 and s. 405 funding to the National Highway Traffic Safety Administration (NHTSA) by way of a Highway Safety Plan. The plan was submitted before July 1, 2020 under requirements of Title 23 Part 1300.12 and was approved by NHTSA in August of 2020. This Annual Report submission under 1300.35 will be submitted within 90 days after the close of FFY2021 (September 30, 2021) but no later than December 29, 2021.

Expenditures as of December 21, 2021

Planned Activity Title	Funding Source	Planned Activity Number	HSP Approved Budget	Expended
Planning and Administration	s. 402	PA21-001	\$683,287.38	<b>\$216,284.08</b>

## Impaired Driving

The below planned activities were funded and implemented in FFY2021 using our Maine Impaired Driving Strategic Plan and *Countermeasures That Work*. These planned activities were chosen for their proven and anticipated impact on the impaired performance targets in the HSP. Each planned activity aligns with one or more strategies listed in the SHSP, the HSP and the Strategic Plan. Input from the Impaired Driving Task Force, prior NHTSA program assessments, meeting with partners, and conscientious program management contributed to the success of meeting our performance target for FFY2021. A continued combined focus on drug-impaired and alcohol-impaired driving is necessary to see further reductions in impaired crashes and fatalities.

### **Planned Activity: Impaired Driving Program Management and Operations**

**Planned Activity Number:** AL21-001

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

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

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

The MeBHS Program Coordinators manage program activities specific to preventing and reducing alcohol-related and alcohol-impaired crashes, fatalities, and injuries. During FFY2021, in addition to the Impaired Driving Task Force, the implementation of the law enforcement phlebotomy program, the Strategic Plan, the planned activities implemented and reported on below were administered by MeBHS.

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

**Planned activity number:** ID21-001

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

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

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

In federal fiscal year 2021, the Maine State Police SPIDRE team conducted 438.5 hours of impaired driving enforcement, which included 661 total contacts. In addition to the impaired drivers arrested, many other drivers showed signs of impairment and were put through standard field sobriety tests and deemed not impaired. Enforcement was significantly reduced due to the COVID-19 pandemic. These enforcement efforts led to the following arrests and/or citations:

- 29 Total Operating Under the Influence Arrests
  - 18 under the influence of alcohol
  - 9 under the influence of other intoxicants
  - 2 juveniles operating under the influence
- 9 Operating After Suspension
- 4 Drug Arrests
- 3 Distracted Driving Citations
- 19 Speeding Citations
- 2 Safety Belt Citations

- 2 Other Moving Violation Citations
- 21 Other Non-Moving Violation Citations
- 2 Defective Vehicle Citations

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

**Planned activity number: ID21-002 to ID21-004**

**Planned Activity Description:**

Funds will support overtime costs to continue support of impaired driving enforcement efforts by Regional Impaired Driving Enforcement (RIDE) Teams. RIDE team members are comprised of law enforcement officers from various local jurisdictions within a designated county and include law enforcement officers that are proficient in NHSTA Standardized Field Sobriety Training, ARIDE trained, Drug Recognition Experts, and Forensic Phlebotomists. RIDE team members may also include dedicated dispatch support staff. Each RIDE team member is selected by a designated RIDE team leader based on their impaired driving training and expertise. Approximately 20 officers/staff are necessary to conduct the proposed enforcement details. RIDE teams will be focusing their efforts during the time and days identified by data-analysis of alcohol and drug related crashes in the counties identified as high crash areas (Cumberland, York, Kennebec). RIDE teams conduct impaired driving high-visibility saturation patrols and sobriety checkpoints in selected locations (using evidence-based traffic safety methods) throughout identified jurisdictions. Exact patrol locations are determined and agreed upon by the MeBHS program coordinator and Law Enforcement Liaison in partnership with individual RIDE team leaders. MeBHS monitors the successes of the grant as it is being conducted to determine if modifications need to be implemented to ensure the activity is producing results.

**Planned Activity Performance:**

In federal fiscal year 2021, one of the three identified counties were funded through RIDE team grants. The two other agencies identified in the 2021 highway safety plan could not participate in the planned activity due to staffing problems, other agency commitments and the COVID-19 pandemic.

In York County, the York Police Department hosted the RIDE team with support from the York County Sheriff's Office. The York County RIDE Team conducted 444 hours saturation patrols and 493 drivers were contacted. In addition to the 10 impaired drivers arrested, 21 other drivers showed signs of impairment and were put through standard field sobriety tests and deemed not impaired. The York County RIDE team totals for notable arrests/citations during those saturation patrols are listed below:

- 10 Operating Under the Influence Arrests
- 8 Speeding Citations
- 18 Operating After Suspension Charges
- 1 Drug Charge
- 4 Warrant Arrests
- 3 Other Moving Violation Citations
- 20 Other Non-Moving Violation Citations

**Planned Activity: Impaired Driving Roadside Testing Vehicle (RTV) Operational Costs**

**Planned Activity Number: AL21-002 amended to AL21-001**

**Planned Activity 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 (with NHTSA pre-approval prior to purchase), overtime for the troopers and other drivers working the RTV activities (estimated at \$65 per hour for 150 hours), fuel, maintenance, repairs, and monthly fees associated with storage (estimated at \$3600) tolls, radio fees, and OIT/Wi-Fi. This project benefits and supports all Maine law enforcement agencies at their sobriety checkpoints, including those scheduled by RIDE Teams.

**Planned Activity Performance:**

The Maine Bureau of Highway Safety Roadside Testing Vehicle (RTV) was not utilized as much as in years past due to the COVID-19 pandemic. During the 2021 federal fiscal year, the RTV was utilized for 13 RIDE Team details and/or saturation patrols and 5 educational events throughout the state.

The York County RIDE team conducted 9 large saturation patrols, with assistance from the Maine State Police, in multiple locations which focused on high crash areas in York County. The York County mobile command post was also used in conjunction with the RTV during those saturation patrols. With both mobile units present, it allowed for efficient OUI enforcement and processing of arrested subjects. During these large saturation patrols, a dispatcher, assistant district attorney and bail commissioner were present to quickly process arrested subjects allowing law enforcement officers to spend more time with sobriety checks and field sobriety testing.

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

- Gorham Police Department
- University of Maine
- Presque Isle Police Department
- Sanford Police Department
- Maine Criminal Justice Academy
- Maine State Police
- York County RIDE Team (Multiple Law Enforcement Agencies)

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

**Planned activity Number: ID20-000 (Various as listed below)**

**Planned Activity Description:**

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

**Planned Activity Performance:**

Over the course of the federal fiscal year, the agencies listed below conducted 2850 hours of checkpoints and overtime saturation patrols, made 6920 contacts, and wrote 121 citations for impaired driving. The media plan under the Paid Media Program Report at the end of this report will show the relationship between our paid media plan and the high visibility enforcement efforts.

Expenditures through December 17, 2021

<b>Subrecipient</b>	<b>Planned Activity ID</b>	<b>Award</b>	<b>Expended</b>
Scarborough Police Department	ID21-020	\$18,000.00	\$3,190.21
Bath Police Department	ID21-021	\$4,670.40	\$4,670.40
Lewiston police Department	ID21-022	\$12,254.00	\$9,971.44
Westbrook Police Department	ID21-023	\$4,800.00	\$3,769.48
Sagadahoc County Sheriff's Department	ID21-024	\$15,880.00	\$13,207.11
Gorham Police Department	ID21-025	\$10,516.50	\$10,516.50
Presque Isle Police Department	ID21-026	\$11,000.00	\$10,966.80
Saco Police Department	ID21-027	\$8,274.00	\$6,104.81
Somerset County Sheriff's Office	ID21-028	\$2,515.20	\$1,095.66
Windham Police Department	ID21-029	\$10,925.84	\$1,931.75
Cumberland County Sheriff's Office	ID21-030	\$10,800.00	\$2,439.57
Kennebec County Sheriff's Office	ID21-031	\$8,000.00	\$8,000.00
Wiscasset Police Department	ID21-032	\$4,434.60	\$2,595.82
Auburn Police Department	ID21-033	\$12,603.95	\$3,318.49
Cape Elizabeth Police Department	ID21-034	\$1,954.88	\$525.70
Madawaska Police Department	ID21-035	\$3,911.88	\$1,804.60
South Portland Police Department	ID21-036	\$3,400.00	\$2,508.69
Berwick Police Department	ID21-037	\$4,592.16	\$1,889.32
Kennebunk Police Department	ID21-038	\$21,660.00	\$2,069.52
Waterville Police Department	ID21-039	\$6,163.20	\$6,122.69
Ellsworth Police Department	ID21-040	\$13,923.44	\$7,820.46
Augusta Police Department	ID21-041	\$26,000.00	\$26,000.00
Brunswick Police Department	ID21-042	\$5,400.00	\$834.05
Caribou Police Department	ID21-043	\$3,265.60	\$125.64
Eliot Police Department	ID21-044	\$8,514.00	\$0.00
Hampden Police Department	ID21-045	\$5,439.15	\$1,290.52
York Police Department	ID21-046	\$7,183.68	\$1,163.74
Sabattus Police Department	ID21-047	\$1,839.90	\$0.00
Wells Police Department	ID21-048	\$7,500.00	\$3,945.81
<b>Total</b>			<b>\$137,878.78</b>

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

**Planned Activity Number: ID21-014**

**Planned Activity Description:**

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

**Planned Activity Performance:**

FFY2021 was year one of a five-year phase in of new breath testing devices in support of the “Drive Sober or Get Pulled Over” and “Drive Sober, Maine!” campaigns. In FFY2021, MeBHS worked in conjunction with the Maine Impaired Driving Task Force and the Maine Department of Health and Human Services, Health and Environmental Testing Laboratory to select the CMI, Intoxilyzer 9000 as the replacement EBT for the State of Maine. The Intoxilyzer 9000 was selected as a replacement to the currently utilized Intoxilyzer 8000 due to its similarities in function and design. These similarities will make the transition smoother for training and operators in the field. MeBHS worked with the State of Maine Purchasing and Procurement to secure a contract with CMI to purchase 30 Intoxilyzer 9000 instruments to put into place during FFY2021. The 30 Intoxilyzer 9000 instruments were delivered from CMI and are currently being housed at the DHHS-HETL laboratory. Due to travel restrictions put in place and other supply chain problems resulting from the COVID-19 pandemic, the 30 Intoxilyzer 9000 instruments could not be placed into service before the end of FFY2021 and are scheduled to be in service in Spring of 2022.

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

**Planned Activity Number: ID21-005 amended to various beginning with ID21-100**

**Planned Activity Description:**

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

We anticipate more law enforcement agencies will participate as the issue of drugged driving becomes more widely recognized especially now that Maine has legalized recreational marijuana.

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

**Planned Activity Performance:**

This planned activity was implemented as a stand-alone program and also as part of impaired driving high visibility enforcement grants in FFY2021.

This planned activity provided reimbursement funding to assist law enforcement agencies with callouts for Drug Recognition Expert evaluations and Forensic Phlebotomy blood draws. In FFY2021, this planned activity reimbursed 7 law enforcement agencies for 89 Drug Recognition Expert callouts and 82 Forensic Phlebotomy callouts.

**Planned Activity: DHHS HETL Lab Chemists/Toxicologists**

**Planned Activity Number: ID21-006**

**Planned Activity Description:**

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

**Planned Activity Performance:**

This planned activity was extremely successful in FFY2021. The Health and Environmental Testing Lab continues to maintain its accreditation through the ANSI National Accreditation Board with the blood drug testing program being a successful asset of the whole Forensic Chemistry Program.

The program has continued to expand with an additional instrument being purchased as part of an outside (non-NHTSA) grant and validated for use in testing casework, as well as additional methods being created and validated, such as quantitative buprenorphines and novel psychoactive substances. Chemists Ellen Fraser and Nicole Ingalls have been instrumental in making these program advancements and have conducted chemist activities for all FFY2021. Plans for the continued expansion of the program are in place such as the creation of additional testing methods to test for new drugs and the diversification into postmortem blood testing.

During FFY2021, both chemists funded through this planned activity were able to maintain testing of casework in a timely manner on all blood drug samples submitted with no occurrences of “backlogs.” The chemists have also been essential in the on-going development and improvement of the laboratory's urine drug testing program. The chemists also attended multiple remote trainings throughout the year, including the Borkenstein Drug training. In addition, the chemists have also provided training and expertise to many agencies throughout the State of Maine.

In FFY2021 the Maine Health and Environmental Testing Laboratory processed 459 blood drug samples, almost a twofold increase from the previous FFY2020, and is on track to test 500 blood drug samples for the calendar year of 2021.

**Planned Activity: Impaired Driving Special Prosecutors (IDSP)**

**Planned Activity Number: ID21-007**

**Planned Activity Description:**

An IDSP is a member in good standing of the Maine bar with knowledge, education, and experience in the prosecution of DUI crimes. The IDSP works directly with selected Maine prosecutorial districts to assist with the prosecution of DUI crimes. The IDSPs in the counties of York, Cumberland, Androscoggin, Kennebec, and Penobscot participated in the State DRE School, the Impaired Driving Summit, and the basic law enforcement academy Standardized Field Sobriety Testing School. All the IDSPs have worked closely and communicate regularly with Maine's TSRP and Maine JOL in grappling with some of the issues Maine faces in DUI enforcement and prosecution. This multi-jurisdictional effort has increased the ability of all prosecutors in Maine to more efficiently handle their DUI caseload and understand the complex and technical issues association with drug impaired driving prosecution. This is especially important in the coming years as Maine implements sales of legalized recreational marijuana.

