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State of Maine

Department of Public  
Safety

Bureau of Highway Safety



# Federal Fiscal Year 2016 Annual Highway Safety Report

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

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## A Message from the Director

December 2016

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

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

The overall goal of the MeBHS is to reduce the rate of motor vehicle crashes in Maine that result in death, injuries, and property damage. We believe that through committed partnerships with others interested in highway safety, through a data driven approach to program planning, through public information and education, and through coordinated enforcement activities we can achieve our goals to reduce fatalities and injuries.

This annual report for federal fiscal year 2016 is required under 23 C.F.R. Part 1300.35 to highlight the many achievements and accomplishments of the State Highway Safety Office. The project activities represented in this annual report were approved by NHTSA in our 2016 Highway Safety Plan as effective countermeasures that would help Maine achieve its stated goals to reduce overall traffic fatalities, injuries, and property damage for the period of October 1, 2015 to September 30, 2016.

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



Lauren V. Stewart, Director

## Partner Organizations

|  |
|--|
| AAA of Northern New England                                |
| Alliance Sports Marketing                                  |
| American Association of Retired People (AARP)              |
| Atlantic Partners, EMS                                     |
| Department of Health and Human Services—Elder Service      |
| Federal Highway Administration (FHWA)                      |
| Federal Motor Carrier Safety Administration (FMCSA)        |
| Governor's Highway Safety Association (GHSA)               |
| Health Environmental Testing Lab (HETL)                    |
| Maine Bicycle Coalition                                    |
| Maine Bureau of Labor Standard                             |
| 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 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)                         |

|        |  |
|--------|--|
| APD    | Auburn Police Department                               |
| ARIDE  | Advanced Roadside Impaired Driver Enforcement          |
| ASM    | Alliance Sports Marketing                              |
| BAC    | Blood Alcohol Content                                  |
| BAT    | Blood Alcohol Testing                                  |
| BMV    | Bureau of Motor Vehicle                                |
| CDC    | Centers for Disease Control and Prevention             |
| CODES  | Crash Outcome Data Evaluation system                   |
| CPS    | Child Passenger Safety                                 |
| DDACTS | Data-Driven Approaches to Crime and Traffic Safety     |
| DITEP  | Drug Impairment Training for Educational Professionals |
| DOT    | Department of Transportation                           |
| DRE    | Drug Recognition Expert Program                        |
| EMS    | Emergency Medical Services                             |
| FARS   | Fatality Analysis Reporting System                     |
| FY     | Fiscal Year  |
| GDL    | Graduated Driver License                               |
| GHSA   | Governor's Highway Safety Association                  |
| HETL   | Health and Environment Testing Lab                     |
| IACP   | International Association of Chiefs of Police          |
| LEA    | Law Enforcement Agency                                 |
| MCJA   | Maine Criminal Justice Academy                         |
| MCRS   | Maine Crash Reporting System                           |
| MDD    | Maine Driving Dynamics                                 |
| MeBHS  | Maine Bureau of Highway Safety                         |
| NHTSA  | National Highway Traffic Safety Administration         |
| NTZ    | No Text Zone   |
| OPET   | Occupant Protection Enforcement Team                   |
| OUI    | Operating Under the Influence                          |
| PD     | Police Department                                      |
| PSA    | Public Service Announcement                            |
| RIDE   | Regional Impaired Driving Enforcement                  |
| RQS    | Request for Qualification Statements                   |
| SAFE   | Strategic Area Focused Enforcement                     |
| SFST   | Standardized Field Sobriety Testing                    |
| TDSC   | Teen Driver Safety Committee                           |
| TSI    | Traffic Safety Institute                               |





*Governor*  
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# Executive Summary

## Federal Fiscal Year 2016 Noteworthy Accomplishments

- **Child Passenger Safety Inspection Stations and Distribution Sites**

The Maine Child Safety Seat Program is unique in that it partners with agencies throughout the state to distribute car seats to families who meet income eligible guidelines, thus providing an important service to local communities. From October 1, 2015 to September 30, 2016, approximately 750 child safety car seats, including car bed harness and pad kits, were ordered by MeBHS and sent directly to distribution sites around the state.

- **Click It or Ticket/Buckle Up. No Excuses! Enforcement and Education**

The MeBHS offered Maine law enforcement agencies sub-grant awards to participate in the 2016 June *Click It or Ticket/Buckle Up. No Excuses! Enforcement and Education Campaign*. This year a total of 41 agencies participated in the campaign, including the Maine State Police, County Sheriff's departments, and city and town police departments. 2,490 seatbelt tickets were issued during this two-week campaign that ran in conjunction with the national crackdown period. Additional tickets for speeding, operating after suspension and impairment were issued.

- **"Drive Sober, Maine!" High Visibility Impaired Driving Enforcement Program**

Once again MeBHS offered grants to 57 law enforcement agencies to conduct a High Visibility Impaired Driving Enforcement. This program required participating Maine law enforcement departments to join in the national Drive Sober or Get Pulled Over impaired driving crackdowns in December and August while also allowing the department the flexibility to schedule evidence-based overtime details during the times, days and months when OUI is a problem in their jurisdictions. LEA's wrote 338 OUI Summonses during the two national campaigns and throughout the Program.

- **Maine Driving Dynamics**

The state's defensive driving course, Maine Driving Dynamics, is a five hour defensive driving course that offers drivers the opportunity to improve their defensive driving abilities. Over 2,175 students took the class in calendar year 2016.

- **Regional Impaired Driving Enforcement (RIDE) Team**

The Regional Impaired Driving Enforcement (RIDE) Teams continued to be successful in 2016. The activities of the five RIDE teams resulted in 50 summons for impaired driving and 53 arrests for drugs.

- **Traffic Safety Educator**

This foundational program continues to be our most popular method of interacting with and educating people of all ages. Our grantee receives numerous requests for our convincer and rollover demonstrations and our driving simulators for private and public businesses, state fairs, schools, community safety fairs and more. In 2016 we presented our traffic safety messages to over 5990 people.

- **Statewide Observational Study**

The MeBHS contracted again in 2016 with the University of Southern Maine, Muskie School of Public Service for the 2016 occupant protection observational seatbelt usage survey, the nighttime survey, and the attitudinal survey. The surveys were conducted immediately following the NHTSA National “Click It or Ticket and Maine Buckle Up. No Excuses!” seatbelt enforcement campaign in June 2016. The 2016 seatbelt usage rate increased to 85.8% which is the highest recorded observed usage rate in Maine.

## **Federal Fiscal Year 2016 Challenges**

- **Mature Drivers**

At the time of this report, mature drivers (defined at 65+) fatalities accounted for 22.5% of all Maine’s driver fatalities. The Older Driver Safety Committee continues to meet and discuss appropriate countermeasures based on research. The Bureau with its media partners created a new older driver educational campaign to address driving issues this age group faces. The impact of this campaign will be evaluated in the next federal fiscal year.

- **Unbelted Fatalities**

Despite Maine’s primary enforcement law for seat belt compliance, 52% of occupants in fatal motor vehicle crashes in 2015 were unbelted (2016 data is not complete). However, Maine improved its observed seat belt rate again to 85.8% in FFY2016.

- **Pedestrian Fatalities**

At the time this report was submitted The State of Maine saw a very slight decrease in pedestrian fatalities in 2016 with 16 deaths compared to 18 in FFY2015. Pedestrian fatalities accounted for 10.5% of the overall fatalities. Pedestrian countermeasures are administered through the MaineDOT who oversee the Safe Routes to School program designed to educate kids on best practices when walking to school. MeBHS is working with the MaineDOT and other interested safety partners in FFY2016 and beyond to develop effective media and designated countermeasures to help educate the walking, biking and motoring public of pedestrian safety hazards. The MaineDOT has convened a task group to address pedestrian safety in FFY2017.

- **Motorcycle Fatalities**

Maine is ending 2016 with one of its lowest motorcycle fatality years on recent records. At the time of this report submission, Maine has experienced 16 motorcycle fatalities which was significantly lower than the 2015 county of 31, but still higher than the 2014 low of 11. We continue to work with our partners in motorcycle safety to address the issues of single rider crashes and crashes involving motor vehicles.

## **Future Projects and Plans**

- **The 2017 Highway Safety Plan has been approved by NHTSA and details the projects and highway safety activities that we intend to implement in FFY17.**

## Performance Goals

NHTSA and the GHSA have agreed upon a minimum set of performance measures to be used by states and federal agencies in the development and implementation of behavioral highway safety plans and programs. The minimum set of performance goals contains 15 measures: eleven core outcome measures, one core behavior measure, and three activity measures.

The measures cover the major areas common to state highway safety plans and use existing state data systems. The Core Outcome Measures reported in this year's Annual Report represent the measures established for Maine for Federal Fiscal Year 2016.

### Core Outcome Measure Goals

#### C-1) Traffic Fatalities

To decrease traffic fatalities by 10.5% from the 2009-2013 five-year average of 153 to 136.94 by December 31, 2016

*Performance Review:* The five-year average for 2012 to 2016 (to date) was 149 fatalities, which means Maine fell short of its goal of 137 fatalities.

#### C-2a) Serious Traffic Injuries

To decrease serious injuries by 10.5% from the 2009-2013 five-year average of 850.80 to 761.47 by December 31, 2016

*Performance Review:* The five-year average for 2012 to 2016 (to date) was 808. While Maine had a decrease in serious injuries for each of the last four years, it did not meet its goal of 761.

#### C-2b) Serious Traffic Injury Rate

To decrease serious injuries by 10.5% from the 2009-2013 five-year average of 5.90 to 5.28 by December 31, 2016

*Performance Review:* The five-year average for 2012 to 2016 (to date) was 5.65. While Maine had a decrease in the serious injury rate for each of the last four years, it did not meet its goal of 5.28.

#### C-3a) Mileage Death Rate

To decrease the mileage death rate by 8.6% from the 2013 baseline average of 1.03 to 0.94 by December 31, 2016

*Performance Review:* The three-year average for 2014 to 2016 (to date) was 0.99. While Maine had a decrease in fatality rates for three out of the last four years, it did not meet its goal of 0.94 for this target area.

### **C-3b) Rural Mileage Death Rate**

To maintain or decrease the rural mileage death rate at the 2013 year rate of 1.10 by December 31, 2016

*Performance Review:* The three-year average for 2014 to 2016 (to date) was 1.15. Maine fell just shy of its 1.10 goal for this target area.

### **C-3c) Urban Mileage Death Rate**

To decrease the urban mileage death rate by 1.3% from the 2013 baseline average of 0.61 to 0.60 by December 31, 2016

*Performance Review:* The three-year average for 2014 to 2016 (to date) was 0.55. Maine met its goal for this target area.

### **C-4) Unrestrained Passenger Vehicle Occupant Fatalities**

To maintain or decrease unrestrained passenger vehicle occupant fatalities at the 2013 year count of 56 by December 31, 2016

*Performance Review:* The three-year average for 2014 to 2016 (to date) was 41. Maine is on track to meet its goal for this target area.

### **C-5) Alcohol Impaired Driving Fatalities**

To decrease alcohol impaired driving fatalities by 28.6% from the 2013 baseline average of 34 to 25 by December 31, 2016

*Performance Review:* The three-year average for 2014 to 2016 (to date) was 37, an increase over the baseline average. Maine did not meet its goal for this target area.

### **C-6) Speeding Related Fatalities**

To maintain or decrease speeding related fatalities at the 2013 year count of 49 by December 31, 2016

*Performance Review:* The three-year average for 2014 to 2016 (to date) was 60. Maine did not meet its goal for this target area.

### **C-7) Motorcyclist Fatalities**

To maintain or decrease motorcycle fatalities at the 2013 year count of 13 by December 31, 2016

*Performance Review:* The three-year average for 2014 to 2016 (to date) was 20. While Maine had fewer motorcycle fatalities than the target in 2014 (n=11), in 2015 it had the highest number of motorcycle fatalities in recent history (n=32). To date in 2016, motorcycle fatalities have dropped back down to 16, which is below the 10 year average of 19. Nevertheless, Maine will not meet its goal for 2016.

### **C-8) Unhelmeted Motorcyclist Fatalities**

To decrease unhelmeted motorcycle fatalities by 19.7% from the 2013 baseline average of 12 to 10 by December 31, 2016

*Performance Review:* The three-year average for 2014 to 2016 (to date) was 11. Maine did not meet its goal for this target area.

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

To maintain or decrease the number of drivers age 20 or younger involved in fatal crashes at the 2013 year count of 17 by December 31, 2016

**Performance Review:** The three-year average for 2014 to 2016 (to date) was 12. The number of young driver fatalities decreased in each year subsequent to the baseline. In 2014, there were 16 drivers age 20 or younger involved in fatal crashes. In 2015, there were 13. In 2016 (to date), there have been 6. Maine is on track to surpass this goal.

### C-10) Pedestrian Fatalities

To maintain or decrease pedestrian fatalities at the baseline average of 10 by December 31, 2016

**Performance Review:** The three-year average for 2014 to 2016 (to date) was 14. Maine's count for both 2015 and 2016 was higher than this average, at 19 and 15, respectively. Maine did not meet its goal for this target area.

### C-11) Bicyclist Fatalities

To maintain or decrease bicyclist fatalities at the baseline average of 2 by December 31, 2016

**Performance Review:** The three-year average for 2014 to 2016 (to date) was 2. Maine met its goal for this target area.

## Behavior Measure Goals

### B-1) Seat Belt Usage Rate

To increase observed seatbelt use by 1.9% from the 2013 baseline average of 83% to 85% by December 31, 2016

**Performance Review:** The three-year average for 2014 to 2016 (to date) was 86%. Maine's observed seatbelt use rate has increased in each year since 2013 and has exceeded its goal for this target area.

## Activity Performance Measures

| ACTIVITY MEASURES |   |                | 2012    | 2013    | 2014    | 2015    | 2016    |
|-------------------|---|----------------|---------|---------|---------|---------|---------|
| A-1               | # of Seat Belt Citations Issued During Grant-Funded Enforcement Activities    | Annual         | 2,796   | 3,485   | 3,639   | 3,034   | 2,490   |
|                   |   | Moving Average | 5,726.2 | 5,223.8 | 4,621.6 | 3,257.2 | 3,088.8 |
| A-2               | # of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities | Annual         | 230     | 550     | 540     | 386     | 338     |
|                   |   | Moving Average | 448.0   | 456.8   | 455.8   | 417.6   | 408.8   |
| A-3               | # of Speeding Citations Issued During Grant-Funded Enforcement Activities     | Annual         | 1,232   | 4,853   | 8,157   | 8,166   | 3,091   |
|                   |   | Moving Average | 4,839.2 | 5,017.2 | 5,671.2 | 4,958   | 5,099.8 |

## **Attitudinal Survey Questions**

### **A-1 Safety Belts**

**B-1)** How often do you use safety belts when you drive or ride in a car, van, sports utility vehicle or pick up?

**B-2)** In the past 60 days, have you read, seen, or heard anything about seat belt law enforcement by police?

**B-3)** What do you think the chances are of getting a ticket if you don't wear your safety belt?

### **A-2 Impaired Driving**

**A-1)** In the past 60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?

**A-2)** In the past 30 days, have you read, seen, or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?

**A-3)** What do you think the chances are of someone getting arrested if they drive after drinking?

### **A-3 Speeding**

**S-1)** On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph (most of the time, half the time, rarely, never)?

**S-2)** In the past 30 days, have you read, seen or heard anything about speed enforcement by police?

**S-3)** What do you think the chances are of getting a ticket if you drive over the speed limit?

## **Attitudinal Survey Results**

See Appendix A: Full Driver Awareness Survey



## Evidence Based Traffic Safety Enforcement Program

MeBHS has developed policies and procedures to ensure that enforcement resources are used efficiently and effectively to support the goals of the state's highway safety program. Maine incorporates an evidence-based approach in its statewide enforcement program through the following components:

### Data Driven Problem Identification

The statewide problem identification process is used in the creation of our annual Highway Safety Plan and is designed to identify the high risk population in crashes and who, what, when, where and why crashes are occurring. Key results summarizing the problems identified are presented in the statewide and individual program area sections of each Highway safety Plan and summarized throughout this Annual Report document.

All enforcement agencies receiving MeBHS grant funding must also use a data driven approach to identify the enforcement issues in their jurisdictions. Data documenting the highway safety issue to be addressed must be included in the application for funding submitted to MeBHS, along with proven strategies and countermeasures that will be implemented and evaluated to address the problem. The MeBHS program coordinators will use that analysis and approved funding plan to ensure that activities are being conducted as planned and that outcome measures are being implemented.

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



## **Implementation of Evidence Based Strategies**

MeBHS' integrated evidence based safety enforcement methodology uses a combination of enforcement checkpoints and saturation patrols, both of which can be found in the NHTSA most recent publication *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*. The methodology includes enforcement of traffic laws pertaining to, but not limited to: occupant protection for adults and children, speeding, distracted driving and impairment by drugs and/or alcohol coupled with enforcement patrols that saturate an identified area or region and are advertised in the local media and describe the efforts. The MeBHS ensures these activities are also conducted in conjunction with the national crackdowns for seat belt and impaired driving.

In 2015 Maine's data showed York, Penobscot, Cumberland, Hancock, and Somerset Counties as the highest for impaired driving related fatal crashes. In FFY2016 the MeBHS funded Regional Impaired Driving Enforcement teams in each of those counties.

## **Continuous Monitoring**

To ensure these law enforcement projects remain viable with the ability to quickly adjust to any situation, progress reports, desk monitoring and on site monitoring of grant funded activities is conducted by program coordinators and grantee project directors' monthly or quarterly progress reports are required from each agency receiving grant funding to ensure an understanding of the goals and outcomes of each project and to ensure that the Plan is being followed. These reports include data on the activities conducted, such as the area and times worked and the number of tickets issued. MeBHS through the use the Maine Crash Reporting System monitors crashes and fatalities for the purpose of adjusting the plan. Adjustments through the grant period are made depending on increases or decreases of the crash data in law enforcement jurisdictions and are a significant factor in the monitoring process. This continuous follow up allows for subtle or major adjustments in sufficient time to provide the greatest use of resources to address the stated priority traffic safety problems.

## **Documentation and Tracking**

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

# Planning and Administration

## Project Performance

Project Number: PA16-001

**Planning and Administration** - Funds were expended, as approved, to cover the costs associated with the administration of the MeBHS office in its efforts to meet the highway safety plan performance goals. These costs included salaries, operational, training, and travel expenses; expenses associated with accounting audits; and upgrades.