Funds support direct and dedicated DUI activities of 10 part-time DUI prosecutors in the counties listed, one computer and the appropriate software license for each participating district, and reimbursement for the IDSPs to attend up to two out-of-state training conferences that will enhance their special knowledge and training. One IDSP from each county will be selected to attend the national TSRP training and the national DRE Conference.

**Planned Activity Performance:**

This planned activity funded activities for eight part-time Impaired Driving Special Prosecutors (IDSP) in four counties. The counties that participated were chosen based on impaired-related crash data. These IDSPs were instrumental in helping to reduce the amount of plea agreements and differed dispositions in impaired driving cases. As a result of the IDSP positions, the State has been able to justify maintaining a hard line with drug OUI cases. IDSPs are often consulted by other prosecutors in their office when they have questions about their OUI cases. IDSP's are routinely consulted regarding the procedure for obtaining hospital blood/hospital records. IDSPs play a very important role in the Impaired Driving Task Force and always bring forth important issues and solutions. This planned activity has allowed special prosecutors to focus on the issue of impaired driving and spend the time needed to effectively prosecute impaired driving cases. FFY2021 was the final year for this planned activity and the IDSP activities will be funded by each individual District Attorney's office in the future.

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

**Planned Activity Number: ID21-008**

**Planned Activity Description:**

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

**Planned Activity Performance:**

The 2021 Maine Impaired Driving Summit was held in Portland, ME and was attended in-person by over 110 law enforcement, prosecutors, health care professionals, traffic safety professionals, medical community, and others from various New England states. Multiple sessions were held and aimed at better training law enforcement, prosecutors, and the medical community in OUI trials and cases. The summit included the following sessions:

- **Traffic Safety ... it's a matter of life and death.**
  - Sheriff (ret) John Whetsel, Chair, National Sheriffs' Assn Traffic Safety Committee
- **OUI Trial Panel Discussion**
  - John Webb, Attorney, Webb Law Firm
  - Pat Mador, Androscoggin County Asst. District Attorney
  - David Kennedy, Maine Judicial Liaison
  - Moderator - Scot Mattox, Maine TSRP
- **Parallel Conversations: Cannabis trends in impaired driving cases and DUI deterrence via effective roadside messaging**
  - Sgt. Jay Rikken, Vermont State Police
- **Getting to Know our Neighbors**
  - Jeff Larson, Director of Highway Safety, Massachusetts Executive Office of Public Safety
  - Captain Chris Vetter, Commander, NH Office of Highway Safety
  - Jamie Dionne – HS Coordinator Maine Bureau of Highway Safety
  - Paul White, Law Enforcement Liaison, Vermont
  - Moderator - Lauren Stewart, Director, Maine Bureau of Highway Safety
- **Cannabis At-a-Glance: Regulated Marijuana in Maine**
  - David Heidrich, Director of Engagement and Community Outreach, Office of Marijuana Policy
- **Meet the Intoxilyzer 9000**
  - Jim Lyman, Impaired Driving Program Coordinator, MCJA
  - Maria Pease, Chemist, Maine Health and Environmental Testing Laboratory

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

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

**Planned Activity Number: ID21-009**

**Planned Activity Description:**

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

**Planned Activity Performance:**

The Maine State Police Impaired Driving Reduction Trooper position (Statewide Impaired Driving Coordinator) was held by Specialist Seth Allen for all FFY2021. Specialist Allen was the lead instructor for Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Recognition Expert (DRE) trainings at the Maine Criminal Justice Academy. Specialist Allen was heavily involved with Maine's Drug Recognition Expert program and utilized by prosecutors as an expert in impaired driving enforcement.

In FFY 2021, Specialist Allen coordinated activities of the Maine State Police SPIDRE team. Spc. Allen also attended the International Association of Chiefs of Police Annual Training Conference on Drugs, Alcohol and Impaired Driving in August and brought back information to enhance Maine's impaired driving training program.

Specialist Allen acts as the Breath Testing Device site coordinator for the MeBHS Roadside Testing Vehicle.

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

**Planned Activity Number: ID21-010**

**Planned Activity Description:**

Well trained law enforcement in DRE, SFST, and ARIDE increase the likelihood that police officers will successfully detect impaired drivers during enforcement activities or traffic stops. This project funds the specialized training and supplies necessary for law enforcement officers to detect, apprehend, and prosecute motorists suspected of operating under the influence of alcohol and/or drugs. The Maine Impaired Driving Task Force has identified that a best practice methodology for DUI 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 DUI drug cases; and (3) The Drug Recognition Expert (DRE) program for those police officers who excel in DUI Enforcement. The MeBHS recognizes the need to increase DREs and is actively working toward that goal. To ensure that they meet the proficiency requirements without undue delay, these individuals may travel out of state for their certification requirements. This project provides travel expenses for DRE candidates to complete field certifications in more densely populated states. This project also funds selected attendance at the annual IACP DRE Conference which is critical for keeping DRE's current and proficient in utilizing best practices. These projects are administered jointly with the Maine DRE and impaired driving training coordinator at the Maine Criminal Justice Academy (MCJA). We expect to train 100 new officers for ARIDE and at least 15 new Drug Recognition Experts.

**Planned Activity Performance:**

The Maine Criminal Justice Academy (MCJA) was able to utilize grant funds in federal fiscal year 2021 to provide advanced courses and educational materials for impaired driving enforcement. COVID-19 pandemic travel restrictions and other safeguards did not allow Maine to run a Drug Recognition Expert training class to add new Drug Recognition Experts in Maine for FFY2021.

The MCJA offered 8 ARIDE classes statewide with a total of 79 students attending. MCJA also offered a 1-day DRE refresher training in which 86 DREs and DRE instructors attended. The remainder of the DREs are scheduled to attend the same training early in FFY2022.

MCJA could not complete the SFST Instructor School in FFY2022 due to COVID-19 restrictions. In lieu of the SFST Instructor School, MCJA utilized the funding to print SFST field guides and ARIDE field cards as a resource to officers while performing SFSTs in the field and for ARIDE trained officers attempting to identify drug categories.

This grant also provided funding for MCJA Training Coordinator Edwin D. Finnegan to attend the International Association of Chiefs of Police Annual Training Conference on Drugs, Alcohol and Impaired Driving and bring back information to enhance Maine's impaired driving training program. The conference was held in Orlando, FL and Edwin D. Finnegan was able to attend the conference.

**Planned Activity: Forensic Phlebotomist (FP) Training****Planned Activity Number: ID21-012 (combined with ID21-005)****Planned Activity Description:**

In FFY 2020, MeBHS partnered with Kennebec Valley Community College to develop a new Forensic Phlebotomy training course for law enforcement officers. The new Forensic Phlebotomy course is modeled after Arizona's Forensic Phlebotomy course. The course provides 5 weeks of online instruction followed by 3 days of classroom instruction and a clinical rotation that requires students to show proficiency in blood draws by completing 100 successful venipunctures. The first course was offered in March of 2020 and 10 students from 3 different law enforcement agencies successfully completed the training program in FFY2020. Kennebec Valley Community College plans to offer the course 4 to 5 times in FFY2021 due to the large demand from the law enforcement community. Class size is limited at 12 students and we expect to have approximately 50 public safety professionals trained in forensic phlebotomy in FFY2021. Kennebec Valley Community College also plans to begin offering Forensic Phlebotomy refresher training courses near the end of FFY2021. These refresher courses will ensure that Maine's Forensic Phlebotomy program remains successful and is a program that will maintain a high level of integrity.

This planned activity will reimburse educational and necessary travel costs for law enforcement officers that attend FP training. Anticipated costs to have approximately 50 public safety professionals trained in forensic phlebotomy in FFY2021 is \$50,000.00.

**Planned Activity Performance:**

MeBHS in coordination with Kennebec Valley Community College (KVCC) developed a new Forensic Phlebotomy course that was offered to the first class of law enforcement officers in Maine in FFY2020. MeBHS anticipated that KVCC would be able to host multiple course cohorts in FFY2021, but due to COVID19 pandemic setbacks, only one cohort was offered in FFY2021. In FFY2021, 12 law enforcement officers from the counties of Aroostook, Penobscot, Cumberland and York completed the Forensic Phlebotomy course which included 5 weeks of online course instruction, 3 days of in-class instruction and a clinical rotation where students had to meet proficiency standards. In FFY2021, 190 draws have been performed and reported by those trained officers. The course is modeled after Arizona's Forensic Phlebotomy course.

**Planned Activity: Region 1 Judicial Training Conference for Highway Safety**

**Planned Activity Number: ID21-008**

**Planned Activity Description:**

This project is intended to support Maine's Judicial Outreach Liaison's training projects for the Maine Judiciary. The project funding is intended to fund the cost of a day or 1 ½ day event on the topic of impaired driving for the members of the Judiciary and other actors in the justice system in Region 1, held during FFY2021. The seminar will focus on impaired driving topics and speakers as recommended by the Maine State JOL and Region 1 JOL, in coordination with Maine's TSRP and approved by the Maine Bureau of Highway Safety. The topics will include at least one element on Cannabis impairment and one element on polysubstance (cannabis/alcohol/other drugs) impairment. The goal is to provide this high-quality training to the judges and other professionals in the criminal justice system. We anticipate 150 in attendance. Costs include meeting space, speaker fees, lodging and travel, materials, and supplies. The funds will be used to cover these costs associated with delivery of the above trainings including printing/ materials, travel, lunch to site, speaker and registration fees for the trainers, judges and others participating in the program. The location, date, and time of the trainings are yet to be finally determined, but planning is focused on Spring 2021 in or near York, Maine. The training will be offered to Judges from other Region 1 states, and their state AOC's have been encouraged to seek funding for their respective costs through their HSA's. Seminar participants will be surveyed after the training using a survey instrument designed to provide information that can improve future seminars of this type. The results will be tabulated and provided to Maine Highway Safety.

**Planned Activity Performance:**

Planned activity not implemented in FFY2021 due State travel and gathering restrictions pursuant to the COVID-19 pandemic.

**Planned Activity: Prosecutor, Toxicologist, and Law Enforcement Training**

**Planned Activity Number: ID21-011**

**Planned Activity Description:**

This project is intended to support training projects for Maine prosecutors and law enforcement. The project funds the following classes: DUI Investigation Review; Prosecutor and Toxicologist Guide to Effective Communication in Impaired Driving Cases; and Cops in Court. Maine's TSRPs one-day class for prosecutors and law enforcement is entitled: "DUI Investigation Review" This class presents the concepts and principles employed by law enforcement officers in DUI investigation; including alcohol and drug impairment, the use of SFST for impairment evaluation, 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 year MeBHS will offer this class in four locations within Maine. The locations are selected due to their geographic diversity within Maine giving consideration to locations where we have not trained in the last two fiscal years. They are Presque Isle, Sunday River, Auburn, and Wells. These locations are subject to change depending on scheduling. The Auburn location will be simultaneously video cast on Zoom or the like. This training is not considered an "SFST Refresher" and therefore in-person assessment of skills is not required. Attendance is expected to be about 25 per class. In addition to this locally taught class for Maine prosecutors and law enforcement, the MeBHS has sponsored classes annually from the National Traffic Law Center to be held here in Maine. Past classes were "Lethal Weapon," and "Courtroom Success," This year, MeBHS would like to sponsor another two NTLC classes "Prosecutor and Toxicologist Guide to Effective Communication in Impaired Driving Cases" and "Cops in Court" using NTLC Staff and other out-of-state TSRPs as deemed appropriate by Maine's TSRP. Attendance expected for these two classes is approximately 35 each.

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

**Planned Activity Performance:**

Planned activity not implemented in FFY2021 due State travel and gathering restrictions pursuant to the COVID-19 pandemic.

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

**Planned Activity Number: ID21-011**

**Planned Activity Description:**

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

**Planned Activity Performance:**

The SJC adopted a series of Administrative Orders governing special rules and procedures, which varied over time as both CDC recommendations and Maine's own Executive Orders evolved. The Court formalized what were emergency procedures encouraging the use of remote video conferences. While many Judges are less than happy with the change, it is broadly popular with the trial bar as it greatly reduces travel time between courts, and the "double-scheduling" which used to commonly occur. Below are highlights of the activities of the Maine JOL:

*Judicial Training.* The long hoped for, but off-again, on-again judicial training event was once again re-scheduled, and once again cancelled as the COVID-19 situation evolved. At the suggestion of RJOL Burgess, the event was a converted into a remote training event produced in co-operation with the National Judicial College. We received excellent support from the NJC's Program Attorney Brooke Semple, and the event finally occurred in March. While overall attendance was not what was expected the JOL and four of Maine's new District Court Judges participated.

*Familiarization with Maine statutes and caselaw.* Routine ongoing monitoring of Maine SJC and 1<sup>st</sup> Circuit cases continued to occur.

*Attendance at conferences.* Most in-person trainings were cancelled due to COVID-19, and some were replaced with virtual events. The JOL began to attend the remote version of the annual Lifesaver's Conference but found it to be so badly presented and the technology so difficult to access that I ceased participation after the first day. The JOL did attend one in-person event, AAA's annual Maine Highway Safety Summit, and was part of a panel that discussed the COVID-19 related issues faced by the Courts.

*Liaison with other members of the traffic safety community.* The JOL attended virtual meetings of the Impaired Driving Task Force and of the planning group referenced in the following paragraph:

*Training for law enforcement personnel and prosecutors.* The TSRP and JOL continued to work on planning a video training for law enforcement officers based on the “Cops in Court” package, in particular the basic fact patterns and first draft scripts for two courtroom scenes. Filming of the training is now expected to occur in December or January in Rhode Island. Both the Maine JOL and now retired RJOL Brian Burgess have agreed to continue to participate in the filming of two courtroom scenes.

*Legal Research and Analysis.* At the invitation of National JOL Neil Axel, the Maine JOL wrote an article on the shortcomings of the existing CDL licensure system, which was published in the Spring Edition of the national “Highway to Justice” newsletter. Our summary of Maine’s OUI Statutes and Cases was completed and presented to the Bureau of Highway Safety

*Inter-governmental liaison between DPS, MJB and others.*

**Planned Activity: Traffic Safety Resource Prosecutor (TSRP)**

**Planned Activity Number: ID21-011**

**Planned Activity Description:**

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

The TSRPs disseminates, among other things, training schedules, case law updates, new trial tactics, and new resource material to help keep prosecutors, judges, and law enforcement officers, and other interested parties current and informed. A Traffic Safety Resource Prosecutor (TSRP) facilitates a coordinated, multi-disciplinary approach to the prosecution of traffic crimes with a strong focus on impaired driving. Funds will continue to support the TSRP contract, which assists Maine law enforcement, prosecutors, motor vehicle hearings examiners, DHHS lab technicians, and other State agencies with training, investigation and prosecution of traffic safety and impaired driving-related crimes. The 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.

**Planned Activity Performance:**

Activities conducted by the TSRP in FFY2021 include:

**Training**

During FFY2021, Maine’s TSRP either sponsored or participated in the following trainings:

- ARIDE: Wells PD
- Forensic Phlebotomy Class: KVCC
- ARIDE: Rockland PD
- Maine Bureau of Motor Vehicle Hearings Examiner Training
- NHTSA Region One: Courtroom Trial Video Training creation
- ARIDE: South Portland PD
- ARIDE: Holden PD
- Forensic Phlebotomy Class: KVCC
- “The Maine OUI Law” The Maine Criminal Justice Academy Basic Law Enforcement Training Program (8 different 90-minute training sessions throughout the year)
- Maine Impaired Driving Summit
- DRE Refresher Training: MCJA

- DRE Refresher Training: Cape Elizabeth Police Department
- SFST / OUI Investigation Review Training: Topsham PD

In summary, Maine's TSRP trained approximately 250 officers from a variety of departments all over the state, about six BMV hearings examiners, and about a dozen prosecutors in foundational concepts, and current issues, regarding the investigation and prosecution of impaired driving cases.

### **Case Law Updates**

See "Resource Material" below. Additionally, the TSRP disseminated new impaired driving case law updates during all of the training listed above. Maine's TSRP was also consulted (via email or phone call) by law enforcement and prosecutors about various impaired driving related legal or technical issues over 100 times in 2021.

### **Trial Tactics**

During 2021, Maine's TSRP participated in the trainings listed above. Three of those trainings are specifically designed to address trial tactics including: NHTSA Region One: Courtroom Trial Video Training creation; Maine Bureau of Motor Vehicle Hearings Examiner Training; and the Maine Impaired Driving Summit.

### **Resource Material**

The Maine TSRP coordinated (and assisted with) the research, writing, and development of Maine's first Impaired Driving Case Law Guide. This 40-page guide contains a brief review of hundreds of Maine Supreme Court cases relevant to impaired driving and organized by subject area. It is designed for use as a quick reference guide for law enforcement and prosecutors.

The TSRP also sits on several relevant committees in Maine that all contribute to the knowledge and expertise of the above tasks and the ability of the TSRP to perform all of the above tasks. There committee include:

- The Maine Impaired Driving Task Force
- Forensic Phlebotomy Subcommittee of the Maine Bureau of Highway Safety
- IDTF Breath Testing Subcommittee
- Maine Transportation Safety Committee
- Office of Marijuana Policy Subcommittee on Law Enforcement

Expenditures as of December 21, 2021

Planned Activity Title	Source	Planned Activity Number	HSP Approved Budget	Expended
Impaired Driving Program Mgmt. & Operations	s. 402	AL21-001	\$200,000.00	\$85,389.15
Maine State Police SPIDRE Team	s. 405d	ID21-001	\$75,000.00	\$37,807.19
Regional Impaired Driving Enforcement (RIDE) Teams	s. 405d	ID21-002-004	\$150,000.00	\$18,602.07
Impaired Driving Roadside Testing Vehicle (RTV)	s. 402	AL21-001	\$100,000.00	Part of AL21-001
NHTSA DSOGPO & Drive Sober, ME (HVE)	s. 405d	ID21-000	\$725,000.00	\$137,878.78
BTD Procurement in support of HVE	s. 405e	ID21-014	\$300,000.00	\$287,830.00
DRE & FP	s. 405d	ID21-005	\$75,000.00	\$55,021.80
DHHS HETL Lab Chemists/Toxicologists	s. 405d	ID21-006	\$300,000.00	\$368,905.42
IDSP	s. 405d and s. 405e flex	ID21-007	\$700,000.00	\$471,436.22
Impaired Driving Summit (AAA)	s. 405d	ID21-008	\$50,000.00	\$15,878.11
Statewide Imp. Driving Coordinator (MSP)	s. 405d	ID21-009	\$150,000.00	\$129,073.43
Specialized LE Training at MCJA	s. 405d	ID21-010	\$25,000.00	\$10,979.03
Forensic Phlebotomy Training	s. 405d	ID21-012	50,000.00	Part of ID21-005
Region 1 Judicial Training Conference	s. 405d	ID21-008	\$25,000.00	\$0.00
Prosecutor, Toxicologist, LE Training	s. 405d	ID21-011	\$50,330.47	\$0.00
JOL	s. 405d	ID21-011	\$105,000.00	\$30,599.36
TSRP	s. 405d	ID21-011	\$275,000.00	\$249,560.32
				<b>\$1,898,960.88</b>

## Occupant Protection and Child Passenger Safety

The below planned activities were selected using *Countermeasures That Work*. The projects were funded and implemented in FFY2021 as described below. These planned activities were chosen for their proven and anticipated impact on performance targets in the HSP for reduction of unrestrained fatalities and for an increase in observed seat belt usage in all seating positions. NHTSA program assessments, meetings with partners, and conscientious program management contributed to the success of us being on target to meet our performance target for FFY21. In FFY2021, our observed seat belt usage rate increased over 2019 (2020 waiver) from 88.5% to 91.8%.

**Planned Activity: Occupant Protection Program Management and Operations**  
**Planned Activity Number: OP21-001 Amended to add OP Assessment to Project**  
**Planned Activity Description:**

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

**Planned Activity Performance:**

The MeBHS Program Coordinators managed activities specific to increasing proper seat belt usage by adults and children. These activities are intended to decrease unbelted crashes, fatalities, and injuries. Following are the reports for each approved HSP project implemented and administered by MeBHS.

**Planned Activity: Car Seat Purchase for Income Eligible Children/Inspection Station Technician Support**  
**Planned Activity Number: CR21-001**  
**Planned Activity Description:**

This project supports the purchase and distribution of child safety seats (convertible and/or booster) for Maine income eligible families that are issued through partner CPS distribution sites having at least one certified technician on staff. Every distribution and inspection station are staffed with certified child passenger safety technicians. We expect to distribute more than 900 seats to income eligible children in FFY21 through our current and active distributions sites. Inspection stations and distribution stations are located around the State of Maine and serve 70% of the State. All Maine counties offer car seat inspection services. Underserved communities are the rural towns throughout the State of Maine. Essential services are provided in larger towns/cities where smaller underserved communities seek services. There are 100% of Maine residents that have access to car seat inspection/educational services, consistent services are offered in each county/larger service area across Maine. Minority populations/refugees are served through these service locations/centers and are directed to services upon entry to the State. The MeBHS and partners plan the below number of inspection events:

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

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

Population – 1,329,328\*

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

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

**Planned Activity Performance:**

In FFY21, more than 248 child safety seats were provided to income eligible children in Maine and more than 205 parents or caregivers received education on proper transportation of children. COVID-19 restrictions are still taking a toll on locations that are still providing inspection/distribution of car seats. Due to COVID-19, some distribution locations were not opened to distribute car seats and were referring parents to other open locations. Also, because in-person meetings were not being allowed, they were forced to find new ways to get parents the car seats and education that is needed to install the seat correctly. Some distribution locations allowed for in-person if they were equipped with proper personal protective equipment. However, some locations would provide the parents with the education via Zoom, Teams, etc., and provide them with the seat. They would ensure the parent understood all the information to safely install the seat, by also having a Zoom, Teams, etc. to make sure it was installed correctly.

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

**Planned Activity Number: OPB21-001**

**Planned Activity Description:**

This project will support the new certification training costs (and possible conference attendance for Kidz in Motion and/or LifeSavers) for Child Passenger Safety technicians and Instructors. It will also provide for recertification for those with expired credentials. MeBHS anticipates at least four certification classes and at least one certification renewal class in the federal fiscal year 2021. The classes scheduled for 2020 were interrupted by the COVID-19 pandemic.

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

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

**Planned Activity Performance:**

In FFY21, the MeBHS offered two new certification trainings. One was held in Gorham, another in South Paris. Unfortunately, there was not enough call for the South Paris class, and despite all the instructors and MeBHS's combined effort to spread the word of the course, it was cancelled due to not enough interest in the area. These two trainings resulted in 32 newly certified technicians. Because of the COVID-19 restrictions at various locations, it was difficult to hold in person classes to meet the CDC guidelines. We are planning on holding at least 4 CPS classes in FY2022. Anticipated certification courses will be held in each large region of the State of Maine: Bangor/Presque Isle in the North, Ellsworth/Orono in the East, Oxford county in the West, and Gorham or Berwick in the South. These classes will most likely be held in the Spring/Summer when social distancing will be easier for locations to accommodate, and hopefully with COVID-19 cases going down. In FFY21, we also were able to hire on another CPSTI. Our newest member is June Turcotte. As soon as she was able to, she hit the ground running with car seat check events and working with various local police departments to get some officers involved, who had recently taken the CPS new certification course that spring.

**Planned Activity: Maine State Police TOPAZ**

**Planned Activity Number: OPB21-002**

**Planned Activity Description:**

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

**Planned Activity Performance:**

The primary goal of the Maine State Police with this project is to encourage and increase the use of occupant protection measures and reduce unrestrained fatalities and injuries. During the project, the Maine State Police TOPAZ Team (Troops A, B, C, D, E, F, G, J and the Traffic Safety Unit) conducted 292 hours of overtime Enforcement and made 807 contacts and wrote 225 citations for non-use of seat belts during FFY21. Details were conducted primarily during May to September during the times of day and days of week identified as high unbelted driving times. The Maine State Police was not able to conduct any details during the months of January through March. This was due to staffing, and COVID-19 restrictions. Some details noted light traffic or poor weather, which resulted in low violations. Another violation resulted in low seatbelt violations because a traffic stop resulted in a bail search. Some details were also not able to focus on the route they intended, due to construction. Although the detail was moved to another location, it still resulted in four unbelted citations and one warning. One detail had low citations, as they arrested an individual with a warrant and had to transport them to Kennebec County Jail. Some details gave citations for operating after suspension, and an SFST. Although construction and COVID-19 both resulted in light traffic or detours, the Maine State Police TOPAZ Team was able to conduct successful occupant protection details in FY2021.

**Planned Activity: HVE Occupant Protection (CIOT-BUNE)**  
**Planned Activity Number: OPB21-000 (Various)**  
**Planned Activity Description:**

Funds will support overtime enforcement activities for law enforcement to conduct patrols for the NHTSA National *Click It or Ticket* high-visibility campaigns (November 2020 and May 2021). This project supports law enforcement overtime activities to increase the seat belt usage rate, voluntary compliance, and to decrease unbelted passenger fatalities. Selected law enforcement agencies will be awarded grants following Maine’s standard process for subrecipient contracting and will follow the data analysis process described elsewhere in this document. Participating law enforcement agencies often incorporate an educational component (non-federally funded) to their CIOT activities through school events, MeBHS sports marketing events, and community events.

**Planned Activity Performance:**

Over the course of the federal fiscal year, the agencies listed below conducted 2,495.5 hours of overtime hours and, made 4,005 contacts and wrote 983 citations for non-seatbelt use. During these details, 85 citations were issued for operating after suspension, 15 warrant arrests, 6 drug possession arrests, 3 OUI and 2 OUI drug arrests were made.