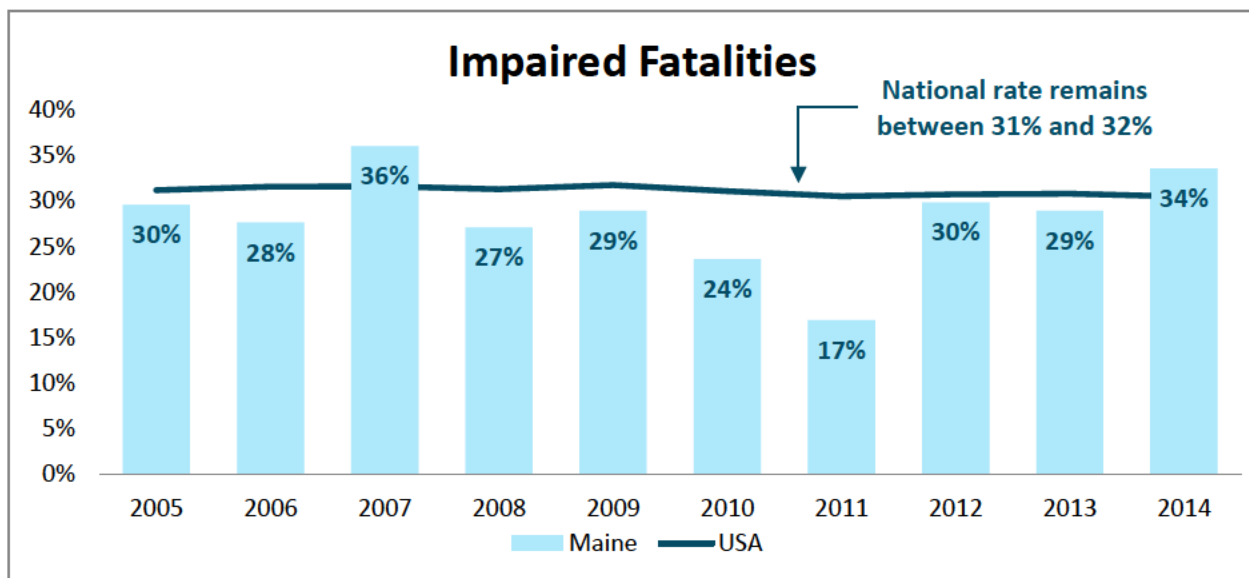
Project Number: PA16-002

**Grants Tracking System** - Funds were expended to cover the costs associated with the Maine Bureau of Highway Safety's web-based Grants Managements System. This system was developed and delivered by Agate Software Inc. Grantee training was held in August of 2016. The bureau will begin implementing the system in FFY17.

# Impaired Driving

## Problem

Nationally, the percentage of fatalities that were alcohol-related hovered around 31% to 32% from 2005 to 2014 (the last year for which these data are available). Over the past 10 years, the proportion of fatalities that were alcohol-related in Maine fell below the national rate for all but two years—2007 and 2014. In 2014, over a third (34%) of Maine's highway fatalities was related to alcohol-impaired driving.

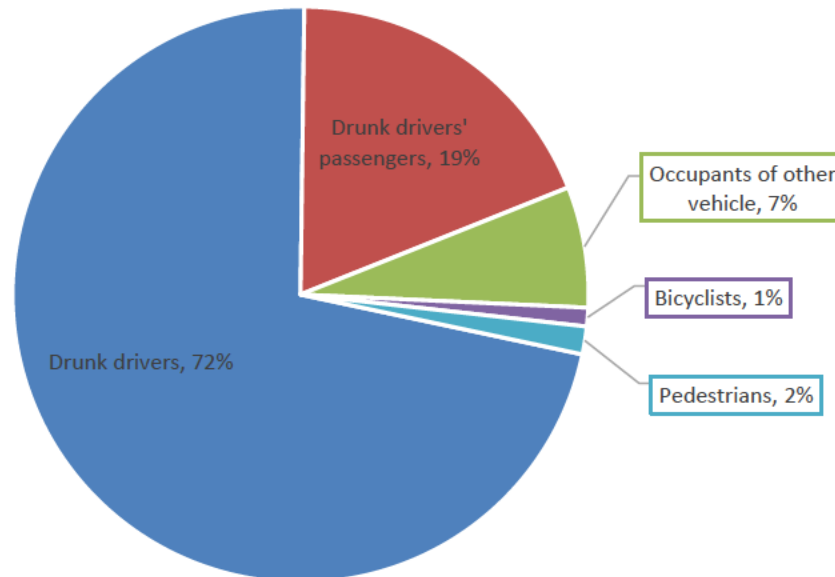


Source: FARS

## Impaired Driving Fatalities in Perspective

A driver is considered to be alcohol impaired when his/her blood alcohol concentration (BAC) is .08 grams per deciliter (g/dL) or higher. Any fatal crash involving a driver with a BAC of .08 g/dL or higher is considered to be an alcohol impaired driving crash and fatalities occurring in those crashes are considered to be alcohol impaired driving fatalities.

Crashes involving impaired driving resulted in 192 fatalities between 2010 and 2014. The majority of these fatalities (72%) involved the loss of life for the impaired driver. An additional 19% of fatalities involved the impaired drivers' passengers. This suggests that 91% of the risk associated with impaired driving is borne by impaired drivers and their passengers. An additional 9% of fatalities involved occupants of other vehicles, pedestrians, and bicyclists.



## Objective

The objective of the Impaired Driving Program is to focus on reducing alcohol-related fatalities by targeting high crash locations. Using police crash data, the MeBHS identifies high crash locations and partners with law enforcement to increase patrols in those areas.

## Goal & Progress

To decrease alcohol impaired driving fatalities by 28.6% from the 2013 baseline average of 34 to 25 by December 31, 2016.

The three-year average for 2014 to 2016 (to date) was 37, an increase over the baseline average. Maine did not meet its goal for this target area.

## Project Performance

Project Number: AL16-001

**Program Management and Operations** - Approved expenditures under this program included allowable salaries and travel for highway safety coordinators and clerical support personnel and allowable operating costs including printing, supplies, state indirect rate, and postage. All costs were directly related to this program area.

Project Number: ALC16-001

**S.410 Planning & Administration**- The majority of these funds were reprogrammed to the Traffic Safety Resource Prosecutor program, in order to use them for a project instead of administration. The expenditure incurred was for payroll directly related to administration of S.410 projects.

Project Numbers: ID16-005 to ID16-009

**Regional Impaired Driving Enforcement (RIDE) Teams** - Five Regional Impaired Driving Enforcement (RIDE) Teams were funded in 2016, an increase from three in 2015. Data showed Sagadahoc and Hancock Counties would benefit from increased enforcement efforts so teams were organized and the sheriffs requested to participate in the grant program. These teams operate with high visibility and publicity for the greatest deterrence effect on potential impaired drivers.

The Penobscot (DIRIGO) RIDE Team ID 16-005 conducted two checkpoints and worked dozens of saturation patrols to combat impaired driving. Officers stopped 554 motorists while working saturation patrol and contacted 2787 motorists while conducting impaired driving checkpoints. Thirteen drivers were arrested for impaired driving, (11) under the influence of alcohol and (2) under the influence of drugs. Nine motorists were cited for Operating after Suspension (OAS) while seven were cited for drug violations. In total, 81 motorists were charged for various violations while officers issued nearly 800 warnings.

The Sagadahoc RIDE Team ID 16-009 also conducted two checkpoints and twelve multi-officer saturation patrols. They arrested eight impaired drivers, two were OUI drugs. They also took enforcement action on 131 motorists and issued 56 warnings for various violations.

The York County Sheriff's Office ID16-008 held three details, and then had a concern with jurisdiction. During those details they stopped 156 vehicles and arrested 10 impaired drivers. They issued nine other enforcement summonses. To address the jurisdiction issue the state legislature passed a bill in January to alleviate those concerns. MOUs were drafted and reviewed but the team just could not get much traction after that.

The Hancock County Team ID 16-007 conducted 13 details, five of which were OUI checkpoints. They work with other agencies, including the National Park Service outside Acadia National Park. They arrested 10 drivers of the 3929 they came in contact with. They also took 23 other enforcement actions.

Cumberland RIDE Team ID16-006 – The Cumberland RIDE Team conducted a number of roadblock/checkpoints which resulted in 10 summons for impaired driving during the course of the project period.

Project Number: ALC16-003

**Impaired Driving Roadside Testing Vehicle** -Funds supported the procurement of a new mobile command unit that will assist Maine law enforcement in their dedicated efforts to combat impaired driving for many years to come. The Roadside Testing Vehicle was delivered to us on Augusta 29<sup>th</sup> and the grand opening and introduction was on September 28<sup>th</sup>. The vehicle is equipped with an Intoxilyzer 8000 and is ready for complete drug recognition evaluations. Due to the delivery at the end of the fiscal year the vehicle was only used at one detail involving three agencies in before October 1<sup>st</sup>.

Project Number: ALC16-002

**Traffic Safety Resource Prosecutor (TSRP)** - Maine's TSRP program completed its second full year. The program continues to be very successful with significant resource and training requests routinely coming in from law enforcement, prosecutors and various other impaired driving related agencies. The TSRP attended various trainings throughout the year as well as offering or assisting with numerous training opportunities around the State.

The TSRP assisted with training and legal concerns regarding Maine's Law Enforcement Phlebotomy Class. The TSRP assisted with the coordination and monitoring of the Impaired Driving Special Prosecutor program. Additionally, the TSRP was added as an official member of the Maine Prosecutor's association and presented during their annual meeting.

Project Number: ID16-010 to ID16-066

**Evidence Based Impaired Driving High Visibility Enforcement** - In 2016, the MeBHS continued its Drive Sober, Maine! Impaired Driving Enforcement campaign in conjunction with the *Driver Sober or Get Pulled Over* national campaigns. This impaired driving campaign awarded overtime grants to 57 law enforcement agencies to conduct impaired driving enforcement details from November 1, 2015 to September 30, 2016. All agencies were encouraged to perform dedicated overtime details or checkpoints during the high visibility enforcement periods. Law enforcement officers worked more than 7,400 hours of overtime and conducted more than 10,000 stops on patrol and a total of 32 roadblocks. These efforts resulted in a total of 338 arrests for operating under the influence, 275 citations for speeding, 154 drug arrests, 164 operating after suspension and a number of other citations.

Project Number: AL16-002

**Specialized Law Enforcement Training** - In 2016, MeBHS sponsored specialized law enforcement training in OUI Investigation Techniques for law enforcement officers. Specifically, the Maine Criminal Justice Academy trained two basic law enforcement classes in the NHTSA SFST approved curriculum. Additionally, they held one Drug Recognition Expert Certification Class added new DREs to the ranks of Maine law enforcement. Lastly, the Academy coordinated six different sessions of ARIDE in various locations throughout the State adding ARIDE trained officers.

### **Drug Recognition Expert Program (DRE)**

There are currently 91 active Drug Recognition Experts in Maine, up from 77 last year. MCJA graduated a school in the spring of 2016 with 21 students and had several DREs leave the program for various reasons. The next school is scheduled for February of 2017. Interviews for the 2017 school will be held in January 2017.

MCJA had the opportunity to send all of the 2016 class to Baltimore, Maryland to evaluate drug impaired individuals at the County Jail. This was a large success and all candidates had completed their 12 required evaluations prior to returning. We are planning the same event for our 2017 school.

The Department of Human Services Health and Environmental Testing Lab (HETL) has estimated that 220 urine samples have been received from DREs' for analysis as of 9-15-2016.

MCJA continues to require DREs' to enter their evaluations in the National DRE Database which is managed by NHTSA. The database is very helpful in tracking individual DRE performance and allows us to process recertification applications more efficiently.

In August of 2016, Trooper Aaron Turcotte, TSRP Scot Mattox, DRE Senior Instructors Edwin Finnegan and Robert Libby, DRE instructor Theodore Hatch and DRE Edward Hastings attended the 22nd Annual IACP Training Conference on Drugs, Alcohol and Impaired Driving in Denver, Colorado. Several other Maine agencies paid for and sent DRE's to the conference. All attendees assisted with the development and instruction of the 2016 mandatory DRE refresher training held at the MCJA on September 1, 2016. We had 60 students in attendance and topics primarily focused on marijuana use.

### **Standardized Field Sobriety Testing (SFST)**

The MCJA conducted or processed 1 SFST Instructor Development class with 11 students attending. We currently have 76 active SFST Instructors and will run an additional SFST Instructor school in October of 2017. 52 SFST instructors, to date, have attended the mandatory instructor updates held at MCJA, Cape Elizabeth PD and Hampden PD this year. Several additional SFST instructor update classes are scheduled for the end of 2016. To date we have processed 6 Full SFST classes with 64 students attending. MCJA processed 14 SFST (4 hour) Refresher classes statewide with 80 students attending.

### **Drug Impairment Training for Educational Professionals (DITEP)**

The International Association of Chiefs of Police (IACP) sponsored program teaches educational professionals how to identify drug use in students. The second part of the program teaches key school staff how to conduct evaluations on students identified as being impaired. The goal of the program is to reduce drug use by students and keep drug impaired students off the roads. We have run one class this but do not track attendees as most are non-law enforcement.



**Advanced Roadside Impaired Driver Enforcement (ARIDE)-**

The MCJA has offered 6 ARIDE classes this year which were held at Bangor, Farmington and Gorham Police Departments, Somerset County Sheriff's Office and two at the Academy. A total of 105 students attended the two day training. The IACP has created an on-line version of the ARIDE training that is available to officers. MCJA has decided to endorse the on-line training as an entry level overview which will not be recorded in the officer's training transcript at MCJA.

**Miscellaneous Training**

On January 1, 2016, 559 Breath Testing Device (BTD) Certification cards, representing approximately one third of all operators were issued under our new recertification process. Now all operators expire at the end of the year in their three year cycle.

MCJA held a BTD Instructor Development training in October 2016. We currently have 97 active instructors. MCJA processed 24 BTD Certification classes with a total of 128 students attending.

Project Number: Project not completed in FFY 2016

**Impaired Driving Traffic Enforcement Equipment:** this project was not completed because agencies were unable to match or fund the non-alcohol related portion of the proportionally funded equipment at the rate of 20% alcohol-related and 80% other traffic enforcement or non-traffic enforcement.

Project Number: AL16-003

**Maine Impaired Driving Summit** – Maine's Impaired Driving Summit was held on May 16<sup>th</sup> 2016 at the University of Southern Maine's Hannaford Hall in Portland. The Summit was coordinated by Northern New England's AAA. The focus of the Summit was marijuana and drug impaired driving however the summit contained a number of other issues pertaining to highway safety.

The agenda including Dr. Barry Goldwater, a Toxicologist; Jake Nelson's AAA FTS Research on Cannabis Impaired Driving; AG Joanne Thomka's presentation on a Criminal Justice Approach to Drugged-Driving; Kyle Clark's presentation on Drug Recognition Experts; as well as TSRP Scot Mattox, Impaired Driving Special Prosecutor Pat Mador, and Maine State Trooper Aaron Turcote's presentation on Fatal Accident Investigation.

The summit was well attended with approximately 100 attendees including Maine law enforcement officers, lawyers, lab personnel, legislators, substance abuse counselors, motor vehicle personnel and more.

For evaluation purposes, an electronic survey was distributed to all via email. Twenty-nine responses were received with overwhelmingly positive ratings.

Project Number: AL16-004

**Maine State Police Impaired Driving Coordinator** – The position of the Impaired Driving Reduction Trooper is tasked with ensuring that Maine’s largest police agency, the Maine State Police, are utilizing and adhering to NHSTA standardized field sobriety training to help combat impaired driving crashes, specifically, reducing fatalities. Troopers are the primary law enforcement agency on state and federally funded roadways and are tasked with helping keep roadways safe by combating impaired driving. The Impaired Driving Reduction Trooper has been tasked with training troopers, deputies and officers from all over the state to become certified Drug Recognition Experts. The Maine State Police has nearly tripled its compliment of DRE’s over the previous three years to 12 certified DRE’s with another three scheduled to attend the DRE School in March of 2017. The Impaired Driving Reduction Trooper is also a lead instructor at the Maine Criminal Justice Academy, teaching a minimum of two, 24-hour, NHSTA SFST classes to basic recruits as well as an advanced refresher in the State Police Academy. The trooper is also responsible for instructing several SFST refresher courses throughout the State. The Impaired Driving Reduction Trooper collaborated with the State Police and Maine Bureau of Highway Safety to review current methods used by the State Police when utilized federal funds to conduct impaired driving details. After reviewing current practices, it was deemed necessary to create a special team made up of highly training troopers throughout the State to work these details and increase impaired driving arrests while reducing the number of fatal motor vehicle crashes involving alcohol or drugs

Project Number: AL16-005

**Law Enforcement Call-Out Reimbursement**- The law enforcement community struggles to fill their ranks with qualified police officers. Agencies increasingly rely upon each other for the law enforcement phlebotomists and drug recognition experts. This creates a financial burden on those agencies who share these specially trained officers. To eliminate this expense on agencies and maintain crucial services the Maine Bureau of Highway Safety pays the off-duty overtime cost for the phlebotomist or the DRE when called in to assist other agencies. This program maximizes the availability of the limited number of DREs and LEPT officers in Maine.

Project Number: This project was not completed in FFY2016

**Judicial Outreach Liaison** – despite efforts of the Maine Traffic Safety Resource Prosecutor and the Maine District Attorneys, a Judicial Liaison was not identified for funding or employment under a temporary staffing contract. The TSRP will continue efforts to secure at JOL for FFY2017.

Project Number: ID16-003

**Local Prosecutor Training: “Impaired Driving Enforcement Investigation in Maine: An Overview for Prosecutors”** - Training for 2016, under this grant, consisted of one two-day training session in York County, Maine on November 30 and December 1<sup>st</sup>. The training was open to all prosecutors’ statewide and law enforcement. Nine prosecutors and fourteen law enforcement officers attended.

The topics discussed were Maine OUI investigation and prosecution, as well as latest OUI case law. Additionally, legalization of marijuana and investigation of fatal accidents was taught. Several Impaired Driving Special Prosecutors prepared material and assisted with instruction.

Course evaluations were distributed at the conclusion of class and twenty were returned; the training received almost entirely positive reviews. Of note; both law enforcement and prosecutors consistently remarked that the training was beneficial having both law enforcement and prosecutors co-train together because the interaction between the two different groups stimulated discussion and learning.