Maine State Police	OPB21-002	\$31,188.00	\$21,253.27
Androscoggin County Sheriff's Department	OPB21-031	\$2,080.00	\$564.24
Sagadahoc County Sheriff's Office	OPB21-020	\$6,710.00	\$2,375.46
Augusta Police Department	OPB21-032	\$11,200.00	\$11,200.00
Bath Police Department	OPB21-016	\$6,305.04	\$6,305.04
Berwick Police Department	OPB21-026	\$12,000.00	\$11,807.59
Bridgton Police Department	OPB21-025	\$4,400.00	\$ -
Brunswick Police Department	OPB21-033	\$5,400.00	\$644.36
Cape Elizabeth Police Department	OPB21-014	\$3,481.81	\$3,481.81
Caribou Police Department	OPB21-027	\$2,285.92	\$703.56
Eliot Police Department	OPB21-028	\$11,352.00	\$11,352.00
Holden Police Department	OPB21-010	\$9,000.00	\$8,992.89
Lewiston Police Department	OPB21-015	\$8,960.00	\$8,959.18
Madawaska Police Department	OPB21-021	\$8,000.00	\$2,235.43
Norway Police Department	OPB21-022	\$8,000.00	\$8,000.00
Orono Police Department	OPB21-017	\$4,500.00	\$ -
Presque Isle Police Department	OPB21-023	\$9,900.00	\$9,900.00
Sabattus Police Department	OPB21-012	\$4,293.10	\$1,111.65
Scarborough Police Department	OPB21-013	\$19,440.00	\$17,325.92
South Portland Police Department	OPB21-024	\$5,600.00	\$ -
Waterville Police Department	OPB21-030	\$1,540.80	\$ -
Westbrook Police Department	OPB21-011	\$2,400.00	\$2,013.29
Windham Police Department	OPB21-018	\$6,250.40	\$3,381.12
Wiscasset Police Department	OPB21-019	\$1,200.00	\$911.68
York Police Department	OPB21-029	\$13,341.12	\$663.83
			<b>\$133,182.32</b>

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

**Planned Activity Number: OPB21-003**

**Planned Activity Description:**

This project funds the annual contract with for the MeBHS annual observational and attitudinal surveys. This annual survey will be conducted in the two weeks immediately following the May 2021 *Click It or Ticket* enforcement campaign.

**Planned Activity Performance:**

The MeBHS contracted with the University of Southern Maine, Muskie School of Public Service, Survey Research Center for both the NHTSA required annual observational survey of seat belt usage, and the optional, but valuable attitudinal survey. In Maine, seat belts saved approximately 69 lives a year over the last decade, a total of 688 lives, and could have saved 204 more. In 2021, 91.8% of occupants were belted, Maine's highest rate thus far. This is an increase of 3.3 percentage points over the 2019 rate, the last year for which data are available in Maine. While the national rate has remained between 86.1% and 90.7% over the last nine years, the increase in Maine may be part of a larger behavioral pattern and the forthcoming national rate for 2021 may reflect this. Female occupants continue to use seat belts at a higher rate than males. While 94.3% of all female occupants were restrained in the current study, only 90.1% of males were. Both male and female occupants have increased their rates of use over the past 10 years, but male occupants have increased at a slighter higher rate, closing the gap between the sexes from 8 percentage points in 2012 to 4 percentage points in 2021. In 2021, more drivers than passengers were wearing seat belts—92.0% of drivers were belted compared to 90.6% of passengers. However, when seating position was looked at separately for male and female drivers, the difference persisted only for females. While 95.1% of female drivers were wearing seat belts, 91.0% of female passengers were. The rates for male drivers and passengers were statistically similar, at 90.2% and 88.8%, respectively. Seat belt usage was slightly higher in urban locations. Approximately 93.9% of those observed in urban locations were belted compared to 92.8% of those in rural locations. While this is a small difference, it was nevertheless statistically significant. In recent years, the rates of urban and rural occupants have been similar, and in previous years when they were not, rural rates were higher. Seat belt use varied greatly by vehicle type. Drivers of SUV's were the most likely to be belted at 94.9%, followed by drivers of cars and vans at similar rates of 92.7% and 91.6%, respectively. At 86.4%, drivers of pickup trucks were the least likely to be belted. While the driver rates of SUV's, cars, and vans have fluctuated and shifted position over the past 10 years, they have remained higher than those of pickup truck drivers. The gap between pickup truck drivers and other drivers closed noticeably in 2021, however; from 2012 to 2019 there was a 13-percentage point gap between pickup truck drivers and drivers of other vehicles, while in 2021 the gap had closed to 7 percentage points.

While there was an association between vehicle type and seat belt use, the association was specific to male drivers. Approximately 85% of male pickup truck drivers were belted, compared to 93% of male drivers of other vehicles, 93% of female pickup truck drivers, and 94% of female drivers of other vehicles. While 93.2% of passengers were belted, the rate varied depending on whether the vehicle driver was belted. Passengers riding with belted drivers were much more likely to be belted themselves; 95.7% of these passengers were belted compared to 44.0% of passengers riding with unbelted drivers. This holds true historically as well.

**Planned Activity: Traffic Safety Education**

**Planned Activity Number: OP21-002**

**Planned Activity Description:**

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

**Planned Activity Performance:**

FFY2021 was a very busy year for APEMS. This year was spent going to various locations to educate. pandemic. Kelly Roderick (APEMS) was asked to present at the 2021 Life Saver's Conference. Kelly's extensive traffic safety knowledge and dedication is a huge asset to this program. Both Kelly and Rick research and work tirelessly searching for ways to help benefit traffic safety and ways to grow the program. They researched other states and their various traffic safety, seatbelt use and NETS related activities. Some of those states researched include, South Carolina, Alabama, Georgia, and Florida. Rick and Kelly early in the FFY worked with EMS, Fire Agencies, and their various supporting departments on their driving policies. They reviewed their policies, offered examples, ideas for remediation to violators and rewards for safe driving. During the fiscal year, 84 programs for 2,429 participants were conducted. These programs included presentations and demonstrations of the Seat Belt Convincer, the Rollover Simulator and/or the Distracted Driving Simulator. The enthusiasm among the participants/students was fantastic, as was the support of the various principals and staff. Some successful school visits included Skowhegan, Cape Elizabeth Middle School, Cape Elizabeth High School, and Husson University. Highlights of corporate and state government visits included the northern Maine fair, Poland Springs, Girl Scouts, Goldstar, Job Corporations of Maine, Levant Fire Department, MEMA Preparedness Conference, Hart Transportation Family Day, Roy's Driving School, Solar Vehicle Expo, Kennebunk Fire Department, Maine Safety Council Conference, Northern Lights Health, Will Go Driving School, Litchfield Car Show, Proper Turn Driving School, Gorham Police Department Safety Camp, Driver Ed With Fred, Pittston Fair, Merry Meeting Driving School, Waterford Fair, Capital Ambulance, Harbor Fest, Northeast Driving School, Lisbon Police Department, Merry Meeting Driver Training, National Night Out In Brunswick, Loring Job Corp Center, Union Fair, Monmouth Fair, and Touch a Truck events. The subrecipient continuously worked to research ways to help benefit Maine's seatbelt enforcement efforts and to continue to increase the voluntary usage rate.

## Expenditures as of December 21, 2021

Planned Activity Title	Source	Planned Activity Number	HSP Approved Budget	Expended
Occupant Protection Program Mgmt. & Operations	s. 402	OP21-001	\$150,000.00	\$91,057.26
CSS Purchase for Income Eligible Families	s. 405b & s. 402	CR21-001	\$14,000.00 & \$100,000.00	\$0.00 & \$14,893.20
CPS Technician & Instructor Training	s. 405b	OPB21-001	\$50,000.00	\$26,624.45
Maine State Police TOPAZ	s. 405b	OPB21-002	\$100,000.00	\$21,253.27
HVE Occupant Protection (CIOT-BUNE)	s. 405b	OPB21-000 – xxx	\$619,973.44	\$111,929.05
Annual Observational Seat Belt Use Survey	s. 405b	OPB21-003	\$155,000.00	\$121,303.56
Traffic Safety Education	s. 402	OP21-002	\$200,000.00	\$126,636.48
				<b>\$513,697.27</b>

## Traffic Records

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

### **Planned Activity: Maine Crash Reporting System Upgrades**

**Planned Activity Number:** TRC21-002/ME-P-00006

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

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

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

#### **MCRS Support and Maintenance:**

##### **Maine State Police and Local Agency Support**

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

##### **Office of Information Technology (OIT) System Support:**

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

##### **Maintenance Services:**

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

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

#### **MCRS Enhancements**

### **MCRS Client Updates:**

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

#### **MCRS Web Portal Updates:**

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

### **Planned Activity Performance:**

The following activities were done under the MCRS project:

- MCRS Web Portal Updates:
  - Performed a software security scan of the website and implemented recommended security enhancements. Added recommended security headers to web pages.
  - Improve the user interface for the VIN validation.
  - Implemented fixes for Upload Status not being displayed and changed FARS MDE to FARS SE. Fixed issue with Crash Type by Automation Levels Engaged (MMUCC5) report.
  - Add webpage to view the MCRS Server event log from within the website vs having to call MaineIT.
  - Updated website email functionality to provide enhanced configuration of email server settings.
  - Implemented various code cleanup and refactoring throughout website.
- MCRS Client Updates:
  - Mapping Enhancements
    - Major upgrade of Map functionality to improve performance and ability to use GPS location data to zoom user's to current location.
    - Fixed issue with satellite view not working by switching to Bing satellite view.
    - Satellite view is now automatically displayed once user zooms in close enough to locate crash.
    - Fixed issues with map that caused application to crash.
    - Uses Windows Location Services to zoom map to current GPS location. Control this setting under "File | Settings".
  - VIN Validation
    - Updated VIN validation and auto filling of make using NHTSA VPIC VIN service to improve user experience.
  - Various application fixes/improvements
    - Fixed errors that were logged during business rule audit checks.
    - Updated setup to relocate WorkingFolder and SystemFolder to user's LocalAppData folder. New path is %LocalAppData%\MCRS\WorkingFolder.
    - Fixed issue with audit when Is Direction From Nearest Intersection is null.
    - Recorded AutoSaved reports in most recent list.
    - Changed autosaving delay from 60 seconds from startup of application to five seconds.

### **Planned Activity: E-Citation**

**Planned Activity Number: TRC21-002/ME-P-00011**

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

#### **eCitation Support and Maintenance:**

##### **Law Enforcement Support:**

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

##### **Office of Information Technology (OIT) System Support:**

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

##### **Maintenance Services:**

Maintain a complete programming development environment for all programs, including SQL Server database and IIS web servers.

## eCitation Enhancements

### eCitation Web-Portal Updates

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

### eCitation Client Updates

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

### eCitation Autofill Query Interface

#### eCitation Client CPI Interface

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

#### MCRS Client CPI Interface

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

#### CPI Interface out-of-state Upgrade – 5 additional states

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

## **Planned Activity Performance:**

The following activities were conducted under the e-Citation project:

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

### eCitation Web Portal Updates:

- Fixed issues with User Roles in eCitation Web Portal.
- Upgraded web portal to use FIPS validated algorithms.
- When user gets created via the website, the logs now correctly list the new userID instead of the default "0" from the view model.
- Viewing an officer note on the website no longer falsely generates an error log.
- Citation import results should be displayed in a grid and have separate success/failures per each imported citation.
- Added a link to EasyQuery End User Guide on the Advanced Search page on the website.
- Website search page now defaults to hiding connection related errors.
- Upgraded eCitation website client auto update functionality.
- Fixed Violations Statistics page layout and issue with graph numbers being pushed off chart.
- Setup Test and Production pipelines for website builds in Azure DevOps.
- Added ChargeViolationId to eCitation schema.
- Fixed issue where Manual Import of citations were not updating the DocumentReceivedDate field.
- Added IsAmountEditable column to eCitation schema to support editable commercial weight violations.
- Upgraded eCitation website client auto update functionality.
- Fixed Violations Statistics page layout and issue with graph numbers being pushed off chart.
- Setup Test and Production pipelines for website builds in Azure DevOps.
- Added ChargeViolationId to eCitation schema.
- Fixed issue where Manual Import of citations were not updating the DocumentReceivedDate field.
- Added IsAmountEditable column to eCitation schema to support editable commercial weight violations.
- Configured Azure Pipeline Build for Maine eCitation Website and Web API.

- Fixed various reports that had issues identified by Tom Reagan.
- Create index on Officer Certification Number.
- Update system to record when user connects.
- Fixed Time of Day report include agency criteria.
- Fixed issue where Advanced Search numbers did not match Dashboard numbers.
- Fixed issue where manual citation import does not populate officer info columns.
- Deployed Website update to users.

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

#### eCitation Client Updates:

- Update maps to newer version, loads more than 1 map tile, provides better performance, more reliable loading overall.
- eCitation client border was sometimes not showing up.
- Customize LocalDB instance name for the thick client to avoid potential conflicts with other programs using the default named instance.
- Upgrade LocalDB to newer version.
- Upgraded eCitation client to use FIPS validated algorithms.
- Upgraded eCitation client auto update functionality to provide more reliable, large file (e.g. map files) support and generally improve auto update reliability and functionality.
- Fixed issue with errant values in State dropdowns.
- Fixed issue with Windows Login failures.
- Fixed issue with app code values being duplicated.
- Fixed issue with errant values in State dropdowns.
- Fixed issue with Officer Notes not printing environment information.
- Fixed issue with Display Scaling in client.
- Deployed Client update to users.

### **NEW PROJECT-HSP AMENDMENT #3**

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

**Planned Activity Number: TRC21-004 Amended to Various beginning with TRC21-025**

**Planned Activity Description:**

This project will support Maine law enforcement agencies accessibility of the Statewide eCitation system by supporting the agency procurement of necessary in-cruiser printers (and required supplies) in a one-time purchase. Currently agencies do not have the means to procure the printers required for using the system and are therefore opting to continue to use paper citations. It is estimated that in FFY2021, up to 1,000 printers at a cost estimated at \$600 each could be procured. This project would use 405e funds flexed to 402.

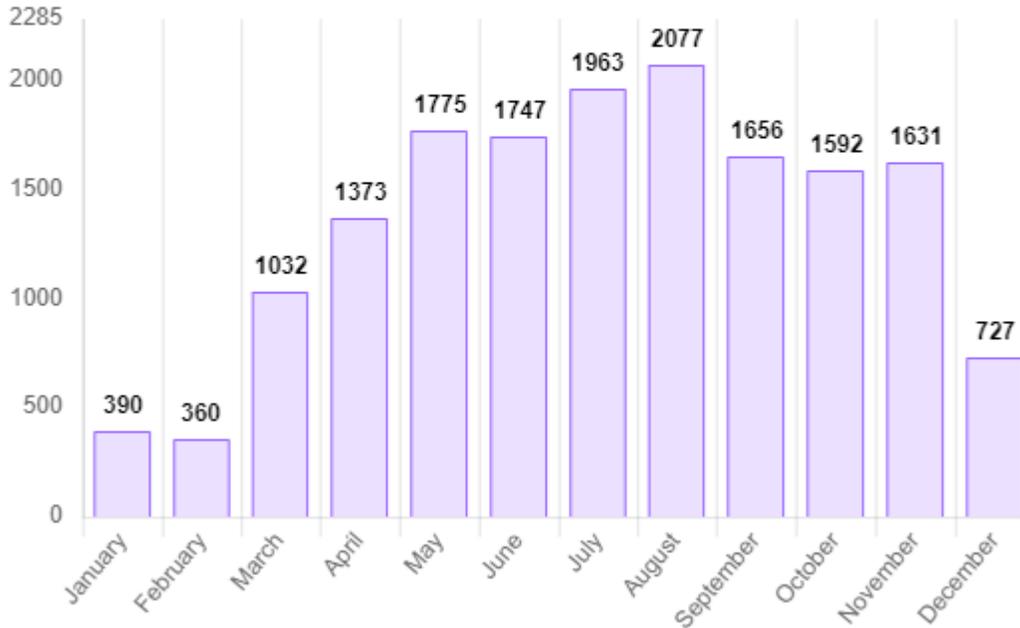
#### **Planned Activity Performance:**

In FFY2021, 29 law enforcement agencies applied for eCitation printer grants in anticipation of being able to transition from paper citations to electronic citations. A total of \$125,164.07 was expended and 222 printers were disbursed. All but a few of the agencies were successfully set up to use the eCitation system before the end of FFY2021. In 2021 (year to date) 16,323 citations have been electronically entered in the eCitation system. A total of 45 agencies now use the eCitation system. This project was so successful that we have added a phase-2 into the FFY2022 approved projects.

## Citations By Month



2021-1-1 to 2021-12-17 for All Counties, All Agencies



### Planned Activity: Public Access Reports - Traffic

Planned Activity Number: TRC21-002/ME-P-00015

#### Planned Activity Description:

Crash Public Query Tool Support and Maintenance

OIT System Support

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

Maintenance Services

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

Update the web portal to reflect Maine Bureau of Highway Safety, Maine DOT, and other stakeholder feedback to address emerging issues and enhancements.

#### Planned Activity Performance:

- Crash Public Query Tool Web Portal Updates:
  - Added password reset functionality
  - Resolved issue with pedestrian queries timing out.
  - Changed unappealing JavaScript alerts into bootstrap modal popups.
  - Implemented password reset logic to check the last 10 passwords in password history.
  - Added functionality to track user password history to support increased password security.
  - Migrated existing user accounts to support new password functionality.
  - Added ability to view server event log from within admin pages of website.
  - Update Help Screen point of contact info.
  - Investigate and resolved distracted crashes discrepancy.
  - Implemented Azure DevOps Pipeline for Test and Production builds.

**Planned Activity: EMS Data Quality Analysis**  
**Planned Activity Number: TRC21-003/ME-P-00024**  
**Planned Activity Description:**

Maine EMS and MeBHS use data from various traffic records sources, including the EMS Run-Reporting System to verify accuracy and completeness of EMS/NEMESIS data and present findings to the Maine EMS and the TRCC.

**Planned Activity Performance:**

Maine Emergency Medical Services (MEMS) providers produce a tremendous amount of data every year. Every ambulance run that takes place anywhere in the state is required to be followed by a detailed report of the run. Because the care patients are given upon arrival at the hospital depends on the information available to hospital medical staff and because having incomplete or inaccurate data can lead to delays or errors in the care provided, it is important that these reports be completed promptly and accurately.

To assess timeliness and accuracy, the Maine Department of Public Safety and MEMS partnered with the Cutler Institute for Health and Social Policy to examine and analyze EMS run report data. These data are currently uploaded to the Maine EMS & Fire Incident Reporting System (MEFIRS), and this report looks at the timeliness and accuracy of a single year of that data, from April 2020 through March of 2021. While MEMS' use of MEFIRS is relatively new—they began transitioning data into the system in 2017—by March of 2019 all Maine agencies except for Life Flight had made the transition. By 2020, Life Flight was using the new system as well.

**Error-Free Reports**

With millions of data fields to fill in, the potential for error is great. Despite this, the majority of reports, 63%, were error free or “perfect.” This proportion varied somewhat depending on the number of reports filed by the agency. Forty eight percent (48%) of reports from agencies that filed 1-50 reports were perfect, 54% of reports from agencies that filed 51-200 reports were perfect, 60% of reports from agencies that filed 201-500 reports were perfect, and 64% of reports from agencies that filed 501 or more reports were perfect. The percentage of perfect reports has decreased dramatically this year compared to last. From April of 2019 to March of 2020, 89% of all reports were error-free. Thus, this year's rate (63%) represents a 26-percentage point drop. This may be explained at least in part by a number of factors related to the onset of the COVID-19 pandemic: the rise in patient acuity, EMS staffing shortages, and the fact that extra precautions were required by EMS workers to ensure the safety of clinicians, patients, and bystanders. These factors could have led to additional mistakes in reporting. In addition, the number of unique validation errors increased from 228 last year to 323, an increase of about 42%. Many of the new errors were related to COVID-19 precautions or vaccine administration. The increased number of data fields along with the newness of the fields may have negatively impacted accuracy rates.

**Validation Errors**

While the majority of reports were error free, 37% of them were not. The run reports contained a total of 323 unique errors. Because some report fields are more important than others, the MEMS assigned point values to each of the errors, ranging from 0 points (n=3) to 40 (n=1). The majority of unique errors (85%) were worth 5 or fewer points. The average number of error points per report was 3.7. (The average number of points per report with any errors was 10.1.) The average varied depending on the number of reports filed by the agency. Reports from agencies that filed 1-50 reports had an average of 7.2 error points, reports from agencies that filed 51-200 reports had an average of 4.5 points, reports from agencies that filed 201-500 reports had an average of 4.3 points, and reports from agencies that filed 500+ reports had an average of 3.6 points. The average number of error points per report has more than double from last year's figure (1.4 error points per report). As described above, multiple factors related to the COVID-19 pandemic could have influenced this change.

**Timeliness of Reporting**

MEMS considers reports to be filed on time if they are completed within 24 hours of the run. From April 1, 2020 to March 31, 2021, approximately 62% of run reports were filed on time, while 7% were late, and an additional 31% were marked as unknown. While the percentage of on time reports decreased from last year's percentage of 85%, that decrease may be explained in part by the high percentage of unknowns in the most recent year. The rate of unknowns for the previous year was just 10%, about a third of the most recent year's rate. The percentage of reports considered late was comparable between the two years—7% for the most recent year and 6% for the previous year.

**Planned Activity: Traffic Records Data Warehouse**

**Planned activity Number: TRC21-002/ ME-P-0000**

**Planned Activity Description:**

Develop a traffic records data warehouse that hosts a central repository of traffic records information, beginning with Statewide crash data that will be analyzed by Highway Safety stakeholders to make better, more informed decisions.

**Phase 1 – Crash**

Implement data flow from the MCRS Statewide crash repository into the Traffic Records Data Warehouse so that data is loaded on a periodic basis (e.g. daily) from the MCRS database.

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

Phase 1 of this effort will allow users to access reports, dashboards, and analytics tools and extract insights from crash data, monitor business performance, and support highway safety decision making. These reports, dashboards, and analytics tools will be powered by the Traffic Records Data Warehouse. The warehouse stores data in a way that minimizes I/O and enables quick and easy querying of vast amounts of traffic records data.

The components of the Traffic Records Data Warehouse include the data warehouse database, the analytics engine, and the front-end client that presents results through reporting, analysis, and data mining tools.

Future phases of the Traffic Records Data Warehouse effort will be designed with additional traffic records data sources in mind; specifically, eCitation data, EMS Run Report (PCR) data, and Roadway data.

**Phase 2 – Citation**

Implement data flow from the Maine eCitation Statewide citation repository into the Traffic Records Data Warehouse so that data is loaded on a periodic basis (e.g. daily) from the Maine eCitation database.

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

Phase 2 of this effort will allow users to access reports, dashboards, and analytics tools and extract insights from citation data, monitor business performance, and support highway safety decision making. These reports, dashboards, and analytics tools will be powered by the Traffic Records Data Warehouse. The warehouse stores data in a way that minimizes I/O and enables quick and easy querying of vast amounts of traffic records data.

The components of the Traffic Records Data Warehouse include the data warehouse database, the analytics engine, and the front-end client that presents results through reporting, analysis, and data mining tools.

Future phases of the Traffic Records Data Warehouse effort will be designed with additional traffic records data sources in mind; specifically, EMS Run Report (PCR) data, and Roadway data.

**Planned Activity Performance:**

Implemented data warehouse views in statewide crash database. Setup Traffic Records Warehouse PowerBI workspace and developed PowerBI crash datasets and analysis dashboards.

Phase 1 – Crash

- Deployed Crash Dashboards for:
  - Crash Level Statistics
  - Fatalities Trends
  - Serious Injuries
  - Pedestrian
  - Driver
  - Bicycle
  - System Health
  - Vehicle
  - Commercial Vehicle

Implemented data warehouse views in statewide eCitation database. Setup Traffic Records Warehouse PowerBI workspace and developed PowerBI citation datasets and analysis dashboards.

Phase 2 – eCitation

- Deployed eCitation Dashboards for:
  - System Performance
  - System Statistics
  - Citations

- Violations
- Vehicles
- Violators

**Planned Activity: FARS**

**Planned Activity Number: TRC21-001**

**Planned Activity Description:**

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

**Planned Activity Performance:**

The FARS Supervisor and FARS Analyst coded (to date 148) fatal crashes in the Fatality Analysis Reporting System and responded to multiple data requests in FFY2021. All activities were supported by the cooperative agreement. No 405c funds were used.

**Planned Activity: Highway Safety Data Analysis**

**Planned activity number: TR21-001 Amended to TR21-002 (Amendment #2)**

**Planned Activity Description:**

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

**Planned Activity Performance:**

The University of Southern Maine provided an in-depth fatal, crash, and serious injury analysis for the FFY2021 HSP. This data is used to select appropriate countermeasures and performance targets. The USM also conducts an analysis for the annual report and determines if we are on target to meet performance expectations. You can find the USM report in the front of the FFY2021 HSP.

**Planned Activity: Traffic Records Program Administration (including Traffic Records Assessment)**

**Planned activity number: TR21-001**

**Planned Activity Description:**

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

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

**Traffic Records Consulting Services**

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

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

- Assist the TRCC and sub-grantees in project development and reporting; support the TRCC in development of performance measures and use of standardized quantitative measurements to establish a baseline or benchmark for proposed projects; compile data and statistics from Section 405 (c) funded projects; coordinate input from involved agencies in order to prepare the Traffic Records grant application. Arrange and provide

support/assistance for three (3) TRCC meetings each year; prepare and distribute meeting minutes to TRCC/TREC members; document action plan and distribute; participate in sub-committee meetings providing support/assistance. In FFY2020 the meeting dates were November 13, 2019, February 5, 2020, and May 6, 2020. The FFY21 planned meeting dates are November 4, 2020, February 3, 2021, and May 5, 2021.

- Develop the annual application for each Federal Fiscal Year that will include required information including: a) update to the Traffic Records Highway Safety Plan, and b) the Annual Report to be developed in cooperation with the Bureau of Highway Safety (BHS) and the TRCC. Provide the completed Application (HSP) to the OHS three (3) weeks prior to the July 1 federal submission deadline date.

## **NHTSA Traffic Records Assessment Support**

### **Workshops**

Each workshop will focus on developing answers for one traffic records data system by working with data system owners and stakeholders to develop responses that demonstrate the progress that Maine has made in developing the State's traffic records data systems.

Use prior assessment experiences and lessons learned to facilitate full and complete answers to assessment questions. Assist respondents in identifying and collecting evidentiary documentation (a requirement of the assessment).

Consolidate all answers into Word documents (one per focus area) that respondents can use during Round 1 of the online Assessment.