**Prosecuting the Drugged Driver Training-** From July 27-29, MeBHS sponsored the National Traffic Law Center's "Prosecuting the Drugged Driver" training at the Capitol Judicial Center in Augusta Me. Twenty prosecutors from six of Maine's seven prosecutorial districts attended. Maine TSRP Scot Mattox and NTLC's Director Duane Kokesch organized the class, and both taught segments. Maine Impaired Driving Special Prosecutors added several segments and Maine DREs provided actual Maine drug OUI cases to serve as exemplars during trial advocacy practice. The DREs also served as expert witnesses during direct and cross examination practice. Maine's Federal District U.S. Attorney (and Former Chief Justice of the Maine Superior Court) Judge Thomas Delahanty volunteered his time to serve as the Judge for the trial advocacy practice. On-line surveys were distributed after each day. The training was well received with some prosecutors calling it the best training they had attended thus far. The Maine Board of Bar Overseers awarded the training 17.5 hours of continuing legal education.

Project Number: ID16-002

**Law Enforcement Phlebotomy Technicians (LEPT)** - Maine law enforcement officers experience difficulty obtaining qualified people to draw blood within a reasonable time frame needed for impaired driving prosecution. Health care providers are reluctant, or not allowed, to assist in drawing blood because of perceived patient-care conflicts, liability concerns, and the unwillingness to be subject to subpoenas and court time. Tactical Services LLC provides Law Enforcement Phlebotomy Technician training to fulltime officers across 16 counties in Maine. In FFY 16, 26 new officers were trained and 19 Officers attended Refresher classes.

Project Number: ID16-001

**Traffic Safety Special Prosecutors** – The IDSP project was very successful this year. The existing IDSPs increased their productivity in several key areas of documented "duties and responsibilities" of the IDSPs. The Maine Prosecutors Association (MPA) embraced and endorsed the program fully; the program was expanded and a breakout session was added to the MPA's Annual Conference for IDSP training and coordination led by the Maine TSRP.

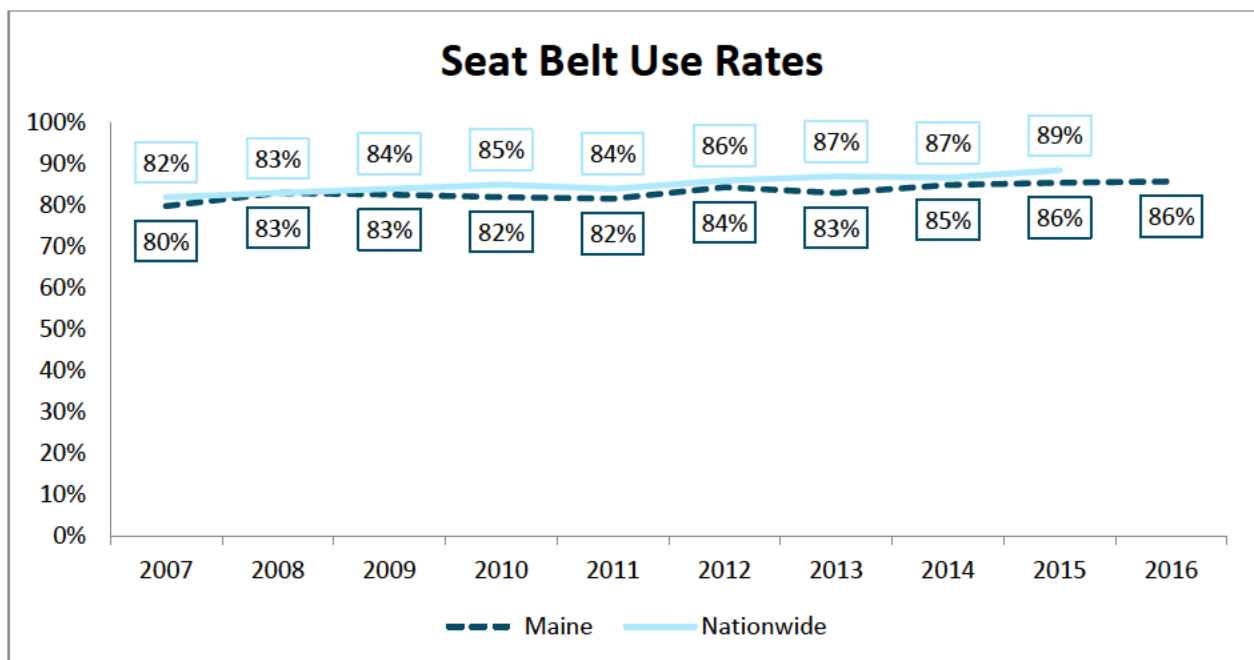
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# Occupant Protection & Child Passenger Safety

## Problem

Seat belts save lives in crashes when worn and used properly. Yet, nearly one half of all motor vehicle fatalities involve unrestrained motor vehicle occupants. The goal of Maine's Occupant Protection Program is to increase safety belt use for all occupants, thereby decreasing deaths and injuries resulting from unrestrained motor vehicle crashes. From 2004 to 2008, Maine's seat belt usage rate increased, peaking at 83.0% in 2008. In the years following, the rate remained relatively stable, increasing only slightly in 2012 to a new high of 84.4%. In 2013, the rate declined to 83.0%. But, on FFY 2016 the seat belt usage rate climbed again, to its highest percentage on record, 85.8%.

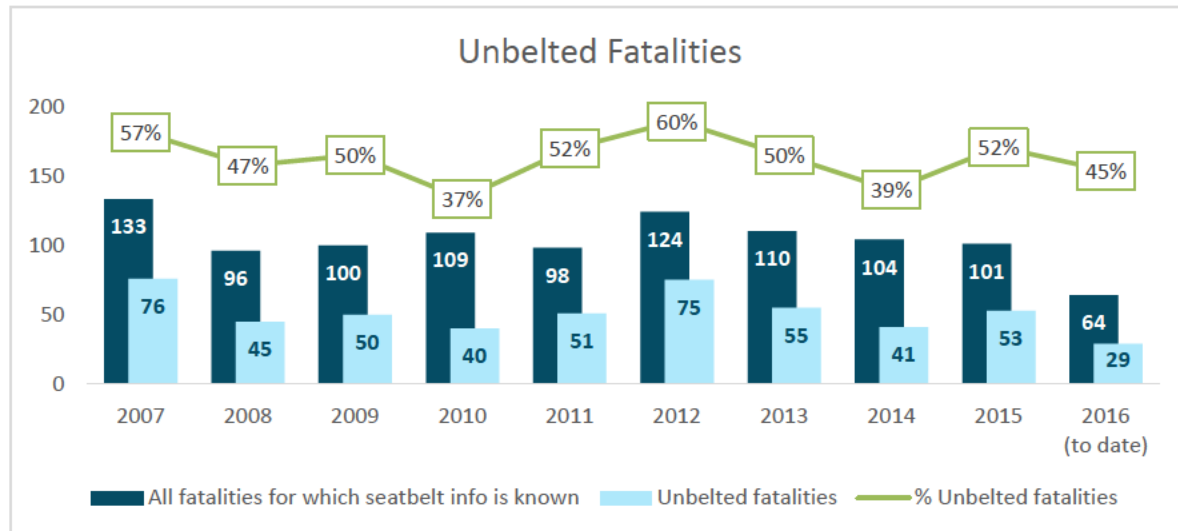
The 2016 annual seat belt observation study began in June of 2016, as always, following the national high visibility seat belt enforcement campaign. While Maine's rate continues to lag slightly behind the national rate, Maine is nevertheless narrowing the gap. In 2004, Maine lagged behind the national rate by 12 percentage points; by 2015, that gap had closed to 3 percentage points.



Source: Traffic Safety Facts Report (DOT HS 811 875)

The proportion of passenger vehicle fatalities in Maine that involved unbelted occupants fluctuated between a low of 37% in 2010 and a high of 60% in 2012.

Source: FARS Data



## Objective

The objective of Maine's Occupant Protection Program is to increase safety belt use for all occupants, thereby decreasing deaths and injuries resulting from unrestrained motor vehicle crashes.

## Goals & Progress

To maintain or decrease unrestrained passenger vehicle occupant fatalities at the year count of 56 by December 31, 2016.

As of this time, the information we have indicates unrestrained motor vehicle fatalities at 29. Not all data is available at this time.

To increase observed seat belt use by 1.9% from the 2013 baseline average 83% to 85% by December 31, 2016.

The 2016 observed seat belt usage rate is 85.8%.

## Project Performance

Project Number: OP16-001

**Program Management and Operations-** Costs under this program area included salaries, travel for highway safety personnel working in the Occupant Protection program area, as well as operating costs (printing, supplies, state indirect rates, and postage) directly related to this program.

Project Number: OP16-002

**Occupant Protection Program Operations and Maintenance-** Costs under this program area included vehicle gas, repairs and maintenance costs associated with the vehicle, Rollover Demonstration Trailer and Seat Belt Convincer Demonstration Trailer. All vehicles are used in occupant protection education programs which are carried out by our Traffic Safety Educator.

Project Number: OP16-015 to OP16-055

**Click It or Ticket High Visibility Enforcement Campaign & Increased Seat Belt Enforcement-**

During the 2016 CIOT/Buckle Up No Excuses campaign, May 23 – June 5, 2016, 41 Law Enforcement agencies throughout the state of Maine participated and issued 2,490 Seat Belt summons. Agencies devoted nearly 3,250 hours and made 6,113 stops during the 2 week campaign.

Project Number: OP16-004

**Targeted Occupant Protection Awareness Zones (TOPAZ) Enforcement Team Project-** Maine State Police participated in the TOPAZ (Targeted Occupant Protection Awareness Zones) from May 1 – September 30, 2016. During the enforcement period, the State Police issued 327 seat belt summons and 885 stops during 76 details.

Project Number: CR16-001

**Child Seats, Supplies and Educational Materials for Distribution Sites** - Funding for this project supported new child safety seats, supplies and materials for Maine income eligible families through distribution sites. The safety seats included: Convertible car seats and high back boosters, car beds, harness and pad replacement kits for car bed loaners, car seat levelers (pool noodles) used to assist in proper car seat installation and education to families. Educational materials included: Bureau CPS brochures explaining Maine law and federal recommendations for greater safety; and bookmarks outlining Maine law for booster seat use and the 5 step test to ensure continued boosters seat use until proper seat belt fit. Approximately 750 safety seats were distributed in FFY2016 to income eligible families and the need for seats continues. Car seats were issued monthly, as needed, to locations that provided specific data. Distribution information has to be logged into the database, with detailed recipient information, car seat type, and model numbers. Additional information required included car seat order forms with current inventory totals the top six distribution sites in the state of Maine included: Central Maine Medical Center in Lewiston, Catholic Charities in Portland, Waldo Community Action Partners/Belfast Fire Department in Belfast, Southern Kennebec Child Development Corp in Farmingdale and Kennebec Valley Community Action Partners in Waterville. Of the 750 seats the top six locations distributed over half of the overall total number of seats distributed. The aforementioned distribution site locations were/are in high population, low income areas in east, central, western, and southern Maine regions. The northern half of the state of Maine is lesser populated, but had a well distributed representation of CPS educators providing car seat distribution and education.

Project Number: OP16-003

**Annual Observational Surveys** - Funds supported the contract with the University of Southern Maine, Muskie School for the MeBHS annual observational and attitudinal surveys. This is a survey required by NHTSA to be conducted each year following the National Click It or Ticket Campaign. The 2016 Maine Observed Seat Belt Use and Attitudinal Survey can be found in Appendix A of this report. A child passenger safety observational study was not conducted in FFY16 due to extended discussions regarding selection of appropriate sites. Future consideration for conducting a CPS observational survey will require assessing the existing methodology.

Project Number: CP16-001

**Child Passenger Safety Technician and Instructor Training**- Funds supported the training and certification for new and current technicians as well as recertification for those with expired credentials. The State of Maine has approximately 250 federally certified car seat technicians and 6 instructors. There are 4 additional instructors in the State of Maine that have decided not to work with the Maine Bureau of Highway Safety. Having well-trained technicians and instructors has been proven to increase knowledge of occupant protection safety of children, parents, guardians and caregivers. The Bureau held 3 certification trainings in FFY2016. Training locations included College of Health Professions in Lewiston May 16-19, 2016, Regional Communications Center in Machias on June 13-16, 2016, and Saco Fire Department July 11-14, 2016. From the 3 certification trainings there were 40 individuals certified. One Course Renewal Class was held December 11, 2015 at the Bureau of Highway Safety. There were 6 expired technicians that took the class to recertify.



Project Number: No number assigned. Funds expended under CP16-001

**Child Passenger Safety Roving Instructor Program**- funds also supported one instructor to travel to sites on an as-needed basis to provide seat sign-offs for technicians that were unable to attend seat check events. The Bureau CPS Coordinator monitored technician expiration dates and contacted technicians that were close to expiration. Those technicians that had a few remaining seats for sign-off were given the option to meet with an instructor. Technicians were asked to coincide appointments with instructor seat sign-offs for a best case scenario. Travel time was not paid for sign-offs, but mileage and time working with the technician was reimbursed. Instructors were sought for their geographic location to technicians in their area. There were/are technician proxies available in the north, east, and west regions of the state of Maine to assist technicians that needed assistance with car seat sign offs. There were also several instructors available in the central and southern regions of the state of Maine for technicians needing assistance with car seat sign offs. There were 6 technicians provided seat sign-off assistance. Other technicians were offered signoff assistance during CPS car seat check events.

Project Number: No number assigned.

**Occupant Protection Task Force** - The OP Task Force met on 3/11/16 and 4/25/16 to develop recommendations for the 2017 Highway Safety Plan, including such ideas as:

- Creating PSA's focusing on target groups and distributing them through different venues such as BMV, YouTube, Instagram, etc.
- Develop a Science/Health curriculum to be offered to School Departments throughout the state that align with State of Maine standards
- Develop outreach materials/PSA's to be provided by Medical Professionals
- Brainstormed how to motivate LE to enforce the current OP laws
- Work with Driver Education Professionals so they can better educate their students on the importance of seat belt use

Members include:

- EMMC - Trauma, Burn, Surgical Critical Care & Emergency General Surgery
- MEDTSEA
- Life Flight of Maine
- Maine Sheriffs Association
- Maine Medical Association
- Maine Osteopathic Association
- AAA Northern New England
- Knox County Sheriff
- Atlantic Partners EMS
- Winslow PD
- Maine Chiefs of Police
- Maine Bureau of Motor Vehicle
- Maine State Police
- Maine Department of Transportation

Project Number: OP16-006

**Traffic Safety Educator** – Our Traffic Safety Educator (TSE) is in more demand now than ever before! Local communities and businesses are focusing more and more on transportation safety and the services this position provides are exactly what they are looking for. The TSE travels the state with the Seat Belt Convincer, the Rollover Convincer, or the Driving Simulators – whatever best suits the need of the audience he is working with. In FFY 2016 the TSE presented to over 5990 people in all four corners of the state.

Project Number: OP16-007 to OP16-012

**Tween & Pre-Driver Education**- Five Healthy Maine Partnership Associations from York, Cumberland, and Kennebec Counties participated in the pilot of the Tween & Pre-Driver Education Project, working in their local middle schools and focusing on proper seat belt use and riding in the back seat of vehicles. Brunswick Junior High School, Gardiner Middle School, Cony Middle School, Noble Middle School, Windham Middle School and their surrounding areas were educated on the importance of buckling up properly for every ride. Their efforts included direct education to the kids while at school, parental information sent home in back packs or through online school newsletters, and advertising at local movie theaters. All locations recorded an increase in seat belt usage rate from the beginning to the end of the education campaign, as well as an increase in kids riding in the back seat. The pilot program will not continue into FFY2017 because state funding was re-allocated away from the Healthy Maine Partners in September of 2016.

Project Number: No number assigned – project rolled CP16-001

**Child Care Transporter Basic Awareness Training**- certified Instructors and the CPS Coordinator developed, maintained, and trained licensed child care providers and social workers that transport children. Training covered basic child occupant protection awareness to ensure safe transport of children. Approximately 20 classes were held statewide and 250 participants were offered education. Funds expended for this project were part of the overall expenditures in CP16-001.

Project Number: No number assigned – no funds directly expended.

**CSS Law Enforcement Workshop** - Rather than conduct a one-time basic awareness training for LE enforcement officers regarding CPS, the Maine Criminal Justice Academy has granted the Bureau CPS Program a one hour block in their Basic Law Enforcement Training Program. This is an opportunity to educate all new officers in the State of Maine, which will provide more appropriate education and enforcement during traffic stops. No federal funds are expended for this project.

Project Number: OP16-014

**Teen Driver Expo** - Similar to 2015, the 2016 Teen Driver Expo was a big success. It was held April 23, 2016 at the Maine Mall in South Portland. Partners for the Expo included Maine Bureau of Motor Vehicles and AAA of Northern New England. Exhibitors provided current information to both teens and parents on the importance of safe driving skills and habits and included the following participants:

- From Reid's Dad – Blog *Not So Fast*
- Brain Injury Association of Massachusetts
- National Safety Council of NNE
- AAA Northern New England
- Alliance Sports Marketing
- MEDEA (this is a Maine Driver Education Association)
- MEDTSEA (this is a Maine Driver Education Association)
- Maine Motorcycle Rider Education
- SADD
- Operations Lifesaver
- Maine Bureau of Highway Safety

Hands-on exhibits allowed for additional education opportunities, including driving simulators, test track with motor scooters and impaired goggles, and a mock crash demonstration provided by South Portland PD and FD. The event was covered by local news stations, as well as by a local radio station. Approximately 100 people participated in the Expo.

Project Number: No number assigned – no funds directly expended.

**CPS Conference Planning** - Activities associated with 2017 conference planning, which provides training, education, and networking for CPS technicians and instructors, include a Request For Proposal being drafted and advertised. The awarded contract was given to the Portland Marriott at Sable Oaks in South Portland. Contact and planning was made with Babies R Us in South Portland regarding a car seat check event to coincide with the 2017 Maine CPS Conference. Beginning research and speaker outreach were additional activities. Speakers are being sought to discuss CPS topics that apply to technicians within law enforcement, fire, and medical communities. Other than costs appropriate to management of the program, no direct costs were associated with this project.

Project Number: no number assigned – no direct costs associated with this project.

**CPS Reference Materials for Law Enforcement Officers**- staff time was spent researching material type and how best to educate officers for a more informed traffic stop when children are involved. After extensive outreach, the Bureau has been given a page in the Officer Street Guide Reference Book at no cost. Continued activity will require development of content for the reference guidebook. All law enforcement officers are issued the reference guidebook and will have this guidebook readily available during traffic stops. The reference material will make a profound difference in officer awareness and education regarding improper use and citing misuse.

Project Number: no number assigned. No direct costs associated.

**Child Passenger Safety Child Safety Seat Tracking Database-** Work was conducted on the existing car seat distribution tracking database as well as planning and development for an On-line car seat inspection-tracking database. The car seat database has been expanded to calculate volunteer time/in-kind match and car seat ordering and inventory tracking. The inspection database will be used to storehouse education/appointment specific data that can be used to highlight general use and misuse. The inspection-tracking database is projected to be completed in FFY2017.