Workshops will be held for:

- TRCC Management; Strategic Planning; Data Use and Integration
- Crash
- Roadway
- Vehicle
- Driver
- Citation/Adjudication
- Injury Surveillance

### **Assessment Facilitation**

- Attend 1-month call prior to Assessment kick-off meeting.
- Identify Respondents for each data system:
  - TRCC Management; Strategic Planning; Data Use and Integration
  - Crash
  - Roadway
  - Vehicle
  - Driver
  - Citation/Adjudication
  - Injury Surveillance
- Enter all respondent contact info into online assessment system (STRAP).
- Assign all 328 questions to Respondents in the STRAP system.
- Attend Assessment Kick-off Meeting.
- Work with the State Assessment Coordinator and NHTSA Assessment Facilitator.
- Collect and organize supporting documentation from all Respondents and upload into the STRAP System.
- Provide respondents with the workshop results prior to Round 1 of the assessment.
- Provide assessment support to Respondents in using the STRAP system, answering questions, coordinating responses, and troubleshoot problems.
- Monitor Assessment for the two rounds of data collection.
- Download all answers and Assessors' findings after each round.
- Review Assessors' findings after each round of data analysis. Assist respondents in disputing findings where necessary.
- Attend Final Assessment Meeting (NHTSA report out).

### **Planned Activity Performance:**

- Facilitated TRCC meeting on February 3, 2021 and provided meeting minutes.
- Facilitated TRCC meeting on May 5, 2021 and provided meeting minutes.
- Developed and tracked traffic records performance measures.

- Developed the State of Maine Traffic Records Strategic Plan for FFY2022.
- Supported the Traffic Records Assessment:
  - Attended 1-month call prior to assessment kick-off.
  - Held six workshops with data system POC's.
  - Identified respondents and assigned all questions into the STRAP system.
  - Worked with respondents to collectively answer all questions.
  - Entered all answers and uploaded documents into the STRAP system.
  - Monitored assessment for the two rounds of data collection.
  - Reviewed assessor's findings after data analysis and assisted with disputed findings.
  - Attended final assessment meeting with NHTSA.

Expenditures as of December 21, 2021

Planned Activity Title	Fund Source	Planned Activity Number	HSP Approved Budget	Expended
MCRS Upgrades	s. 405c	TRC21-002 ME-P-00006	\$346,545.20	\$155,469.39
E-Citation	s. 405c	TRC21-002 ME-P-00011	\$200,000.00	\$160,000.00
Public Access Reports	s. 405c	TRC21-002 ME-P-00015	\$50,000.00	\$45,000.00
eCitation Accessibility Printer procurement	s. 405e Flex	TRC21-various	\$800,000.00	\$125,164.07
EMS Quality Analysis	s. 405c	TRC21-003 ME-P-00024	\$75,000.00	\$8,727.83
Traffic Records Data Warehouse	s. 405c	TRC21-002 ME-P-0000	\$100,000.00	\$100,000.00
FARS	s. 405c	TRC21-001	\$75,000.00	\$0.00
Highway Safety Data Analysis	s. 402	TR21-002	\$100,000.00	\$31,640.05
Traffic Records Program Mgmt.	s. 402	TR21-001	\$200,000.00	\$66,061.61
				<b>\$692,062.95</b>

## Police Traffic Services

The planned activities chosen and funded under the Police Traffic Services Program Area directly relate to our success in meeting the stated performance targets for speeding-related crashes. Although not a national priority, illegal, aggressive, and unsafe speeding are leading causes in most Maine's crashes and fatalities and played a role in the increase in fatalities seen to date in FFY2021. The value of the law enforcement liaison is a proven countermeasure by NHTSA to be effective in enhancing partnerships for State Highway Safety Offices.

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

**Planned Activity Number: PT21-001**

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

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

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

During FFY2021, the MeBHS Program Coordinators managed program activities specific to law enforcement including grants for illegal and unsafe speed, law enforcement meetings and trainings, desk and on-site monitoring, and other evaluations. These activities are intended to decrease crashes, fatalities, and injuries. During FFY2021 planned activities were implemented and reported on below were administered by MeBHS.

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

**Planned Activity Number: PT21-000 (Various-see below)**

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

High-visibility and sustained enforcement are proven countermeasures to reduce speeding and aggressive driving. Enforcement, together with a robust educational component, is proven to be more effective in changing driver behavior. Speeding continues to be a significant factor in motor vehicle fatal crashes in all categories (younger, older, motorcycle). By choosing this strategy to conduct data-driven sustained speed enforcement in locations of known high-crash will help reduce speeding related crashes in 2021 and beyond. The MeBHS will utilize a tiered approach to awarding funding (if larger high crash location agencies do not apply, lower crash rate agencies will be offered an opportunity to apply. MeBHS anticipates approximately 25 subrecipients for speed enforcement activities.

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

Over the course of the federal fiscal year, the below agencies conducted 3,547.5 hours of overtime enforcement patrols, made 6,294 contacts, wrote 2,025 citations, and issued 3,521 warnings for speeding violations. We continued our mandatory training for law enforcement agencies applying for a grant with us in 2022. One of the most common unforeseen issues we came across was that over the course of 2021, police departments became understaffed, reducing the total number of overtime details they could do and effected the amount of the award spent. COVID-19 was still a factor in lower overtime enforcement patrols. The Bureau of Highway Safety redirects unspent funds when able.

Expenditures as of December 17, 2021

<b>Subrecipient</b>	<b>Planned Activity ID</b>	<b>Award</b>	<b>Expended</b>
Androscoggin County Sheriff's Office	PT21-025	\$ 6,560.00	\$ 3,985.48
Cumberland County Sheriff's Office	PT21-018	\$ 15,000.00	\$ 6,963.25
Kennebec County Sheriff's Office	PT21-012	\$ 12,000.00	\$ 12,000.00
Sagadahoc County Sheriff's Office	PT21-016	\$ 9,900.00	\$ 8,490.49
Somerset County Sheriff's Office	PT21-016	\$ 10,060.80	\$ 5,999.28
Lincoln County Sheriff's Office	PT21-035	\$ 7,494.20	\$ 0.00
Auburn Police Department	PT21-022	\$ 14,212.00	\$ 9,793.88
Augusta Police Department	PT21-026	\$ 28,274.31	\$ 28,274.31
Biddeford Police Department	PT21-031	\$ 13,238.50	\$ 13,118.33
Brunswick Police Department	PT21-033	\$ 4,500.00	\$ 2,177.62
Caribou Police Department	PT21-028	\$ 3,265.60	\$ 1,253.56
Ellsworth Police Department	PT21-023	\$ 10,250.00	\$ 6,994.25
Gorham Police Department	PT21-011	\$ 5,535.00	\$ 4,668.13
Hampden Police Department	PT21-020	\$ 4,957.20	\$ 419.64
Holden Police Department	PT21-034	\$ 3,060.00	\$ 3,056.35
Kennebunk Police Department	PT21-030	\$ 10,830.00	\$ 4,832.27
Lewiston Police Department	PT21-013	\$ 6,720.00	\$ 6,648.15
Presque Isle Police Department	PT21-014	\$ 10,000.00	\$ 10,000.00
Sabattus Police Department	PT21-027	\$ 4,906.04	\$ 823.67
Saco Police Department	PT21-015	\$ 18,410.88	\$ 14,524.33
Sanford Police Department	PT21-036	\$ 6,900.00	\$ 5,478.50
Scarborough Police Department	PT21-010	\$ 18,000.00	\$ 7,655.43
South Portland Police Department	PT21-021	\$ 3,400.00	\$ 2,478.13
Waterville Police Department	PT21-024	\$ 3,389.76	\$ 3,174.64
Wells Police Department	PT21-032	\$ 5,000.00	\$ 3,662.92
Windham Police Department	PT21-019	\$ 17,000.00	\$ 9,415.51
York Police Department	PT21-029	\$ 9,236.16	\$ 1,216.10
			<b>\$ 177,104.22</b>

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

**Planned Activity Number: PT21-003**

**Planned Activity Description:**

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

**Planned Activity Performance:**

Over the course of the federal fiscal year, the Maine State Police conducted 882 hours of overtime enforcement patrols, made 1,915 contacts, wrote 1,096 citations, and issued 745 warnings for speeding violations. During this time, Maine State Police did not conduct details for January, February, and March due to COVID-19. They were able to start on April 1<sup>st</sup> and conducted 100% of their details from then until September 15<sup>th</sup>. The Bureau of Highway Safety redirects unspent funds when able.

**Planned Activity: Law Enforcement Liaison**

**Planned activity number: PT21-002**

**Planned Activity Description:**

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

**Planned Activity Performance:**

Activities during FFY2021:

The LEL encourages increased participation by law enforcement in HVE campaigns by helping to distribute the grant invitations with focus on agencies that, historically, have a high crash volume (tier 1). He also contacts agency administrators with crash data to encourage participation. When appropriate he encourages agencies from tier 2 to participate to ensure all agencies that can justify participation can contribute. When an agency administrator is reluctant crash data is provided, however, short staffing is a constant point of contention.

The LEL promotes the eCitations program heavily across the state then works with the IT people to get the agencies online and participating. He also coordinates the voluntary messaging of the variable message boards for the current HVE campaigns (weather permitting).

The LEL shares social media materials, as well as relevant resources, for all the HVE campaigns. He then monitors to see which agencies share that information.

The LEL encouraged the use of DDACTS, or a modified version. Agencies in the state have tried to implement DDACTS several times, but the data samples are too small. He evaluated the latest "reworked" DDACTS but determined it was a change in the lesson plan only. There is conversation about a rural DDACTS, but we have yet to see that offered. Other proven countermeasure and evaluation measures included sharing the latest Countermeasure that Work with all agencies and citing this resource in the quarterly newsletter. He also helps with the sharing of information for the observation studies for occupant protection and distracted driving. This included sending out the preplanned locations for the studies and then specific results afterwards.

The LEL promotes specialized impaired driving training by constantly looking for agencies to host ARIDE classes, particularly in areas that are not well represented by ARIDE trained officers, like Washington and Piscataquis Counties.

These classes are often cancelled due to lack of enrollment. He investigated the possibility of having a class on the western border of Maine with Hew Hampshire. Both Maine and NH would provide instructors and enroll students. New Hampshire could not generate interest.

The DRE and Forensic Phlebotomy classes are usually full, so little recruiting is necessary. When a phlebotomy class is offered, he works with our grant specialist to encourage enrollment where the need is greatest.

The LEL created and manages the *Maine OUI Google Group* used to share materials and information relevant to impaired driving detection and prosecution as well as training.

The LEL encouraged attendance at the annual AAA Impaired Driving Summit via emails and notices.

The LEL is the contact person for participation in the eCitation printer grant program. He ensured the agencies that intended to apply had the minimum computer requirements to participate. He provided them all the information they'll need then ensured they have everything in order before he introduced the agency administrator to the IT people for the software installation. The LEL also provides an unofficial swap program for traffic safety equipment. When an agency needs a specific piece of equipment, like a LIDAR, he asks other agencies if they have one to give, lend, trade, or sell. Many agencies have functioning equipment sitting unused in a closet. This is an attempt to redistribute that equipment to needy agencies.

The LEL is aware that several agencies are expanding their fleets to allow officers to take home their cruisers. He ensured these agencies are aware of the speed grant and the limited allowance of a new radar reimbursement.

The LEL encourages the use of the Roadside Testing Vehicle (RTV) for any agency working impaired driving or a traffic safety oriented public service event. He also encourages impaired driving checkpoints that include state, county, and municipal officers.

Expenditures as of December 21, 2021

Planned Activity Title	Fund Source	Planned Activity Number	HSP Approved Budget	Expended
PTS Program Mgmt. & Operations	s. 402	PT21-001	\$200,000.00	\$100,257.19
Municipal and County Speed Enforcement	s. 402	PT21-Various	\$800,000.00	\$177,104.22
MSP Strategic Area Focused Enforcement (SAFE)	s. 402	PT21-003	\$125,000.00	\$45,785.20
Law Enforcement Liaison	s. 402	PT21-002	\$260,000.00	\$99,928.62
				<b>\$423,075.23</b>

## Motorcycle Safety

Motorcyclist fatalities and unhelmeted motorcycle fatalities continue to be a challenge. Maine does not have an all-rider motorcycle helmet law. On average greater than 70% of fatally injured riders are unhelmeted. Reasons or causations on crash reports indicate inexperience, speed, recklessness, failure to maintain lane, and failure to navigate turns. For our FFY2021 HSP, we have added a new educational project that will highlight the safety benefits of riders wearing all proper safety gear. We will work with our partners at the Bureau of Motor Vehicles to continue to investigate opportunities to strengthen the number of riders taking professional rider education, and we will again increase our media presence on radio, television, and digital/social specifically around rider conspicuity, rider training and rider safety gear and we will continue our partnership with rider organizations dedicated to safety of all riders.

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

**Planned Activity Number:** (See also PM21-001)

### **Planned Activity Description:**

MeBHS will purchase advertisements and sports marketing in multiple markets to promote the “Share the Road” concept. The goal of the campaign is to increase awareness of motorcyclists and to educate motor vehicle operators to Share the Road with motorcyclists. Additionally, the MeBHS will design and implement a ‘proper gear’ campaign for motorcyclists which includes a program specific to use of helmets as required in M.R.S.A. 29-A §2083 (4). We will also work together with other states without all-rider helmet laws to investigate additional successful projects and programs to increase voluntary helmet usage.

### **Planned Activity Performance:**

For FFY2021 we created a new PSA focused on wearing proper gear while riding. Please see Paid Media Report for additional details. In addition to this we created motorcycle smart riding guides to be distributed to new riders who completed their training course. The guides cover subjects including proper fit, buying a right sized motorcycle for experience level, riding in a group, and defensive riding. The guides arrived in mid-September so only 213 were distributed before classes ended for the year. We plan on distributing the rest when courses start back up in the spring of 2022. The cost for the creation of the guides, printing 3,000 copies and shipping was \$14,558.88.

Expenditures as of December 21, 2021

Planned Activity Title	Planned Activity Number	Fund Source	HSP Approved Budget	Expended
Motorcycle Safety Paid Media Campaign	PM21-001	S.405e Flex	See PM21-001	See PM21-001

## Non-Motorized (Pedestrian and Bicycle) Safety

Together with the Maine DOT, we have continued to deliver our statewide pedestrian safety program – *Heads Up Safety is a Two-Way Street*. We also continue to work with the 21 communities chosen from crash data to provide educational materials and enforcement grants. Seven of the 21 communities applied for enforcement grants. Despite our combined efforts we did not meet our FFY2021 performance target for Pedestrian Fatalities.

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

**Planned Activity Number:** PS21-000 (Various)

#### Planned Activity Description:

Targeted enforcement (in high pedestrian crash locations) will continue to be utilized to reduce the number of pedestrian crashes and fatalities in the State of Maine. Agencies will be selected together with the Maine DOT and as identified by the Maine Department of Transportation Pedestrian Safety Working Group. If not all the identified agencies accept an award, the MeBHS will use our data-analysis to select additional subrecipients in surrounding areas to impact those towns/cities. Together with enforcement, the Bureau intends to support the October 2020 Pedestrian Safety Month and plans to address impaired-walking and bicycling and distracted walking and bicycling as part of our paid media campaign. MeBHS anticipates 10-15 subrecipients for pedestrian-related enforcement activities.

#### Planned Activity Performance:

Over the course of the federal fiscal year, the below agencies conducted 587 hours of overtime enforcement patrols, made 736 contacts, wrote 127 citations, and issued 125 warnings for pedestrian safety violations. For 2021 we also allowed tier-2 agencies to apply for pedestrian safety funding. Scarborough Police Department jumped at this opportunity and focused their enforcement on pedestrian safety around school busses. Like in 2020, police departments have had issues with keeping staffing, making it difficult to conduct details. Most of the agencies were also affected by COVID-19 which took the agency’s manpower away from pedestrian enforcement. For 2022 our goal is to push law enforcement agencies to give out more citations than warnings. We are also working with the HVE group to help bring more pedestrian safety awareness to the Lewiston/Auburn area. The Bureau of Highway Safety redirects unspent funds when able.

#### Expenditures through December 6, 2021

Subrecipient	Planned Activity ID	Award	Expended
Bath Police Department	PS21-010	\$7,005.60	\$ 6,461.69
Westbrook Police Department	PS21-011	\$6,240.00	\$ 5,712.27
Saco Police Department	PS21-012	\$4,500.00	\$ 2,266.91
Lewiston Police Department	PS21-013	\$2,240.00	\$ 1,916.30
Augusta Police Department	PS21-014	\$10,000.00	\$ 10,000.00
Scarborough Police Department	PS21-015	\$4,500.00	\$ 4,456.12
South Portland Police Department	PS21-016	\$4,200.00	\$ -
			<b>\$30,813.29</b>

#### Expenditures as of December 21, 2021

Planned Activity Title	Funding Source	Planned Activity Number	HSP Approved Budget	Expended
Pedestrian/Motor Vehicle Traffic Enforcement	s. 402	PS21-000-various	\$50,000.00	<b>\$30,813.29</b>

## Young Drivers

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

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

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

**Planned Activity Number: SA21-001**

### **Planned Activity Description:**

This project will fund the activities of one SADD, Inc (Students Against Destructive Decisions) peer-to-peer program coordinator to open new chapters of their organization in schools across the State. SADD, Inc is responsible for creating education messaging that promote safe teen driving and establishing new chapters and supporting existing chapters. Students are empowered to help identify problems within their school and community and will oversee delivering intervention(s), participating in activities, and running their local SADD chapter. In addition to the SADD coordinator, funds will be used to procure a computer with supporting technology to power a drugged and drowsy driving simulator that has been developed (Virtual reality equipment), printer, various educational materials, in State travel with hotel stay, and airfare for out of state travel.

### **Planned Activity Performance:**

FFY2021 is the first year having a SADD State Coordinator in Maine and they set up three distinct goals for Maine. The first is to add 20 chapters this year. Unfortunately, they were unable to complete this goal, as they only added 8 chapters, and engaged 1 existing chapter. Not being able to meet with students in person due to COVID-19 added an extra hurdle. The second goal was to select 20 communities to conduct outreach, contact, and education. Christina was able to establish 27 new partner relations which will be very beneficial in the long run. The final goal was to implement 40 programs by the end of FFY2021. The programs were Rock the Belt, Textless Live Move, and Is It Worth the Risk/Impaired driving. Combined, these programs were implemented over 130 times across different communities and originations in Maine. For a more in-depth look at which communities are involved with SADD Nation programing, they have compiled their own [formal report](#). Working with SADD Nation will be more of a marathon than a sprint, to reach and educate teen drivers. For FFY2022, they are planning to host traffic safety events, establish more SADD chapters, and conduct a law enforcement and community partner-based training.

**Planned Activity: AAA NNE Young Driver Education and Expo**

**Planned Activity Number: SA21-002**

**Planned Activity Description:**

This project will fund the annual AAA of Northern New England Young Driver Expo. The Teen Driver Expo and AAA Dare to Prepare programs 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. Based on past years, it is estimated that 300 teens will attend the expo. AAA had developed an evaluation component to determine the effectiveness of the annual event. The evaluation is used to guide future improvements and adjustments to the event. In addition to the Expo, workshops at established leadership conferences or camps during the summer months educating teen leaders on the importance of traffic safety will be conducted.

**Planned Activity Performance:**

PLANNED ACTIVITY NOT IMPLEMENTED AS PLANNED IN FFY21. We were working with AAA to hold another yearly AAA Teen Driver Expo. Unfortunately, we decided against it again this year due to COVID-19. The idea of holding this as a digital event was looked at but decided against due to the nature of the event. The purpose is to engage with teenagers and parents when shopping for back to school clothes and supply and show them all the different factors when it comes to safe driving. Trying to recapture this in an online environment and have teenagers and parents take time out of their own day to attend, wouldn't have a good turnout. For 2022 we will not continue with this project but instead have developed a Maine Drivers Educator Summit that focuses on the driver education instructors and increase their access to development training.

**Planned Activity: Driver Education Curricula**

**Planned Activity Number: SA21-003**

**Planned Activity Description:**

This project will fund Maine Driver Education Schools with the most recent editions of AAA's training curriculum (15<sup>th</sup> Edition How to Drive). It is estimated that 150 driving schools all around the State would benefit from new materials including an Instructor Guide, a DVD, and a Power Point (estimated cost \$600 per school).

**Planned Activity Performance:**

Over the course of FFY2021, AAA distributed new driver's education materials to 60% of the 179 instructors in Maine, as many of them had dated resources. In addition to this, they sent an order to the Maine BMV to have available for when new instructors come into the business. AAA held a training, featuring AAA National Lead Instructor Rich Chidester, to go over the new material. 41 instructors attended the live session, and a recording was provided to the Maine BMV for those unable to attend, and for any new instructors coming in. We plan on partnering with AAA again in FFY2022 to host the Maine Drivers Educations Summit, where they plan to bring national trainers to Maine to provide more development training opportunities and utilize the guides at the summit.

Expenditures as of December 21, 2021

Planned Activity Title	Funding Source	Planned Activity Number	HSP Approved Budget	Expended
SADD State Coordinator	S. 402	SA21-001	\$200,000.00	\$78,686.48
AAA NNE Young Driver Educ. & Expo	S. 402	SA21-002	\$100,000.00	\$0.00
Driver Education Curricula	S. 402	SA21-003	\$100,000.00	\$63,409.45
				<b>\$142,095.93</b>

## Distracted Driving

Prior to the September 2019 hands-free law, enforcement for distracted driving remained difficult for law enforcement officers to detect whether a user was texting (illegal) or dialing (legal). These planned activities were selected to help reduce the incidence of distracted driving and to encourage voluntary compliance with putting the phone down and just driving. We believe that the new law increased ability of officers to write citations and that our increased advertising using a combination of digital, social, and paid and earned media assisted us in meeting targets in FFY2021. A distracted driving observational survey was cancelled in FFY2020 due to COVID-19, but a 2021 April survey shows decreased manipulation, of any kind, while driving.

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

**Planned Activity Number: DD21-000**

**Planned Activity Description:**

Funding will support dedicated crash reduction overtime patrols for law enforcement agencies to conduct distracted driving enforcement where their data and State data indicate the most distracted driving related crashes, including I-95, I-295 and other designated high crash locations. Our law enforcement partners will conduct high visibility overtime enforcement in support of the National Campaigns (October 2020 and April 2021) and during times and places that have been identified through the distracted observational survey and/or an analysis of the crash and fatal statistics that we have. MeBHS anticipates up to 50 subrecipients for activities dedicated to overtime enforcement.

**Planned Activity Performance:**

In FFY2021, the following law enforcement partners conducted 4,251.75 hours of overtime enforcement, 6,125 contacts and wrote 1,358 citations for distracted driving. As of September 19, 2019, the law changed to hands free driving, which lead to more Police Departments applying for this grant and resulted in more citations being issued. There is a large interest and need between law enforcement agencies in working to stop distracted driving and keeping our road users safe. During these distracted driving details, law enforcement agencies issued 97 citations for operating after suspension, 3 OUI and 3 OUI Drug citations, 16 citations for drug possession, and 28 citations for warrants.

Planned Activity Title	Planned Activity Number	Budget	Expended
Maine State Police	DD21-034	\$41,001.20	\$23,391.19
Kennebec County Sheriff's Office	DD21-025	\$7,000.00	\$7,000.00
Sagadahoc County Sheriff's Office	DD21-015	\$7,920.00	\$7,920.00
Somerset County Sheriff's Office	DD21-017	\$854.84	\$854.84
Augusta Police Department	DD21-019	\$25,000.00	\$25,000.00
Bath Police Department	DD21-011	\$5,838.00	\$5,838.00
Berwick Police Department	DD21-020	\$12,755.27	\$11,996.51
Cape Elizabeth Police Department	DD21-024	\$6,842.08	\$6,831.24
Caribou Police Department	DD21-021	\$2,115.73	\$2,115.73
Eliot Police Department	DD21-022	\$9,288.00	\$3,568.28
Gorham Police Department	DD21-012	\$5,251.30	\$5,251.30
Holden Police Department	DD21-010	\$30,000.00	\$29,904.91
Lewiston Police Department	DD21-026	\$6,720.00	\$6,720.00
Madawaska Police Department	DD21-027	\$682.80	\$682.80
Norway Police Department	DD21-013	\$6,087.00	\$5,109.77
Orono Police Department	DD21-014	\$502.28	\$502.28
Presque Isle Police Department	DD21-032	\$9,900.00	\$9,891.74
Sabattus Police Department	DD21-028	\$4,293.10	\$ -
Saco Police Department	DD21-031	\$11,152.29	\$6,129.36
Sanford Police Department	DD21-035	\$6,900.00	\$4,088.43
Scarborough Police Department	DD21-016	\$30,500.00	\$28,947.67
South Portland Police Department	DD21-033	\$6,000.00	\$ -
Westbrook Police Department	DD21-018	\$6,000.00	\$5,663.30
Windham Police Department	DD21-030	\$10,757.05	\$10,469.91
Wiscasset Police Department	DD21-029	\$4,777.42	\$4,777.42
York Police Department	DD21-023	\$9,381.68	\$ 2,902.09
			<b>\$215,556.77</b>

**Planned Activity: Distracted Driving Observational Survey**

**Planned Activity Number: USM21-001**

**Planned Activity Description:**

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

**Planned Activity Performance:**

A total 10,973 drivers were observed in 2021, 13,173 observed in 2019, and 13,568 observed in 2018. Observations indicated that 3.8 percent of Maine drivers had a phone to the ear (i.e., Handheld use) in 2019 compared to 2.2 percent in 2021. An exceedingly small percentage of drivers were coded as driving with an in-ear device (0.9%) in 2019 and in 2021. Manipulation of a phone was coded as occurring 3.1 percent of the time for 2019 and 2.3 percent of the time in 2021. Any Use (Handheld or Manipulating) was seen among 6.1 percent of drivers in 2019 and 3.8 percent in 2021.