# Traffic Records

## Problem

A complete traffic records program is necessary for planning (program identification), operational management or control, and evaluation highway safety activities. The MeBHS and its partners collect and use traffic records data to identify highway safety problems and problem areas, to select the best possible countermeasures, and to evaluate the effectiveness of these efforts and to ensure that all of our state and federally funded activities are evidence based. The role of traffic records in highway safety has been substantially increasing since the creation of the Federal Section 408 grant program under the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and has continued as a state priority under MAP-21 and the FAST-ACT as S. 405c.

## Objective

The objective of the Traffic Records Program is to gather, process, and report all data pertaining to traffic safety activities in an accurate and timely fashion. The MeBHS relies on these data for the selection of projects and programs and the setting of policy. To accomplish its objective, the MeBHS has established a permanent Traffic Records Coordination Committee (TRCC). This committee meets no less than three times each year. In FFY16, the TRCC met on November 4, 2015, January 19, 2016 and May 3, 2016. An assessment of the Maine Traffic Records Program was completed in FFY16. The MeBHS and the TRCC work toward addressing all Assessment Recommendations. Assessment recommendations can be requested.

## Goal

The goal of Maine's TRCC is to continue to develop a comprehensive traffic records system that provides timely, complete, accurate and usable traffic records data so it can identify and address Maine's highest priority traffic safety issues.

## Project Performance

Project Number: TR16-001

**Traffic Records Program Management** - costs for this program area included applicable program area wages; travel expenses for highway safety coordinators and operating costs directly related to program development, coordination, monitoring, evaluation, public education, marketing, auditing, and training (costs include printing, supplies, state indirect rate, and postage).

Project Number: TR16-002

## **Maine Crash Report System Upgrades and E-Citation and Public Access Reports-**

### Maine Crash Reporting System

The Maine Crash Reporting System (MCRS) Upgrade project updated the technical foundation of the system by upgrading the legacy MCRS system to the .NET architecture. Its goal was to 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 Maine Crash Report System underwent several upgrades over the past year that include updated Maps using the latest Maine DOT shape files and the addition of USB HID Barcode support to allow using Barcode readers that switch easily between different data collection applications (e.g. crash, citation, RMS). Additionally, improvements were made to the MCRS installation and setup routines to maintain compatibility with the latest operating systems.

The Maine Crash Reporting System and the Maine Crash Data Standard (Crash Form and XML Schema) were updated to comply with MMUCC 4th Edition Driver Distracted By data element. All the recent updates to the Maine Crash Data Standard are listed below:

- Ambulance codes
- License endorsements and restrictions
- Date of birth required for all, except witnesses and when the owner is a business
- Driver Distracted By Code list has been updated to conform to MMUCC 4<sup>th</sup> Edition crash data standard
- Other minor changes and typos fixed

The MCRS Bureau of Motor Vehicles crash export was updated to resolve issues with invalid XML characters that caused errors during the export process.

### Maine Public Crash Query Tool

The Maine Public Crash Query Tool is a website intended for the public and roadway safety stakeholders that provides crash-related dashboards, mapping, and statistics in an easy to use format. The website went live in early December 2016.

Over the past twelve months, the system was updated to implement security upgrades based on recommendations from the Maine OIT security scan of the Public Access Website. Additionally, the website was updated to incorporate changes resulting from Google Map API changes and improvements implemented based on customer feedback.

### E-Citation

The E-Citation project includes development of an E-Citation client to be used by State Law Enforcement for creating electronic traffic citations. This effort includes a mobile client for use on MDTs (e.g. laptops in vehicles) and a State web portal for administration and reporting.

Over the past twelve months, the vendor has developed the E-Citation database, developed an E-Citation mobile client that is now ready for Working Group test and evaluation, and has developed the E-Citation Web Portal. The client currently uses a draft version of a new paper form that will be used during testing and any further development until a new form is approved by the courts.

Project Number: TR16-003

**Emergency Medical Services Trauma Registry** – Maine EMS has implemented the new trauma registry system and it is available to trauma centers and will begin collecting information on January 1, 2017.

Project Number: TR16-004

**Electronic Collection of Highway Safety Data** –the USM Muskie School continues to conduct timeliness and accuracy audits of the EMS run-reporting data including aggregate level findings and individual service level findings. A data analysis of the fatal crash data was completed to be used in the FY2017 HSP. Additionally, refinements were made to the fatality database application and the CPS tracking database.

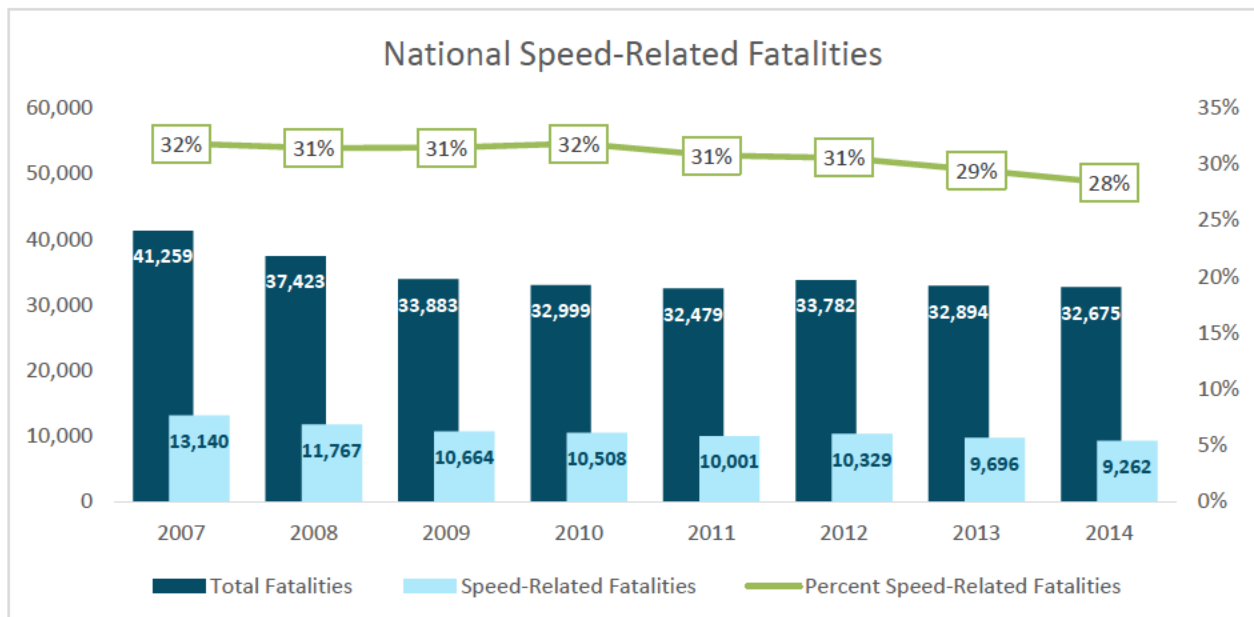


## Police Traffic Services

### Problem

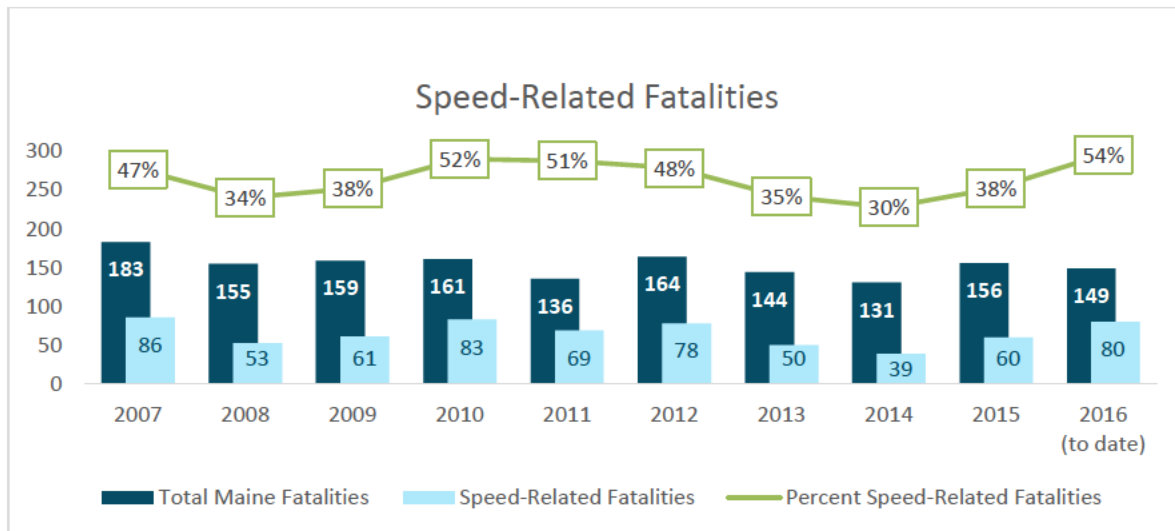
Excessive speed is one of the leading causes of fatal crashes in Maine. Speed is of great concern because it frequently leads to other driver errors and results in serious injury crashes. Speed limits are designed to give drivers sufficient time to stop if there is an unexpected event. Greater speeds require longer stopping distances; thus, the time available to a driver to react and avoid a crash is drastically reduced with every mile per hour over the speed limit. Furthermore, the dangers associated with speeding are compounded by winter driving conditions which often last from November until March or April. Failure to adjust speed for weather-related road conditions contributed to a significant number of speed-related crashes.

Nationally, speed was cited as a factor in approximately 31% of all crash fatalities between 2007 and 2014. This rate decreased slightly in each year from 2011 forward, resulting in a rate of 28% for 2014.



Source: FARS

In Maine, the proportion of speed-related fatalities fluctuated over the years, ranging between 30% in 2014 to 54% in 2016. In part, this fluctuation was due to the relatively small number of fatalities—when base numbers are small, minor fluctuations in the numerator can result in large changes in percent. However, the average proportion of speed-related fatalities from 2007 to 2016 was 43%, substantially higher than the national rate of 31%.



Source: FARS data

## Objective

The objective of the Police Traffic Services Program is to work with Maine law enforcement agencies, funding dedicated overtime details in order to combat the number of speeders on Maine roads, to provide needed and useful tools to law enforcement and to support them in data-driven enforcement efforts to decrease speed-related fatalities, crashes and serious injuries.

## Goal & Progress

To maintain or decrease speeding related fatalities at the 2013 year count of 49 by December 31, 2016.

To date, the number of speed-related fatalities is 80. The three-year average for 2014 to 2016 (to date) was 60. Maine did not meet its goal for this target area.

Project Number: PT16-001

**Program Management and Operations-** Costs under this program area included wages and salaries, postage, state indirect fees, and travel for highway safety coordinators directly related to this program.

Project Number: PT16-005

**Crash Reconstructionist Equipment Procurement-** the Maine State Police provide crash reconstruction and mapping services to all law enforcement agencies in the State of Maine. Crash analysis help with the problem identification and proper working equipment is essential in the process. Maine received a waiver and approval from NHTSA to purchase one total station. The procurement was made in FFY16 and the Maine State Police have been using the unit for reconstructions.

Project Number: Project not implemented.

**Law Enforcement Projects Administrator** - this project was approved in the FFY16 Highway Safety Plan, but the RFP for services with a temporary agency was not completed. We utilized the services of the full time LEL and the full time TSRP and the full time Maine State Police Impaired Driving Coordinator in place of supporting another position. This project was not included in the FFY17 HSP.

Project Number: PT16-006

**Police Traffic Enforcement Equipment Procurement** - through this grant, the MeBHS was able to purchase 56 radar units for both the Maine State Police as well as local law enforcement. These units were placed in cruisers that were not equipped with this tool. Radar units were first offered to agencies with identified high speed locations and speed related crashes. The remaining funds were used to buy radar units for second tier agencies that were able to justify a need, also based on crash and fatal data. All radar units purchased met NHTSA regulations for the Buy America Act and included a cash match from the receiving agency allowing us to procure more units for more agencies.

Project Number: PT16-003

**Maine State Police SAFE Program** - Funds supported Maine State Police troops and the air wing unit in conducting SAFE (Strategic Area Focused Enforcement) dedicated overtime speed details in designated high crash locations. This was a data driven approach to statewide speed enforcement by 8 troops of the Maine State Police. As a result, troopers conducted over 575 hours of dedicated overtime, issued more than 2,700 citations and more than 100 seat belt citations during the program.

Project Number: PT16-002

**Law Enforcement Liaison**- The law enforcement liaison served as a link between the law enforcement community and the MeBHS. The LEL encouraged more law enforcement participation in the HVE campaigns, assisted with grant applications, encouraged the use of DDACTS and other proven countermeasures and evaluation measures, and solicited input from stakeholders, conducted Border to Border media events and ensured participation, worked with highway safety coordinators to analyze and evaluate crash and fatality data to ensure grant opportunities were aligned and developed and produced a monthly newsletter with timely and relevant topics for law enforcement.

Project Number: PT16-010-PT16-049

**Data-Driven Speed Enforcement** - Excessive speed is one of the leading causes of fatal crashes in Maine. This year, 40 law enforcement agencies participated in the FY2016 speed enforcement program, collectively working more than 4,750 hours of over-time and writing more than 3,000 citations for speeding related offenses.

# Pedestrian & Bicycle Safety

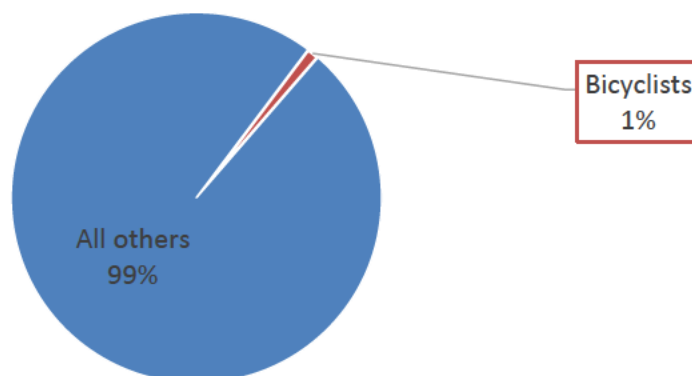
## Problem

Pedestrians and bicyclists are vulnerable users of the transportation system. For many people, walking is the only option. Children, teenagers, the elderly, people with disabilities, and those with financial limitations often have no other way to get to a destination. Providing a safe place to walk and bike is essential for these and most other users of the transportation system. More than ninety percent of Maine's pedestrian crashes involve injury or death to the pedestrian. It is critical for bicycle and pedestrian safety that the road system includes sidewalks, shoulders, and safe and visible crossings, where needed and feasible. It is also critical that the public is educated regarding the need for pedestrians and bicyclists to dress brightly, be aware of surroundings and other safe behaviors. It is critical that motor vehicle drivers are educated on the importance of avoiding pedestrians and bicyclists and giving them the time they need to cross the road safely. The bicyclist and pedestrian, as well as the motorist, need to be taking the right precautions to assure the safety of all road users.

A number of factors contribute to pedestrian fatalities. The following table summarizes the percentage of fatalities associated with some of these known factors. Notable contributing factors were *after dark*, *pedestrians under the influence*, *inclement weather*, and *senior drivers* at 53%, 19%, 15%, and 15% respectively.

|  | Pedestrian Under the Influence | Inclement Weather | Senior Driver | Driver Under the Influence | License Under Suspension | Speeding | Young Driver |
|--|--------------------------------|-------------------|---------------|----------------------------|--------------------------|----------|--------------|
|  | 53%                            | 19%               | 15%           | 15%                        | 6%                       | 4%       | 2%           |

Bicyclists make up a very small proportion, 1%, of all highway fatalities. On average, there were 1.6 bicyclist fatalities per year.



## Goals & Progress

### C-10) Pedestrian Fatalities

To maintain or decrease pedestrian fatalities at the baseline average of 10 by December 31, 2016.

**Performance Review:** The three-year average for 2014 to 2016 (to date) was 14. Maine's count for both 2015 and 2016 was higher than this average, at 19 and 15, respectively. Maine did not meet its goal for this target area.

### C-11) Bicyclist Fatalities

To maintain or decrease bicyclist fatalities at the baseline average of 2 by December 31, 2016.

**Performance Review:** The three-year average for 2014 to 2016 (to date) was 2. Maine met its goal for this target area.

## Project Performance

Educational projects aimed at reducing pedestrian and bicycle crashes and fatalities were included in the Paid Media portion of the 2016 Highway Safety Plan.

Additionally, a workgroup of interested agencies from across the state was formed to address the raising number of pedestrian and bicycle crashes and fatalities. This workgroup started meeting in the fall of 2015 but carried its efforts through 2016 with meetings in February, April, and again in December. The purpose of the workgroup was to determine what the root causes of these crashes are and what corrective actions should be implemented to reduce them in the future. Although Maine DOT was recognized as the lead agency in this effort, the workgroup felt that it was going to take the synergy of the entire group to make any real change.

The workgroup has developed a logo and slogan (Heads-Up, Safety is a Two Way Street) that will be used to identify the workgroups efforts in the upcoming safety campaign. The workgroup is planning to kick-off the campaign in mid-February (2017) with the Governor's Office, Commissioners, and media in attendance. Afterwards, MeBHS plans on saturating the state with pedestrian PSAs to help bring recognition to the workgroups efforts.