Expenditures as of December 17, 2021

Planned Activity Title	Funding Source	Planned Activity Number	HSP Approved Budget	Expended
HVE Distracted Driving Enforcement	s. 405e	DD21-000-Various	\$1,000,000.00	\$215,556.77
Distracted Driving Observational Survey	s. 405e	USM21-001	\$75,000.00	\$62,015.98
				<b>\$277,572.75</b>

## Mature Drivers

Maine has the highest rate of older drivers in the nation and due to its rural nature, public transportation is severely limited. Surveys show that many people drive fewer miles and avoid night driving or other challenging situations as they get older. In FFY2021 we will continue our older driver education campaign regarding medication and driving. We will also explore opportunities to educate older drivers about trip planning, consolidation and ride-share services where available.

**Planned Activity: Older Driver Education**

**Planned Activity Number: PM21-001**

**Planned Activity Description:**

The MeBHS media vendors will work with us to develop driver safety educational materials for Physicians, nurses, care takers and others for distribution. The educational materials will complement the older driver paid, earned and digital media campaign. The focus of the materials will be the effects of prescription, the natural decline of driving time which may lead to perception deception, the effects of various medications on driving, and will include resources for where people can turn to if they feel themselves or a loved one driving abilities are starting to decline.

**Planned Activity Performance:**

PLANNED ACTIVITY NOT IMPLEMENTED AS PLANNED IN FFY2021. We were looking at health care providers as a partner to help create the educational materials. Unfortunately, due to the ongoing COVID-19 pandemic we were unable to find anyone to help assist with this. We will work on this project during FFY2022. See Paid Media Report for details on our new PSA for Older Drivers.

Expenditure as of December 21, 2021

Planned Activity Title	Funding Source	Planned Activity Number	HSP Approved Budget	Expended
Older Driver Education	s. 402	PM21-001	\$100,000.00	\$0.00 for this project See PM Section For media expenditures for mature drivers

## Paid and Earned Media

NHTSA has long recognized paid and earned media as an essential component to a successful highway safety plan. The MeBHS works with our vendor to ensure that we effectively utilized resources for the biggest highway safety concerns and direct messaging toward our most concerning traffic safety problems and in conjunction with National Mobilization and State emphasis periods. Continued reductions in crashes and fatalities prove that paid and earned media programs are effective when used together with other proven countermeasures.

### **Planned Activity: Statewide Strategic Media Plan**

**Planned Activity Number: PM21-001**

### **Planned Activity Description**

This project will fund a robust paid media (television, radio, print, digital, social) associated with all the MeBHS programs and NHTSA High Visibility Enforcement campaigns. Expenses may include campaign development, re-tagging of NHTSA or other state's PSA's, purchase of radio, television, social and print materials, and production of new PSA's. We plan to create many new PSA's for both television and radio to include a focus on impaired (alcohol and drugged) driving, pedestrians, speeding, adult occupant protection, distracted driving, and senior drivers.

### **Planned Activity Performance:**

For FFY2021 we took a different approach for how we handled our media buy and creative media. Instead of having both handled by one agency we split them into two different RFPs so we can have a singular focus on each. This turned out to be a great choice as the agency's selected to work on these projects, were able to deliver them at a higher quality. First, for our new PSA's we partnered with BlackFly Media. They specialize in creating PSA's that are testimonial based. For the new direction we helped BlackFly Media find 10 people across Maine, who would like to tell their story. This ranged from telling the public as to why it's important have the right car seat for their child, to how one crash can drastically change your life. Even though each PSA is presented in a similar manner, they all stand on their own with a powerful story connecting with the viewer. Everyone who has watched our new PSA's have only had positive things to say about them. We have uploaded all the PSA's on a [playlist on YouTube](#) to share. For FFY2022 we will continue to look for new ways to create PSA's that help compliment what we have created so far. For Media Buy in FFY2021, we had a strong focus on distracted driving. With the increase push for this, the public awareness increase by 13 points from 46% to 59%. Instead of focusing solely on Radio, TV and Digital we also expanded the campaign in new ways. We had NL Partners design new distracted driving posters, that were sent out to all high schools across the state. New distracted driving banners were created for all police departments as well, which were very well received by the department and the public. Extra banners were created in case any are stolen or get damaged. We also gave some of the banners to organizations we will work such as SADD and Atlantic Partners EMS. The buckslips that were created back in 2019 for Maine's Hands-Free Driving Law, saw increased distribution this year as well. We mailed all police departments, fire departments, EMS's, driving schools and doctor offices in the state to see who would like the hand-out to give to the public. About 100 places replied asking for them and to this day we are still receiving e-mails asking for more of them. For our budget this year we spent \$841,596 on our campaigns. Since NL was only focusing on our media buy, they were able to negotiate \$559,691 in free media. The added value for the most part was primarily 1 for 1 free PSA's, but there were also radio station contests and interviews with subject matter experts. The added value proved to be very important when reaching the public. Our total paid media of \$841,596 resulted in 35,453,000 impressions, while our total free media valued at \$559,691 resulted in 30,195,476 impressions. Having our media buy, and creative media split looks to be working very well from this one year alone. We will be continuing this in FFY2022, while looking for new ways to reach and engage the public about safe driving.

### Campaign Spending - Media

The following details total media spending (TV, radio, digital, social) in FY2021 (October 2020 – September 2021) by campaign:

Distracted	\$ 437,337
Impaired Driving	\$ 100,864
Mature	\$ 14,793
Motorcycle	\$ 82,271
Occupant Protection	\$ 66,001
OP – CPS	\$ 8,864
Speed	\$ 48,742
Teen	\$ 29,100
Vulnerable Roadway User	<u>\$ 43,624</u>
Total Media Paid	\$ 841,596

Plus Total Media FREE\* \$559,691

\*The bonus media was negotiated by NL Partners as part of the media buy.

### Campaign Impressions - Media

The following is a detail of total impressions by Campaign:

<b>Campaign</b>	<b>Demo</b>	<b>Impressions</b>
Distracted	Adults 18-49	43,365,691
Impaired Driving	Men 18-54	8,776,327
Mature	Adults 65+	1,149,747
Motorcycle	Men 18-54	6,343,514
Occupant Protection	Men 18-49	2,927,742
OP – CPS	Adults 18-49	551,836
Speed	Men 18-49	5,963,365
Teen	Teens 16-19	1,648,066
Vulnerable Roadway User	Adults 18+	<u>7,772,282</u>
		78,498,570

Paid Impressions 35,453,000

Bonus: 1 for 1 Free PSA Impressions 30,195,476

Bonus: Over-delivery Impressions 12,850,094

### Direct Mail, Production, PR, Research - \$40,993

The following details Direct Mail, produced materials, PR and research projects completed in FY2021:

#### Distracted Driving direct mail & materials

- Banners to Police Departments
- Buck-slips (Supplied to PD's, FD's, EMS's, Driving schools and Dr's offices)
- Posters to High Schools

#### Production

- Re-formatted 7 TV PSAs for social media (December 2020- apart of extended contract)

#### PR

- New Year's Eve Release and PR



Subject Matter	Digital Format	TV	Radio
Motorcycle (Protective Gear)	Completed	Completed	Completed
Distracted Driving	Completed	Completed	Completed
Impaired	Completed	Completed	Completed
Occupant Protection	Completed	Completed	Completed
Speed	Completed	Completed	Completed
Teen	Completed	Completed	Completed
CPS	Completed	Completed	Completed
Bike/Ped	Completed	Completed	Completed
Mature	Completed	Completed	Completed
Vulnerable Roadway Users	Completed	Completed	Completed

**Planned Activity: Statewide Sports Marketing Campaign**

**Planned Activity Number: PM21-002**

**Planned Activity Description:**

This project will support educational events and advertising at sporting venues which is our primary method to reach the young drivers age 20-24 and those between 25-55. Motorcycle safety, impaired driving, seat belt usage, distracted driving, and pedestrian safety will be addressed via public service announcements, signage, informational displays, and personal interaction with the public during the *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. In addition, the Sports Marketing Program incorporates and focuses on young drivers through the One Text or Call Could Wreck It All Pledge Campaign and the Choices Matter program. These two programs involve high school and college age students through interactive displays, discussions, speaking events and signage at major school sporting and other events.

**Planned Activity Performance:**

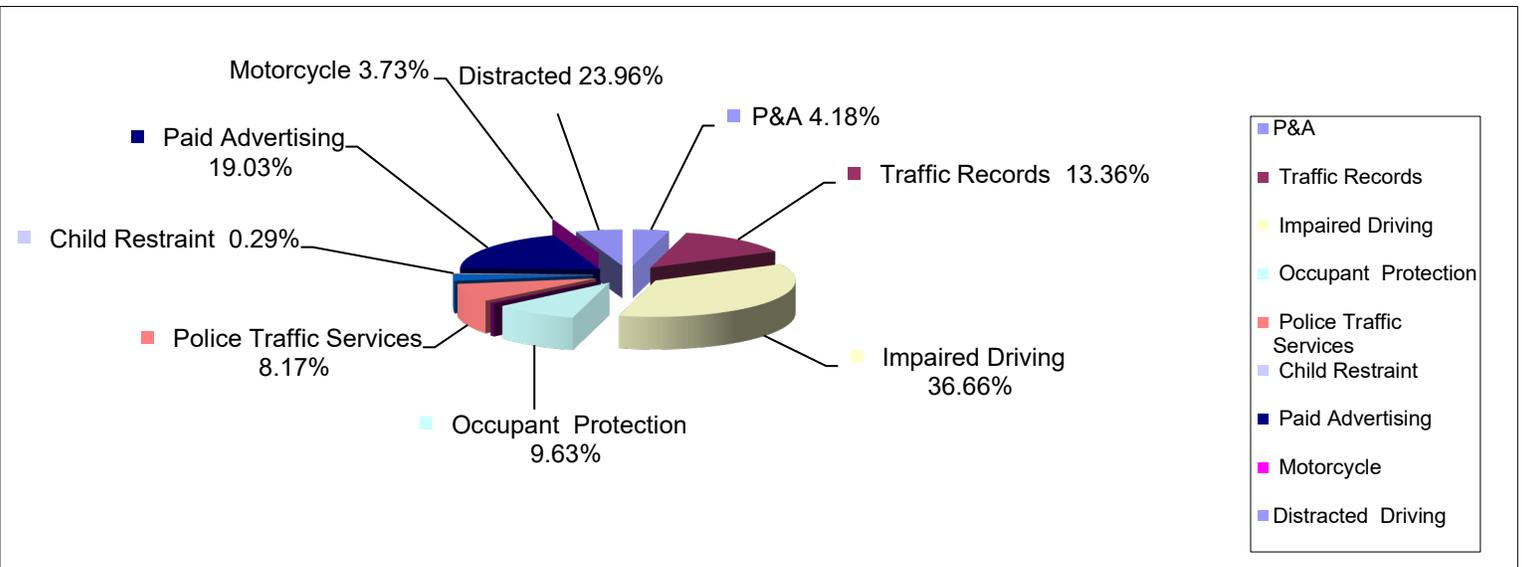
PLANNED ACTIVITY NOT IMPLEMENTED AS PLANNED IN FFY2021. We were unable to move forward with this activity due to issues with securing a contract due to conflicts with the RFP process. In FFY2022 we will continue to utilize our SADD Nation and APEMS partners to reach the teen demographic.

Expenditures as of December 21, 2021

Planned Activity Title	Funding Source	Planned Activity Number	HSP Approved Budget	Expended
Statewide Strategic Media Plan (Paid Media)	s. 402, 405e, s. 405f	PM21-001	\$8,374,143.17	\$985,647.71
Statewide Sports Marketing Campaign	s. 402; s. 405e	PM21-002	\$3,498,342.91	\$0.00
				<b>\$985,647.71</b>

# FFY2021 Financial Summary of Expenditures

FFY 2021 Summary of Expenditures as of 12/21/2021								
	402	405b	405c	405d	405e	405f	Total	% of Total
P&A	\$ 216,284						\$ 216,284	4.18%
Traffic Records	\$ 97,702		\$469,197		\$ 125,164		\$ 692,063	13.36%
Impaired Driving	\$ 85,389			\$ 1,146,730	\$ 666,842		\$ 1,898,961	36.66%
Occupant Protection	\$ 217,694	\$ 281,110					\$ 498,804	9.63%
Ped/Bicycle Safety	\$ 30,813	\$ -					\$ 30,813	0.59%
Police Traffic Services	\$ 423,075						\$ 423,075	8.17%
Safe Communities	\$ 142,096						\$ 142,096	2.74%
Child Restraint	\$ 14,893						\$ 14,893	0.29%
Paid Advertising	\$ -				\$ 985,648		\$ 985,648	19.03%
Motorcycle	\$ -					\$ -	\$ -	0.00%
Distracted Driving	\$ -				\$ 277,572		\$ 277,572	5.36%
<b>TOTAL</b>	<b>\$1,227,946</b>	<b>\$281,110</b>	<b>\$469,197</b>	<b>\$1,146,730</b>	<b>\$2,055,226</b>	<b>\$0</b>	<b>\$5,180,210</b>	<b>100.00%</b>



## Other Available Documents Supporting Activities

[FFY2021 Highway Safety Plan](#)

[FFY2022 Highway Safety Plan](#)

[Maine Impaired Driving Strategic Plans](#)

[Maine Traffic Records Strategic Plans](#)

[Traffic Records Assessment April 2021](#)

[Occupant Protection Assessment March 2021](#)

[FFY2021 Seatbelt survey reports](#)

[April 2021 Distracted Driving Report](#)

[Grants Management Manual for Subrecipients](#)

[Critical Insight Survey Reports](#)