The following agencies and organizations are members of the workgroup:

- Maine DOT -
  - Bureau of Planning
  - Creative Services
  - Safety Office
  - Bicycle and Pedestrian Programs
- Maine Bureau of Highway Safety
- Maine Department of Public Safety
- DOL's Division of the Blind and Visually Impaired
- Federal Highway Administration
- Maine's Municipal Planning Organizations
- Bicycle Coalition of Maine

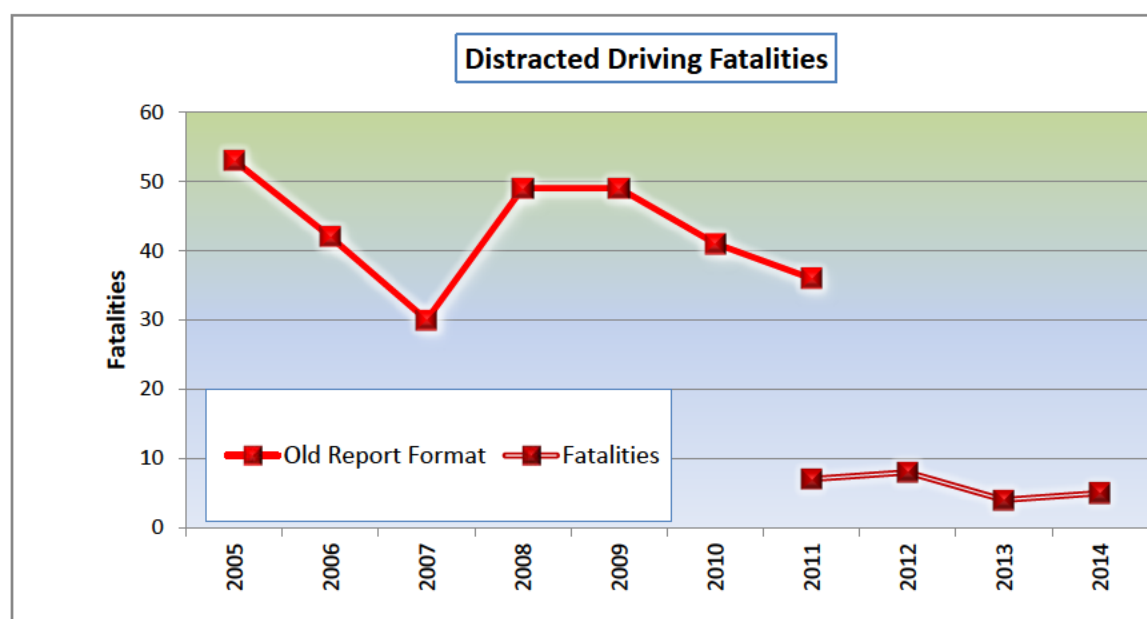
- Safe Routes to School Program
- Maine Developmental Disabilities Council
- City of Portland
- NL Partners

For the past year, safety tips for motorists regarding their interaction with bicycle riders and pedestrians have been distributed to each student attending the Maine Driving Dynamics classroom sessions. To make this information more inclusive, MeBHS has been working with the Bicycle Coalition of Maine to update the pedestrian and bicycle curriculum for this class in hopes the expanded education will help change unwanted driving behaviors.

# Distracted Driving

## Problem

Distracted driving is one of the leading causes of crashes. Distracted driving is any activity that could divert a person's attention away from the primary task of driving. All distractions endanger driver, passenger, and bystander safety. The best way to end distracted driving is to educate all Americans about the danger it poses.<sup>1</sup>



Source: State Crash Data Files

Data show fatal distracted driving related crashes decreasing in recent years, but this is likely not a true reflection of the problem. It is difficult to accurately collect distracted driving related crash information at the crash scene because drivers won't always voluntarily admit if they were using a cellphone or other electronic device at the time of the crash because of the fines associated with breaking Maine Distracted driving laws.

In 2011, Maine changed the way distracted driving is reported. This change caused the State of Maine to separate 2011 numbers from past distracted driving numbers.

<sup>1</sup> NHTSA [Distraction.gov](http://Distraction.gov)



## Objective

One objective of the Bureau is to raise public awareness of the dangers of distracted driving through education targeted to the identified age groups. The MeBHS, with the help of its Media partner, NL Partners, created distracted driving television media spots to reach more drivers. The MeBHS also has increased its law enforcement patrol and enforcement of distracted driving by continuing to fund its Distracted Driving Enforcement projects with the Maine State Police and other law enforcement agencies in high-crash locations.

The Bureau continues to raise public awareness of the dangers of distracted driving through education targeting high school students via school safety resource officers, safety events using media partners Alliance Sports Marketing, driving simulators, and through the use of specialized enforcement and educational materials.

## Goal & Progress

To **reduce** distracted driving related fatalities by 10.5% from the 5 year average of 14 (2009-2013) to 12.53 by December 31, 2016.

Maine has experienced 3 distracted driving related fatalities in 2016. At the time of report submission, we are on target to meet our goal.

## Project Progress

Project Number: DD16-001

Simulated Distracted Driving Public Education – funds expended for this project included supplies needed for the program. All other costs were incurred by a grant with the Traffic Safety Educator and did not require a management grant to cover salary, travel or other expenses.

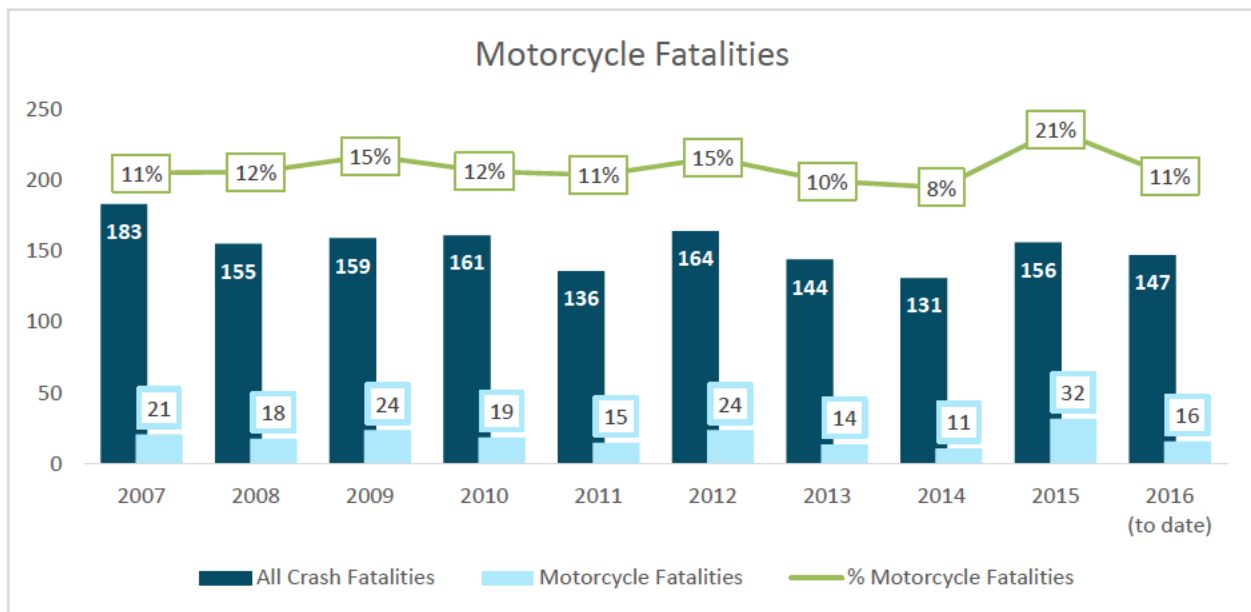
Project Number: DD16-012-DD16-017

High Visibility Distracted Driving Enforcement (including Texting)- the 15 selected agencies conducted 1,885 hours of dedicated enforcement and contacted or stopped over 2,500 people. 363 citations for distracted driving were issued and a total of 290 citations for other offenses (speeding, seat belt, warrants, OAS, etc.) were issued during the grant period.

# Motorcycle Safety

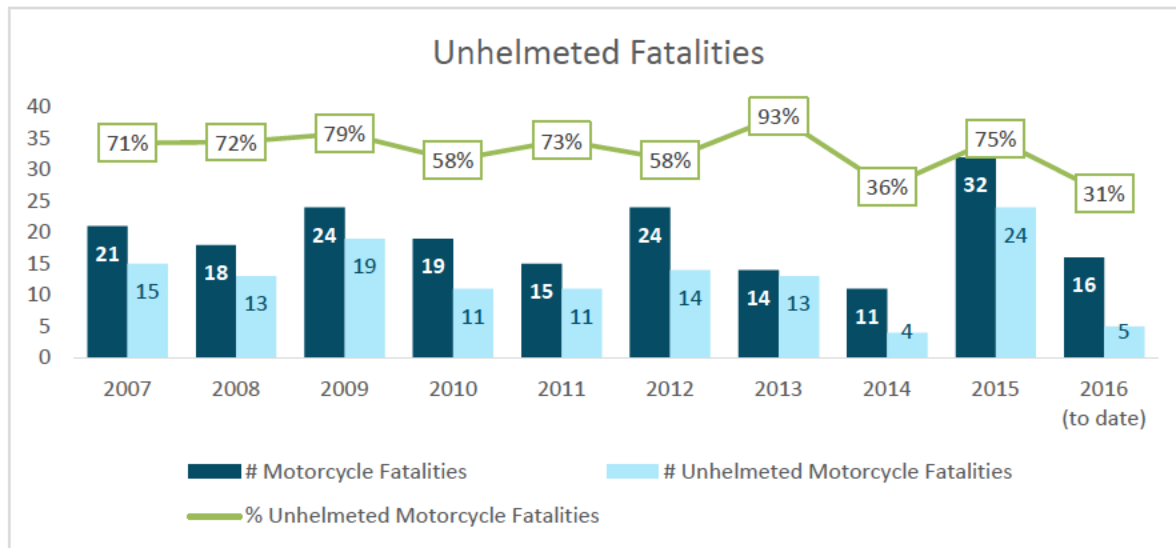
## Problem

Between 2007 and 2014, motorcycle fatalities accounted for 12% of all of Maine's highway fatalities. In 2015, however, the number of motorcycle fatalities increased sharply, accounting for 21% of Maine's highway fatalities.



Source: FARS Data

Between 2007 and 2011, approximately 71% of all motorcycle fatalities were unhelmeted. Between 2012 and 2016, that proportion decreased to 62%.



Source: FARS data

## Objective

The objective of the Motorcycle Safety Program is to educate the public on the importance of motorcycle safety for both motorcycle riders and the motoring public. This education and public outreach will help decrease motorcycle deaths on Maine roadways.

## Goals & Progress

To maintain or decrease motorcycle fatalities at the 2013 year count of 13 by December 31, 2016.

**Performance Review:** The three-year average for 2014 to 2016 (to date) was 20. While Maine had fewer motorcycle fatalities than the target in 2014 (n=11), in 2015 it had the highest number of motorcycle fatalities in recent history (n=32). To date in 2016, motorcycle fatalities have dropped back down to 16, which is below the 10 year average of 19. Nevertheless, Maine will not meet its goal for 2016.

To decrease unhelmeted motorcycle fatalities by 19.7% from the 2013 baseline average of 12 to 10 by December 31, 2016.

**Performance Review:** At the time of this report, the baseline average is 11. At this time it does not appear that we will meet the goal of 10.

## **Project Performance**

Project Number: MC16-001 – completed under PM16-001 with NL Partners Media Consultant

Maine Motorcycle Map Educational Brochure - The Maine Motorcycle Map project was a huge success. Working with our partners at the Maine Bureau of Motor Vehicles, the map was retooled to be more user friendly and to highlight the need to use protective gear while riding. Distribution of the Motorcycle Map to all motorcycle dealerships and Motorcycle Clubs in Maine coincided with the Governor's Motorcycle Safety Kick-off Campaign which was held at the Governor's Mansion in May. In addition to the initial distribution, maps were placed at all Maine Visitor Centers and given to each motorcycle rider who register for a Maine's Motorcycle Bike Rally.

NOTE: The following two projects were changed and redirected to paid media by approved HSP Amendment #8. The funds were used for MC Education Awareness and Media and Share the Road messaging.

Project Number: MC16-002 – Project not completed – No Grantee Request

Motorcycle Instructor Training

Project Number: MC16-003 – No Grantee Request

Project Title: Motorcycle Experience Rider Training Course Sponsorship

# Public Relations and Marketing

## Program

The utilization of media continues to be a key focus in the MeBHS' efforts to decrease crashes and fatalities on Maine roadways. Together with NL Partners, Maine attempts to employ media and public education in the most effective and efficient manner to influence the largest possible audience regarding highway safety issues related to Maine's priority areas. Because media outlets evolve, it is important to enter media markets that are not only cost effective but also those that will reach the target audience. In order to ensure that the MeBHS' media efforts are doing so, it has engaged Critical Insights Inc. to do periodic assessment of message reach and penetration.

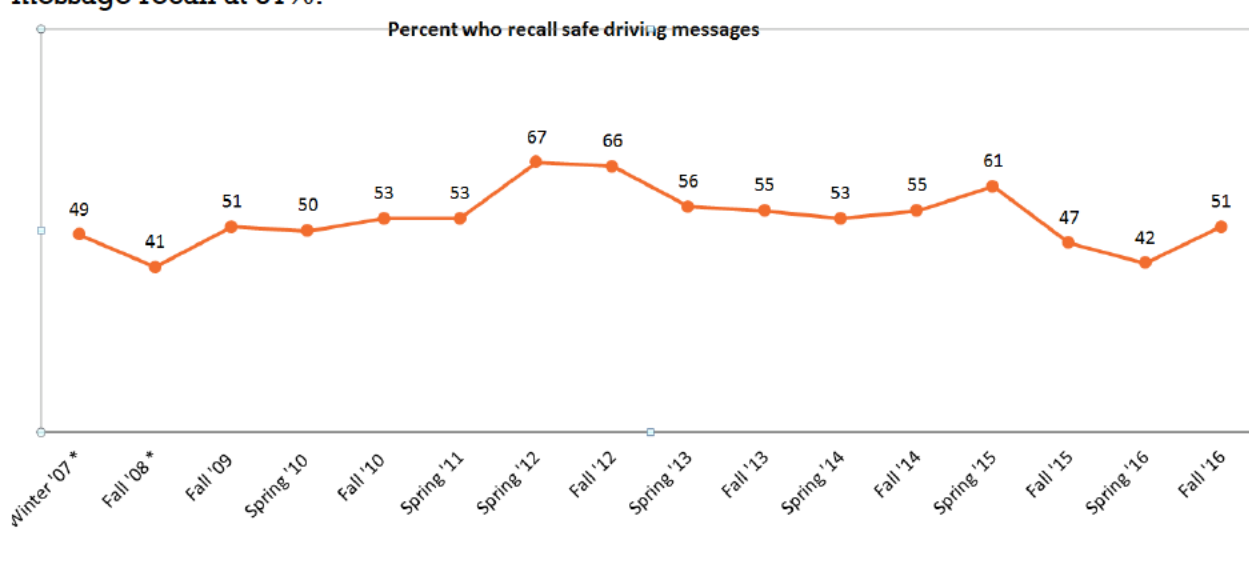
## Objective

The objective of the Public Relations and Marketing Program is to increase seatbelt use and the proper use of child passenger safety restraints; reduce motorcycle fatalities; and reduce impaired driving, speeding, young driver and mature operator fatalities and serious injuries, and distracted driving through the use of a statewide media campaign.

## Goal and Performance

To **increase** the resident recall percentage of our safety message media by 10% from 55% in the fall of 2013 to 60.5% by fall 2016.

**Performance Review:** The Fall 2016 Critical Insight Report shows a percentage of safety message recall at 51%.



\* Source: Report to the Maine Highway Safety Media Group and Swardlick Marketing Group, November 2008 (n=400)

- Recall of seeing or hearing an ad about safe driving was up 21% from Spring 16 (42% to 51%)
- Unaided awareness about key safety messages have held steady
- Nine in ten Mainers are aware of the Click it or Ticket campaign
- Measurements for every other national and local campaign rose or held steady (stayed within 1%)

To decrease the number of mature driver fatalities by 10% from the five-year average of 37 (2009-2013) to 33.3 by December 31, 2016.

*Performance Review:* At the time of report submission, the five year average is 30.2.

## Project Performance

Project Number: PM16-001

**Paid Media** - In FY2016 NL Partners supported the MeBHS with the following programs:

Below is an overview of what was purchased (\$272,790) and what was delivered (paid + bonus = \$532,908). NLP negotiated 6,795 bonus spots, which added 7,278 bonus TRPs to the paid TRPs.

|                    |
|--------------------|
| Combined Campaigns |
|--------------------|

|                                  |                  |
|----------------------------------|------------------|
| October 1 2015-September 30,2016 |                  |
| TV                               | <b>TOTAL</b>     |
| \$ Spent                         | <b>\$272,790</b> |
| Paid Spots                       | <b>3,696</b>     |
| Bonus Spots                      | <b>6,795</b>     |
| TOTAL Spots                      | <b>10,491</b>    |
| Paid TRPs                        | <b>7,392</b>     |
| Bonus TRPs                       | <b>7,278</b>     |
| TOTAL TRPs                       | <b>14,670</b>    |
| Media Value                      | <b>\$532,908</b> |

## Production

**Television PSAs** - In FY16 we produced a new round of PSA's for the following campaigns:

- Motorcycle - Impaired (:30 and cut-down :15)
- Motorcycle - Speed
- Motorcycle - Safety gear
- Occupant Protection
- Impaired - Drugs
- Mature Market - (one highlighting memory and one highlighting in-attention)
- Distracted Driving (:07 pre-roll)

**Updating and revising the Motorcycle map.** Additionally, the motorcycle map was updated and 10,000 copies printed. It was so well received (it ran out in a month) that we had to go back and reprinted another 15,000.

**RTV (Roadside Testing Vehicle)** – The Bureau’s Impaired Driver Testing Vehicle was wrapped with graphics and put on the road.

**Digital Ads** – Static digital ads were developed to support the Teen driver campaign

**Teen Driver Expo** – The Bureau had a very successful booth and distracted and impaired driving simulators, vendors, mock crash and you have been ticketed event at the Maine Mall for the 2016 Teen Driver Expo.

Project Number: PM16-002

**Sports Marketing** - The MeBHS continued its partnership with Alliance Sports Marketing (ASM) to reach a number of age appropriate (demographic) sports fans and audiences throughout the state. Targeted venues included:

- Beech Ridge Motor Speedway (Scarborough, ME)
- Maine Championship football, hockey, basketball, science, and math tournaments
- Maine Red Claws basketball
- Oxford Plains Speedway
- Portland Pirates hockey
- Portland Sea Dogs baseball
- Richmond Karting Speedway
- Speedway 95 (Hermon, ME)
- Spud Speedway (Caribou, ME)
- Unity Raceway
- University of Maine football
- University of Maine hockey
- Wiscasset Speedway

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

In 2015, ASM and the MeBHS developed a Distracted Driving Program utilizing the NHTSA message “One Text or Call Could Wreck It All.” This campaign was used in cooperation with high school athletic programs and provided access to thousands of athletes, students, parents, school administrators, and community members from throughout the state. This successful program was continued in FFY2016.

# Safe Communities & Young Drivers

## Problem

Crashes involving young drivers resulted in 106 fatalities from 2010-2014. 59% of the fatalities resulted in the loss of life for the younger driver and an additional 25% resulted in the death of a young driver's passenger.

Overall, a higher proportion of fatal crashes occur during the summer months (July through September) but this does not hold true for young driver fatal crashes. A higher proportion of those crashes occur October to December.

## Objective

The objective of education for Young Drivers and their parents and guardians is to reduce serious injuries and fatalities that result from young driver crashes by the promotion of safe teen driving in Maine, education about the intermediate and graduated driver licensing laws, continuance of the integration of a statewide teen driver safety strategic plan, and implementation of community-based programs throughout the state.

## Goals & Progress

To **maintain** the number of drivers age 20 or younger involved in fatal crashes at the 2013 year count of 17 to 17 through December 31, 2016.

**Performance Review:** Maine experienced 6 operators, age 20 or younger, involved in a fatal crash. At the time of this report submission, we may be on target to meet this goal.

## Countermeasures & Expended Funds

Project Number: SA16-001 to SA16-003

### Young Driver Safety Mini Grants

Thirteen LE departments participated in the 2016 Young Driver Grant Education grants. The departments focused on drivers, age 20 and younger, primarily their risky behaviors, including texting, speeding, impaired driving, and non-seat belt use. Results follow:

Westbrook PD – conducted 9 details with 19 speed, 2 Drug possessions, & 1 OAS summons. They also distributed education flyers throughout the entire High School



Caribou PD – conducted 22 details with 28 speed, 2 Drug possessions, 1 Warrant, 4 OAS, and 4 Seat Belt summons.

Lewiston PD – conducted 8 details with 17 speed, 1 Drug possession, and 1 OAS summons. Also, Officer Philippon spoke with youth and adults about OUI laws at several community and collaborative meetings during the grant period.

Cape Elizabeth PD – conducted 18 details with 5 speed and 1 safety belt summons. Since the community lost a young driver last spring, the department has put in extra effort, regardless of whether it was a grant detail or regular time, to strongly enforce young driver laws in hopes of preventing a future tragedy.

Mexico PD – conducted 5 training classes in conjunction with Ralphs Driving School, with a focus on underage drinking & driving and texting & driving. Hands on activities included FST and driving golf carts on a test track with and without the impaired goggles.

Kennebunkport PD – conducted 10 details with 1 OUI, 2 speed, and 6 seat belt violations.

Gorham PD – conducted 8 details with 9 speed, 1 drug possession, and 4 seat belt violations. The department utilized the BHS driving simulators during school in the 2 days leading up to the prom. During that time, the BHS seat belt convincer, FSTs, and Cumberland County Underage Drinking Task Force golf carts in conjunction with impaired goggles were also used as educational tools. During the 2 day event 129 students utilized the driving simulators, 43 used the seat belt convincer, 71 students drove the golf cart, and 74 students went through the FSTs.

Augusta PD – conducted 33 details with 41 speed, 6 OAS, and 27 seat belt violations.

Scarborough PD - conducted 32 details with 7 speed, 4 OAS, 2 warrants, and 4 seat belt violations.

Brownville PD – conducted 18 details with 2 speed, 1 drug possession, and 2 OAS violations.

South Portland PD – conducted a mock crash on April 23, 2016 in conjunction with the BHS Maine Teen Driving Expo. Also, SRO Giusto held discussions and demonstrations at the High School to educate students on the dangers of risky behavior while driving, utilizing the BHS driving simulator program.

## Additional Noteworthy Programs

- **Partnerships and the Strategic Highway Safety Plan**

The MeBHS continues its partnerships with the Maine Department of Transportation, the Office of the Secretary of State, AAA of Northern New England, the Maine Criminal Justice Academy, state, county and municipal law enforcement agencies, and many others in working toward the initiatives identified within the statewide Strategic Highway Safety Plan to substantially reduce the number of injuries and deaths resulting from crashes on Maine's highways. The MeBHS continues to strengthen existing partnerships and explore new partnerships with other agencies (governmental and non-governmental, local, state, law enforcement and non-law enforcement) in its efforts to educate Maine citizens about traffic safety and to affect behavioral change.

- **Maine Driving Dynamics**

Maine Driving Dynamics (MDD) is a five-hour defensive driving course that offers any driver the opportunity to improve his/her defensive driving abilities. MDD is sponsored by the MeBHS in partnership with local and regional adult education programs. It is offered to the public several times each month at a variety of locations around the State. The Maine BMV, in partnership with MeBHS, advertises the MDD class schedule in BMV branches across the state, giving the motoring public information regarding participation opportunities. In addition, the MDD course is offered on site to private companies and organizations.

The course includes discussion of collision avoidance techniques, safety issues, driver habits and attitudes, and the basic elements that challenge drivers on Maine's highways. MDD is taught by a certified instructor in a format that engages students with lectures, videos, and class discussion/participation. Those completing the course receive a three-point credit on their driving records, and students 55 and older can receive insurance discounts from their insurers. This class continues to be a success in assisting Maine drivers to become more aware and defensive drivers.

# Legislative Summary

## Public laws and Resolves Affecting Motor Vehicles 127th Legislature, Second Regular Session

Revised April 27, 2016

Laws are effective July 29, 2016, unless otherwise noted.

**Public law 473, LD 1483, *Emergency. Effective April 15, 2016.* “An Act to Amend Maine’s Motor Vehicle Laws.”** This is BMV’s omnibus bill. It makes several changes to motor vehicle law:

Clarifies that a “combination vehicle” may be a *truck* or truck-tractor used in combination with one or more trailers.

Clarifies that the application for registration must include the vehicle’s fuel type or *motive power*. This would include capturing information on electric vehicles, hybrids, and exotic fuel types.

Repeals the authorization for “lobster commercial” and “agriculture farm” specialty plates. These plates will be phased out (along with conservation motor home, conservation trailer, and handicapped motor home plates.) Plates already issued may continue to be used. Towns and branches may use up any existing stock.

Removes the word “commercial” from the law in several places relative to the operation of “trucks”. This should reduce confusion over whether a truck is being used in “commercial” as opposed to private or pleasure operation. Trucks are registered on the basis of gross weight regardless of usage.

Removes the requirement that BMV a municipal agent be either a tax collector or town or city manager.

Clarifies that a disability placard may be issued for up to six years, to expire on the applicant’s birthday.

Clarifies the Bureau’s authority to issue a title or salvage certificate for a vehicle previously reported stolen.

Adds ‘domestic partner’ to the list of related entities in section 2458.

Updates the reference to the IFTA governing documents to the latest version.

Funds some Bureau reclassifications.

Clarifies that the issuance of a special restricted license for school, employment or medical needs applies only to 15 year olds who meet the requirements as outlined in statute. It further makes consistent the number of hours of driving time required for all exceptions, however, does provide the Secretary of State discretionary authority to reduce the required minimum hours when issuing for medical needs.

Requires an applicant for a motorcycle license, to complete a motorcycle driver education program that consists of both classroom and hands on rider training. Further, a person who currently has a permit or who does not successfully complete the hands on training and is only issued a motorcycle permit must complete the road test portion within the 2 year term of the permit or they will be required to take another rider education course.

Exempts noncommercial driver education schools that are exempt from driver education licensing fees, to also be exempt from the driver education surety bond requirement.

**A Summary of  
Public Laws and Resolves Affecting  
Title 29-A, Maine Motor Vehicle Statutes  
127th Legislature, First Regular Session**

Prepared by the Maine Bureau of Motor Vehicles  
Revised July 20, 2015

The full text of Public Laws and Resolves passed during the First Regular Session of the 127 Legislature can be found online at: <http://legislature.maine.gov/ros/LOM/LOMDirectory.htm>

Laws are effective on October 15, 2015, unless otherwise noted.

**Public Law 9, LD 238, "An Act To Extend the Period of Time for Persons Who Purchase Special Fuel and Gasoline for Off-highway Use To Apply for the Special Fuel and Gasoline Tax Refunds."**

**Emergency. Effective April 2, 2015**

This bill extends, from 12 months to 18 months, the period of time within which an application for a refund of taxes paid on internal combustion engine fuel or on special fuel may be made by a person who purchases and uses the fuel for any use other than the operation of a registered motor vehicle on the highways of the State and has paid the tax imposed on that fuel for highway use.

**Public Law Chapter 13, LD 214, "An Act To Stay Certain Suspensions Imposed by the Secretary of State Pending Appeal."**

This bill clarifies that a suspension of a person's driver's license by the Secretary of State based upon a determination that the person negligently operated a motor vehicle in a manner that caused the death of another person is stayed upon a request for a hearing by the person.

**Public Law Chapter 17, LD 173, "An Act To Amend the Laws Governing the Gold Star Family Registration Plate."**

This bill provides for issuance of gold star family registration plates for family members, including grandparents, of a person who dies while honorably serving as an active member of the United States Armed Forces who did not fit the gold star lapel button guidelines established in 10 United States Code, Section 1126 (2010). In other words, the service member died while on active duty, but not in combat.

The bill also provides that the issuance of gold star family registration plates for those newly eligible is contingent upon the Department of the Secretary of State receiving donations from any public or private source to cover the cost of manufacturing the registration plates.

The bill also authorizes the issuance of gold star family vanity registration plates. The “GS” class code will be used for both plates. The new plate will have a slightly different graphic, and will be segregated by the numbering system.

**Public Law Chapter 26, LD 375, “An Act To Create a Blue Alert Program in Maine”**

This bill creates the Blue Alert Program to notify the public, through various state agencies and media outlets, when a law enforcement officer has been killed or injured or is missing and the Department of Public Safety determines that public notification would be useful in apprehending a suspected offender or finding a missing officer.

**Public Law Chapter 31, LD 37, "An Act Regarding Emergency Lights on a Vehicle Used by a Member of a Municipal or Volunteer Fire or Emergency Medical Services Department."**

This bill increases the number of emergency lights allowed on personal vehicles used by firefighters and emergency medical service personnel by increasing the number of such lights allowed on the front of the vehicles and allowing such lights on the rear of the vehicles. It allows one red auxiliary emergency light to be mounted on the rear of personal vehicles used by firefighters and emergency medical service personnel.

**Public law Chapter 32, LD 196, "An Act To Ensure the Safety of Stationary Public Utility Emergency Service Vehicles."**

This bill adds “public utility emergency service vehicle” to the list of stationary vehicles for which a motorist must move to a nonadjacent lane, if possible, or slow down.

"Public service vehicle" means a vehicle used to assist members of the public or law enforcement officers with disabled vehicles or to remove debris from a roadway, or a vehicle used to construct, maintain, inspect or repair utility infrastructure, including, but not limited to, electricity, water, sewer, cable, telephone, gas and natural gas infrastructure. "Public service vehicle" includes a wrecker.

**Public Law Chapter 46, LD 515, "An Act To Amend the Law Regarding Commercial Learner's Permits." Emergency. Effective April 2, 2015**

This bill repeals the requirement that limits eligibility for a commercial learner's permit to an applicant 18 years of age or older in a section of law that was to take effect July 8, 2015.

**Public Law Chapter 51, LD 288, "An Act To Amend the Requirement of When Headlights Must Be Used."**

This bill requires headlights be used from sunset to sunrise. (Previous law was ½ hour after sunset to ½ hour before sunrise.)

**Public Law Chapter 52, LD 390, "An Act To Enforce Restrictions in Parking Spaces and Access Designated for Persons with a Walking Disability."**

This bill provides that testimony under oath with clear photographic evidence from a person with a disability or the driver of a vehicle transporting a person with a disability is prima facie evidence that a violation of a disability parking restriction has occurred. This provision applies to the registered owner's liability for a vehicle illegally parked in a disability parking space or accessaisle.

**Public Law Chapter 87, LD 444, "An Act To Allow a Motor Vehicle Excise Tax Credit for a Vehicle No Longer in Use"**

Current law provides for a motor vehicle excise tax credit for the owner of a vehicle that is totally lost by fire, theft or accident or is totally junked or abandoned. This bill clarifies that the motor vehicle excise tax credit is available only if the vehicle's ownership is transferred, the vehicle is totally lost by fire, theft or accident, the vehicle is totally junked or abandoned *or the use of the vehicle is totally discontinued*. In the case of a leased vehicle, the credit is available only if the registration is transferred. This bill requires the owner of the vehicle to provide a signed statement attesting that the vehicle from which the credit is being transferred is totally discontinued and states that if the owner who has totally discontinued use of a vehicle later seeks to register that vehicle, no excise tax credits may be applied with respect to the registration of that vehicle or any subsequent transfer of that vehicle's registration.

**Public Law Chapter 88, LD 520, "An Act To Amend the Requirement for a Certificate of Title for Junk and Scrap Automobiles and Vehicles."** Emergency. Effective July 1, 2015

This bill provides that a recycler, salvage vehicle dealer or scrap processor may accept a vehicle without a certificate of title or certificate of salvage if certain conditions are met: The vehicle model year is 1995, 1996, 1997, 1998 or 1999; the recycler, salvage vehicle dealer or scrap processor obtains the seller's name and address and maintains the seller's name and address and vehicle identification number of the scrapped vehicle for a period of at least one year; and the recycler, salvage vehicle dealer or scrap processor reports the destruction of the vehicle to the Secretary of State within 30 days.

**Public Law Chapter 89, LD 529. "An Act to Amend the Law Concerning Motor Vehicles at Railroad Crossings."**

This bill clarifies that the operator of a motor vehicle approaching a railroad crossing must stop the vehicle not fewer than 15 feet and not more than 50 feet from the nearest rail of the railroad track and may not proceed if a clearly visible electric or mechanical signal device warns of the approach of a train; a crossing gate is lowered or a flagger gives or continues to give a signal or warning of the approach or passage of a train; a train is visible and is in hazardous proximity to the crossing; or a sign, device or law requires the vehicle to stop.

**Public Law Chapter 98, LD 514, "An Act To Amend the Laws Governing the Location of Motor Vehicle Excise Tax Collection for Motor Vehicles Owned by Public Utilities"** Effective [January 1, 2017](#).

This bill treats public utilities in the same manner as other corporations and partnerships by requiring the payment of excise tax to the place where the owner has a permanent location where its motor vehicles are kept. Effective January 1, 2017.

**Public Law Chapter 113, LD 737. “An Act to Amend the laws Regarding Learners’ Permits and Intermediate Licenses.”**

Amends the current laws prohibiting the holder of a learner's permit or intermediate license from using a mobile telephone while operating a motor vehicle to also prohibit such a person from using a handheld electronic device while operating a motor vehicle, and provides that the definitions in these provisions and in the provisions of current law that prohibit minors from using certain electronic devices while operating a motor vehicle are consistent.

Provides for a voluntary intermediate driver decal program administered by the Secretary of State, and requires the Department of the Secretary of State, Bureau of Motor Vehicles to submit a report no later than February 1, 2017 to the joint standing committee of the Legislature having jurisdiction over transportation matters with an update on the decal program.

Provides that the joint standing committee of the Legislature having jurisdiction over transportation matters may submit a bill to the First Regular Session of the 128th Legislature relating to the subject matter of this report.

**Public Law Chapter 114, LD 682. “An Act to Ensure the Administration of Written Driving Tests.”**

Current law provides that any required examination for a learner's permit may be administered only by the Secretary of State, and the bill clarifies the Secretary of State's authority regarding these examinations. The bill provides that the Secretary of State may waive this requirement on receipt of a Maine driver education course completion certificate.

**Public Law Chapter 119, LD 554 “An Act Concerning Commercial Vehicles at Canadian Weight Limits Traveling to Certain Points in the State.”** , Emergency. Effective May 29, 2015.

This bill allows certain commercial vehicles with a 7-axle configuration to travel from the United States-Canada border in Calais to Woodland Pulp LLC mill or its successor and the former oriented strand board facility in Baileyville. The bill provides that this allowance does not take effect unless the chief engineer of the Department of Transportation conducts an analysis and determines that commercial vehicles of the proposed configuration and weight can be safely operated on the proposed routes of travel. The allowance is repealed on January 1, 2018. The bill requires the Department of Transportation to monitor and evaluate the effects of this allowance on road conditions and to report to the joint standing committee of the Legislature having jurisdiction over transportation matters during the Second Regular Session of the 127th Legislature and the First Regular Session of the 128th Legislature, and provides that the joint standing committee has authority to submit a bill during the First Regular Session of the 128th Legislature regarding the subject matter of the report.

The bill revises the authorized route of travel in the Town of Van Buren in the current law allowing certain commercial vehicles at Canadian weight limits to travel from the United States-Canada border to certain points in the State.



Current law authorizes the Department of Transportation to adopt rules, in consultation with the Department of Public Safety and the Department of the Secretary of State, that allow certain commercial motor vehicles that exceed gross vehicle weight limits and vehicle dimension standards established in statute to travel upon designated routes.

**Public Law Chapter 159, LD 987. “An Act to Suspend the Right of an Out-of-state Toll Violator to Operate a Motor Vehicle on Maine Roads.”**

This bill permits the Maine Turnpike Authority, in the case of a toll-violation on a vehicle registered in another jurisdiction and when the authority knows only the license plate of a toll violator and not the identity of the registered owner, to send a notice of violation to the registered owner, if known. The notice must contain a warning that if tolls are not paid, the owner's right to operate the motor vehicle in Maine may be suspended. The MTA may use various databases to obtain registrant information.

If the registered owner of a vehicle from another jurisdiction fails to pay or contest the notice of liability, the authority is directed to notify the Secretary of State. The Secretary of State then suspends the right of the owner to operate the vehicle in Maine and notifies the owner, if known.

The bill also authorizes a law enforcement officer to remove a vehicle to a suitable parking place if it is being operated under a registration that is suspended for failure to pay tolls.

**Public Law Chapter 164, LD 1301, “An Act To Improve the Safety of Vulnerable Users in Traffic and To Clarify the Responsibilities of Bicyclists and Pedestrians”**

This bill creates a “vulnerable user law” to protect people on public ways who are not in motor vehicles. A “vulnerable user” is defined as a pedestrian, a person performing emergency work or a person riding or using a non-motorized device or certain motorized devices such as a scooter, Segway or electric personal assistive mobility device. A motorist who assaults, attempts to assault, taunts or distracts a vulnerable user, because that person is a vulnerable user, commits a traffic infraction and is subject to the same penalties as a person who texts while operating a motor vehicle.

The bill requires a driver education course to contain at least 30 minutes of instruction to impart the understanding and skills necessary to operate a motor vehicle safely in a situation in which a vulnerable user is sharing the road with that motor vehicle.

The bill amends the law to specify that operators must yield the right-of-way to pedestrians who have shown visible intent to enter the marked crosswalk.

The bill specifies that a person riding a bicycle is required to obey traffic control devices such as lights, stop signs and yield signs.

The bill clarifies the law regarding travel down one-way streets to allow travel against the direction indicated when directed by a law enforcement officer or traffic control device.



The bill specifies that a person riding a bicycle or scooter or operating on roller skis has the same rights and duties as a person operating a motor vehicle pursuant to the Maine Revised Statutes, Title 29-A, chapter 19, which deals with the operation of a vehicle, except for laws that expressly apply to bicycles, scooters and roller skis or the law expressly only applies to motor vehicles.

The bill specifies that the operator of a motor vehicle passing a bicyclist or roller skier proceeding in the same direction must exercise due care by taking into consideration the speed of the motor vehicle and other conditions and leaving a reasonable and proper distance between the motor vehicle and the bicycle or roller skier, but not less than 3 feet, while the motor vehicle is passing the bicycle or roller skier.

#### **Public Law Chapter 167, LD 1388, “An Act to Clarify the Used Car Information Laws.”**

This bill adds definitions of "livery service," "rideshare" and "vehicle history report." The bill also exempts a car dealer from liability for providing a consumer a vehicle service history report that the dealer did not prepare if the dealer also provides the consumer with a disclosure. Finally, this bill increases the minimum amount of damage required to be disclosed from \$2,000 to \$3,000.

#### **Public Law Chapter 176, LD 1175, “An Act to Amend the Motor Vehicle Statutes.”**

This is Department of Public Safety’s omnibus bill. It makes the following changes:

Makes a violation of federal regulations regarding rest breaks, logbook information and filing of drivers' records of duty status a traffic infraction for the purposes of Maine's commercial motor vehicle motor safety laws.

Requires that all factory-installed brake lights must be operational and meet certain standards.

Restricts persons operating motor vehicles from being able to view a television, screen or other device capable of receiving or showing visual content. For the purposes of the provision, "visual content" includes, but is not limited to, television broadcasts, recorded video and video streamed through electronic or other means. "Visual content" does not include content displayed on a device that was installed for the effective or safe operation of a motor vehicle or on a device used for global positioning or navigation. Video equipment used by law enforcement and emergency personnel may be visible to the vehicle operator.

Allows a person to ride in a vehicle being towed by a wrecker.

Prohibits persons from attaching or displaying on a vehicle registration plate a registration validation device issued for another vehicle.

#### **Public Law Chapter 206, LD 1320, “An Act to Amend the Laws Relating to Motor Vehicles.”**

This is BMV’s omnibus bill. It makes several changes to motor vehicle law:

The bill changes the definition of “pickup truck” to include trucks registered up to 10,000 pounds. It repeals the option of combining the registered weight of a pickup truck with that of a 2,000 pound or less trailer for a maximum of 8,000 pounds combined weight. Pickup trucks now must be registered for the actual combined weight of the truck and trailer (excluding camper trailers.) The pickup truck may

have either a commercial-type plate or a passenger-type plate up to 10,000 pounds. (This includes specialty plates.) The fee for a 6,001 to 10,000 pound registration is \$37 regardless of plate type. It is preferred that pickup trucks be registered with passenger-type plates.

The bill changes the vanity plate law to clarify the Secretary of State's authority to deny or recall plates which the Secretary determines encourage violence or may result in acts of violence or promote other unlawful activity. Removes "obscene, contemptuous, profane, or prejudicial" as criteria for denying vanity plates.

The bill increases the registration fee for an antique auto to \$30.

The bill clarifies that reports made or received in determining whether a person is qualified to be issued a driver's license may be used by the medical personnel treating the person.

The bill requires that a form created by the Commissioner of Public Safety must be used by scrap metal processors to collect and keep certain information when a scrap metal transaction occurs.

The bill discontinues the "muffler bypass permit" as this permit is obsolete.

The bill clarifies that the cancellation fee for all commercial examinations, including a Class C commercial examination, is \$30.

The bill increases the fee for duplicate learner's permits from \$2 to \$5 to support the costs associated with issuance. A federal rule effective July 8, 2015 requires that a commercial driver's license permit be issued with the same security features as a base license. This will require a card-type permit to be issued with the same associated costs for production.

**Public Law Chapter 244, LD 891, "An Act to Help Municipalities Dispose of Abandoned Property."**

This bill authorizes municipalities, through the adoption of an appropriate ordinance, to provide for the care, maintenance and security of abandoned mobile homes, up to and including taking possession and disposing of the abandoned mobile home. It establishes the following criteria, process and notice requirements for implementation of the ordinance.

Either a court or the municipal officers may make the determination that a mobile home has been abandoned according to the evidence of abandonment. The municipal officers must provide notice to correct to the responsible party, the owner of record of the mobile home and any recorded lienholders and must hold a hearing, with proper notice to the responsible party, prior to making a determination of abandonment. After a determination of abandonment, the municipality may issue to the responsible party a notice of the municipality's intention to take corrective action within 60 days if the property defects have not been remedied by the responsible party. Corrective action by the municipality includes recovering costs from the responsible party and may include a \$500 per day fine and taking possession and disposing of the mobile home and all related personal property. The notice required for the abandonment hearing and for the notice to correct must be attached to the mobile home. Additionally, the notice must be either hand-delivered or mailed by certified mail, or, if that delivery is not successful, the notice must be published twice consecutively in a daily or weekly newspaper. A responsible party may appeal a finding of abandonment by the municipal officers to the Superior Court. A landowner may petition the municipality to investigate a suspected abandoned mobile home that does not belong to

the landowner but is located on the landowner's property and the municipality may take appropriate action consistent with the procedures in this bill.

**Public Law Chapter 279, LD 1379, “An Act to Establish Transportation Network Company Insurance.”** Emergency, Effective June 30, 2015.

This bill creates a permitting process for transportation network companies to provide transportation services, establishes requirements for drivers providing transportation services on behalf of transportation network companies, establishes minimum motor vehicle liability insurance requirements for transportation network companies and drivers and prohibits municipalities from regulating transportation network companies and drivers. The Secretary of State (BMV, Motor Carrier Services) is required to create a permit process, collect a \$10,000 fee, and enforce insurance requirements.

**Public Law Chapter 303, LD 284, “An Act to Amend the Laws Concerning Overwidth Farm Tractors on Public Ways.”**

The bill clarifies that all overwidth farm tractors, farming vehicles and equipment are exempt from obtaining overwidth permits, by removing the modifiers “light” and “lightweight.”

**Public Law Chapter 329, LD 1381, “An Act to Correct Errors and Inconsistencies in the Laws of Maine.”** Emergency. Effective July 12, 2015

This bill corrects an inconsistency in Title 29-A section 2451 regarding OUI suspension periods.

**Resolve 11, LD 143, “Resolve, Regarding Legislative Review of Portions of Chapter 4: Maine Motor Carrier Safety Regulation, a Major Substantive Rule of the Department of Public Safety, Bureau of State Police.”** Emergency. Effective April 29, 2015.

This resolve provides for legislative review of portions of Chapter 4: Maine Motor Carrier Safety Regulation, a major substantive rule of the Department of Public Safety, Bureau of State Police. The rule changes the US DOT number requirement from greater than 10,000 pounds, to greater than 26,000 pounds. Intrastate trucks between 10,001 and 26,000 pounds no longer are required to have a USDOT number.

**Resolve 19, LD 74, “Resolve, To Require the Director of the Bureau of Maine Veterans' Services To Make Recommendations To Ensure Equity in the Benefits Provided to Military Service Members.”**

This resolve requires the Director of Bureau of Maine Veterans' Services to provide recommendations on streamlining of criteria for services and benefits to veterans and military service members. The Veterans Affairs Committee may submit legislation to the 2<sup>nd</sup> session.

**Resolve 21, LD 1172, “Resolve, Regarding Legislative Review of Rules for Permitting Overlimit Commercial Motor Vehicles of Specified Configurations To Travel Designated Routes, a Late-filed Major Substantive Rule of the Department of Transportation”** Emergency. Effective June 9, 2015

This resolve requires the Department of Transportation to make additional changes to the Rules for Permitting Overlimit Commercial Motor Vehicles of Specified Configurations To Travel Designated Routes, a major substantive rule of the department, before final adoption is authorized. It requires the

department to provide that B-train double configurations are allowed on designated routes, contingent upon passage into law of changes allowing B-train double configuration to be used on those routes.

**Resolve 23, LD 1273, “Resolve, to Create a License Plate to Recognize the Bicentennial of the State.”**

This resolve requires the Secretary of State to issue a reflectorized, commemorative simulated registration plate in recognition and celebration of the bicentennial of the State, which became the 23rd state on March 15, 1820. The Secretary of State shall design the plate, and the plate must bear the date of its expiration, which is December 31, 2020. Notwithstanding the Maine Revised Statutes, Title 29-A, section 454, the State of Maine Bicentennial commemorative plate may be displayed by covering, but not removing, the front registration plate on a motor vehicle, including a motor vehicle registered outside this State and operated within it, beginning January 1, 2018 to December 31, 2020. The plate may not be displayed on a truck tractor .

The Secretary of State must develop a plan for the sale and distribution of the State of Maine Bicentennial commemorative plates. The fee for the State of Maine Bicentennial commemorative plate is \$25, which must be credited as follows:

1. Nine dollars per plate to the Secretary of State for the costs associated with the production and issuance of the plates; and
2. Sixteen dollars per plate to the Maine State Cultural Affairs Council established under the Maine Revised Statutes, Title 5, section 12004-G, subsection 7-A; and be it further

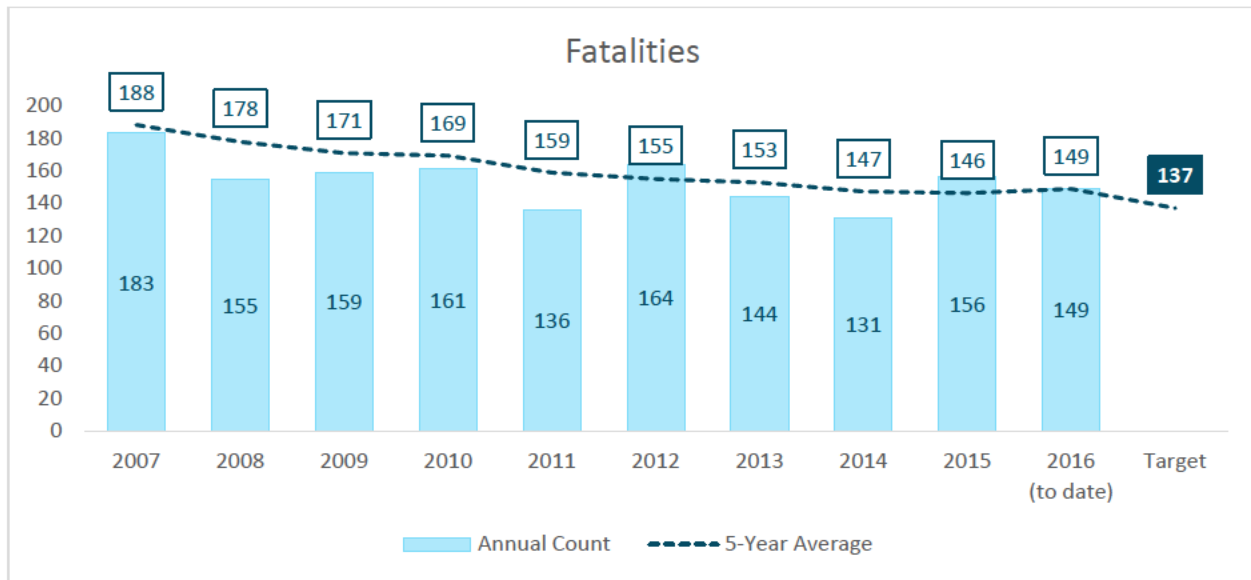
The State of Maine Bicentennial commemorative plate may not be sold or displayed on a motor vehicle except as provided in this resolve.

**Resolve 43, LD 260, “Resolve, to Create a License Plate to Recognize the Centennial of the United States Navy Reserve.”** *Emergency. Effective July 4, 2015*

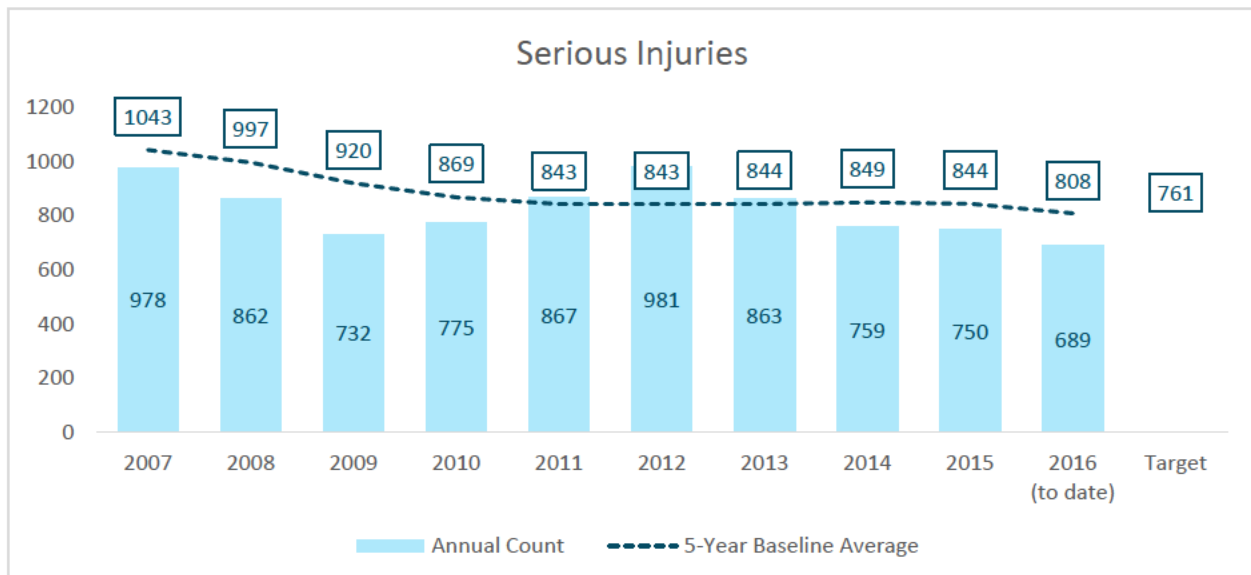
This resolve creates a special commemorative, simulated motor vehicle registration plate in celebration of the centennial of the United States Navy Reserve, which takes place March 3, 2015. The Secretary of State is directed to design and issue the plate, which may be displayed until March 3, 2016 covering the front registration plate. The fee is fifteen dollars. Five dollars remains with the Secretary of State to cover costs, and ten dollars goes to the Maine Military Family Relief Fund . Revenue generated by the sale of the plate in excess of the cost of production and issuance will be deposited in the Maine Military Family Relief Fund.

# MeBHS Performance Measure History

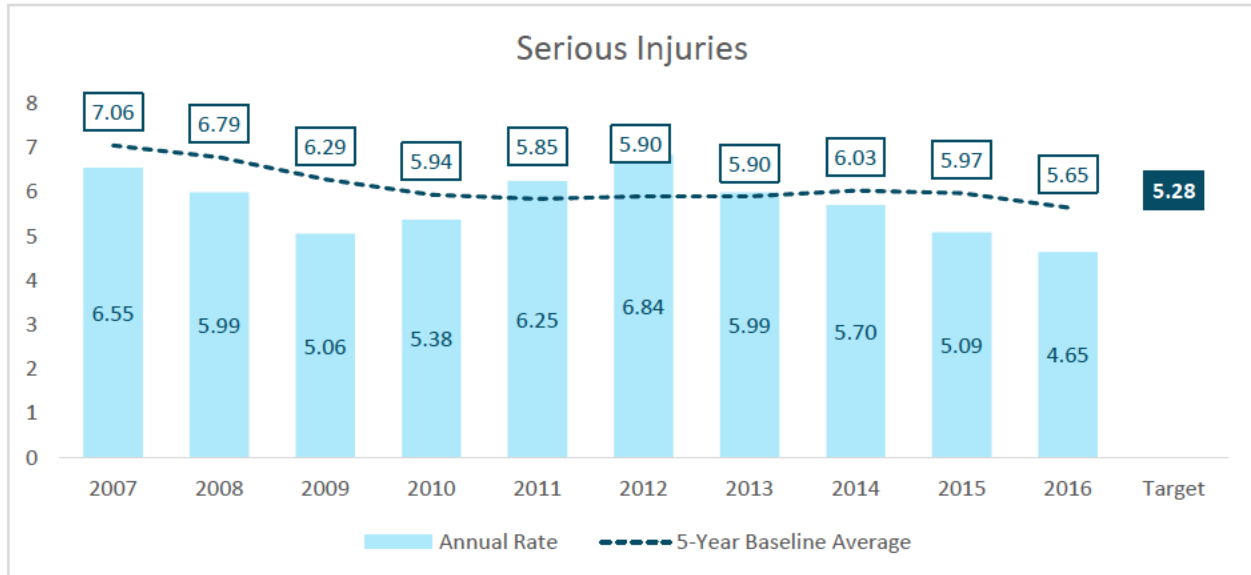
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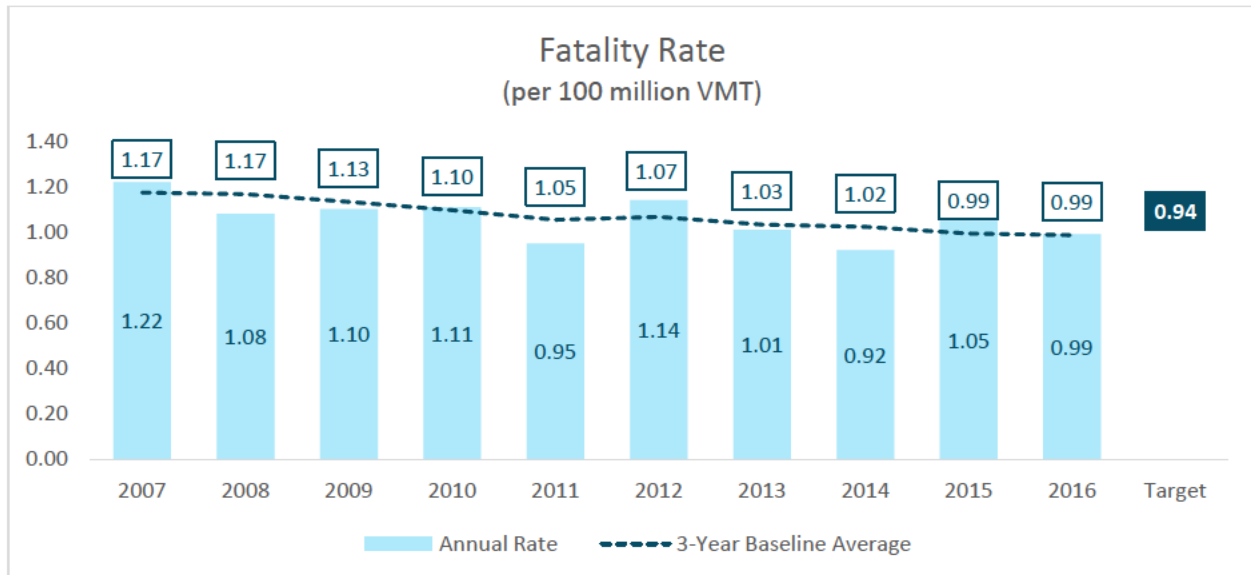
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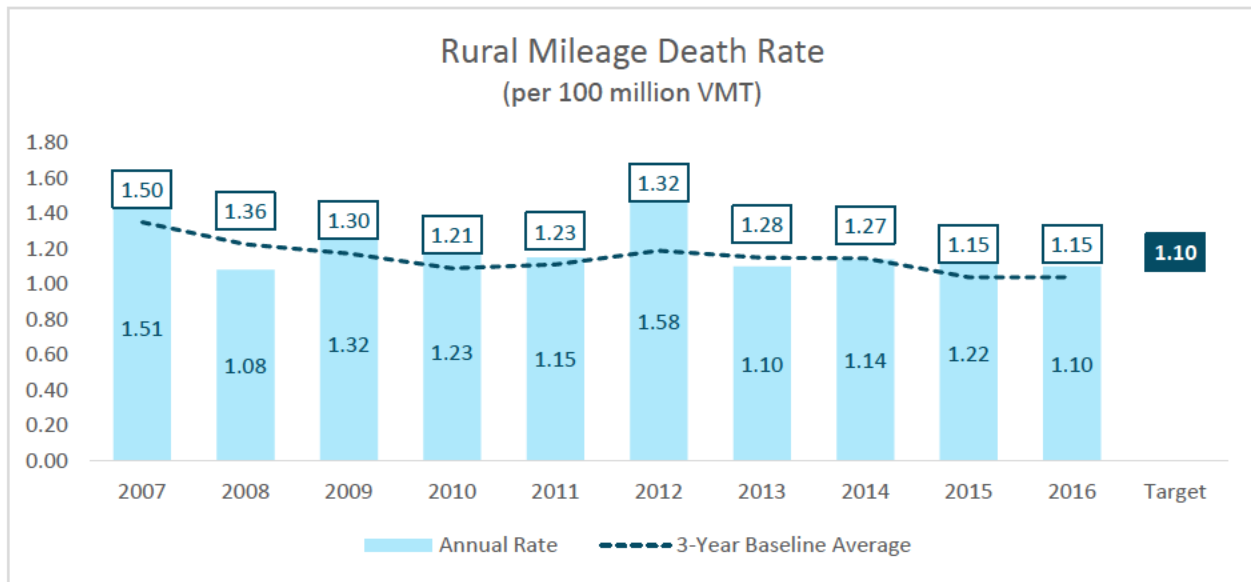
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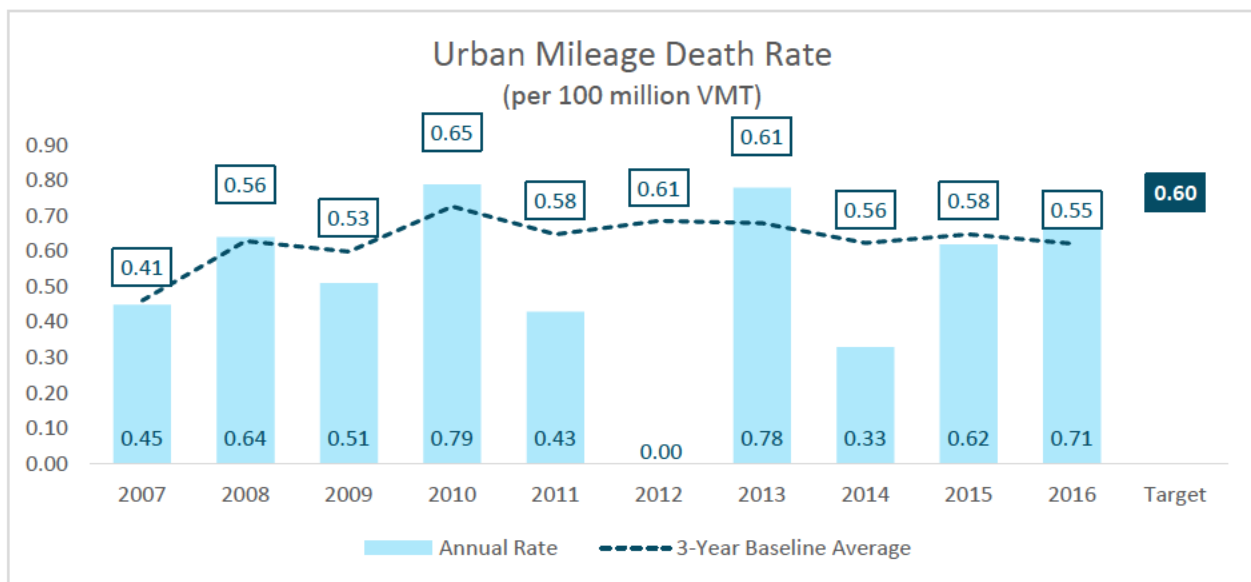
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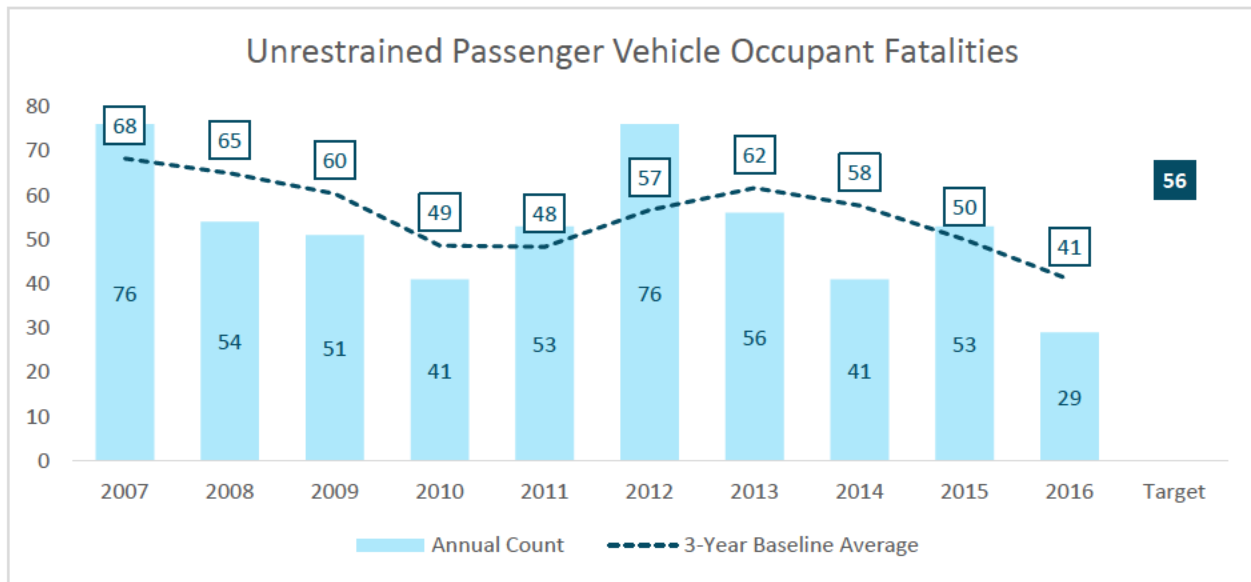
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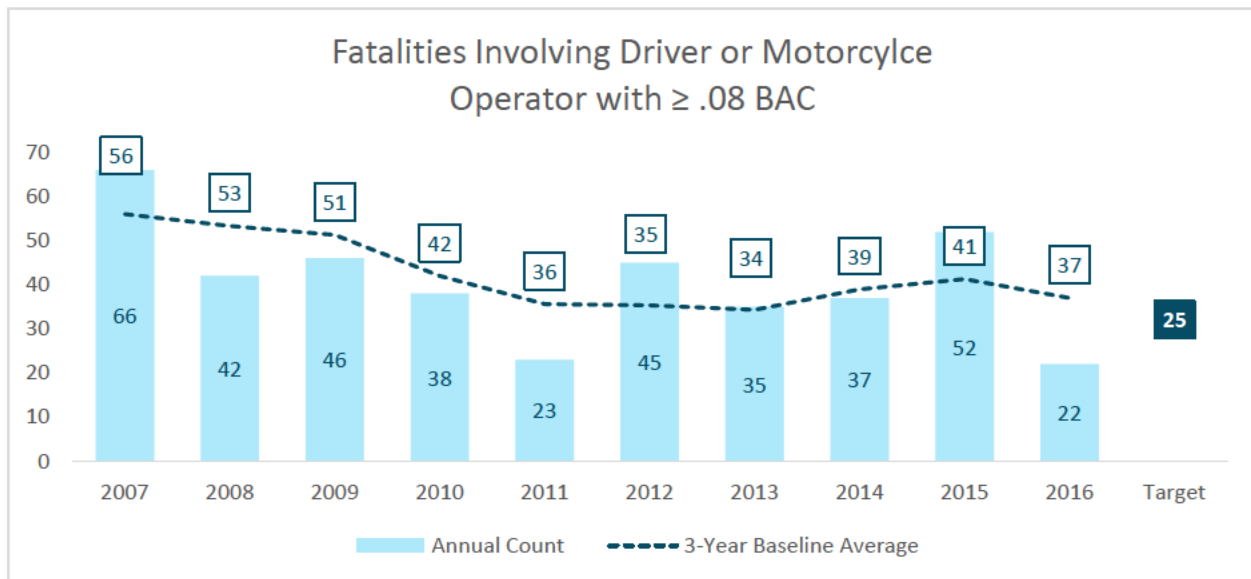
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C-4)

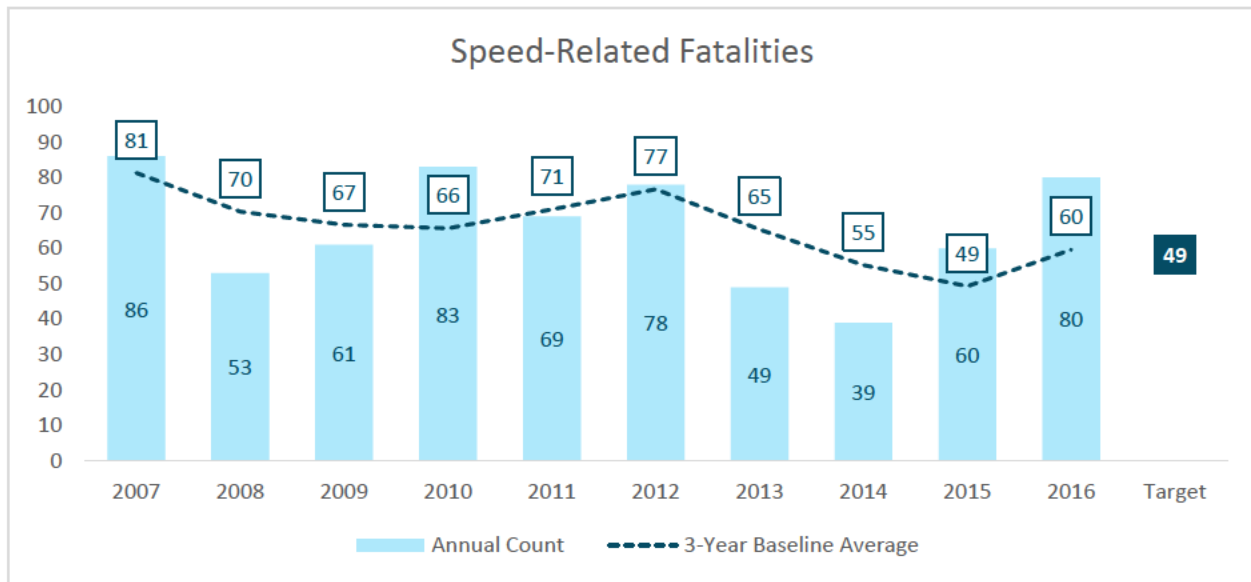


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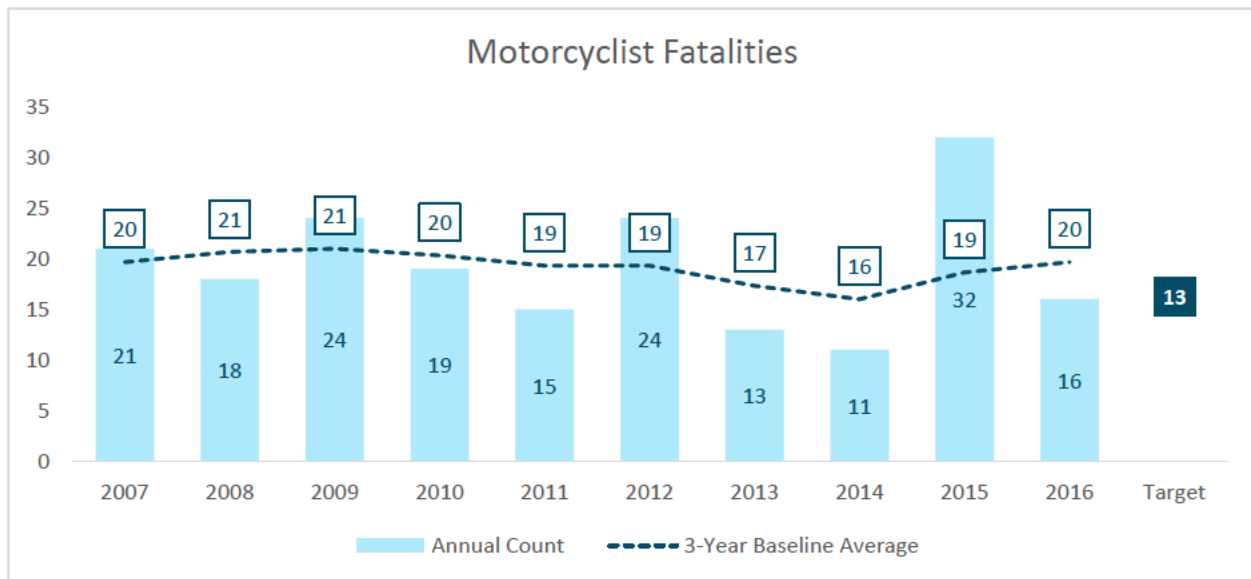




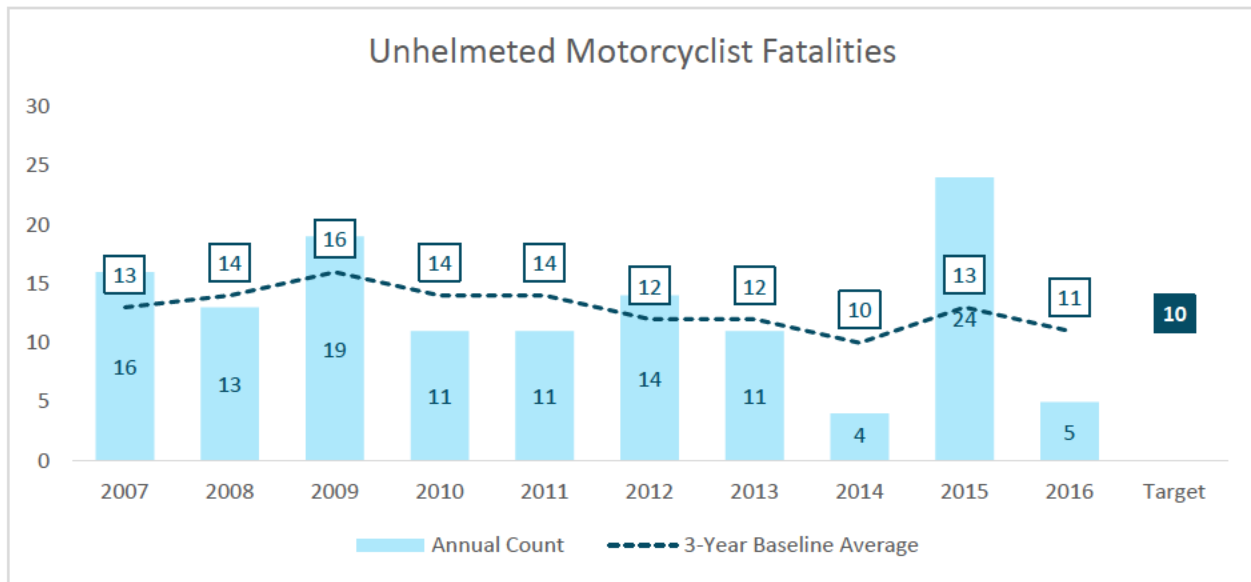
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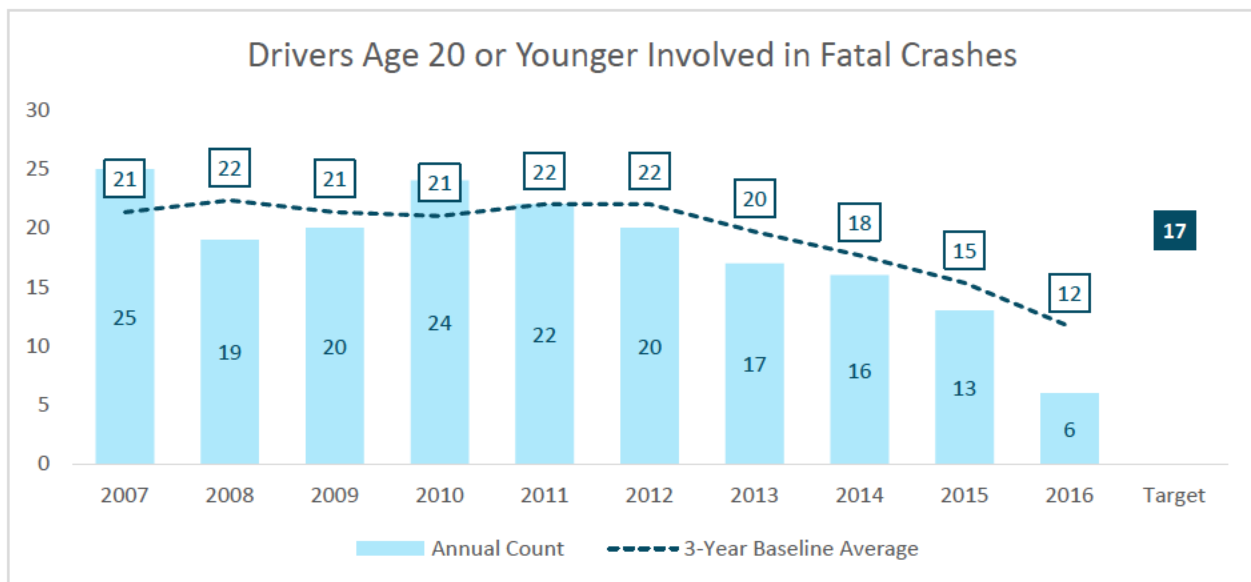
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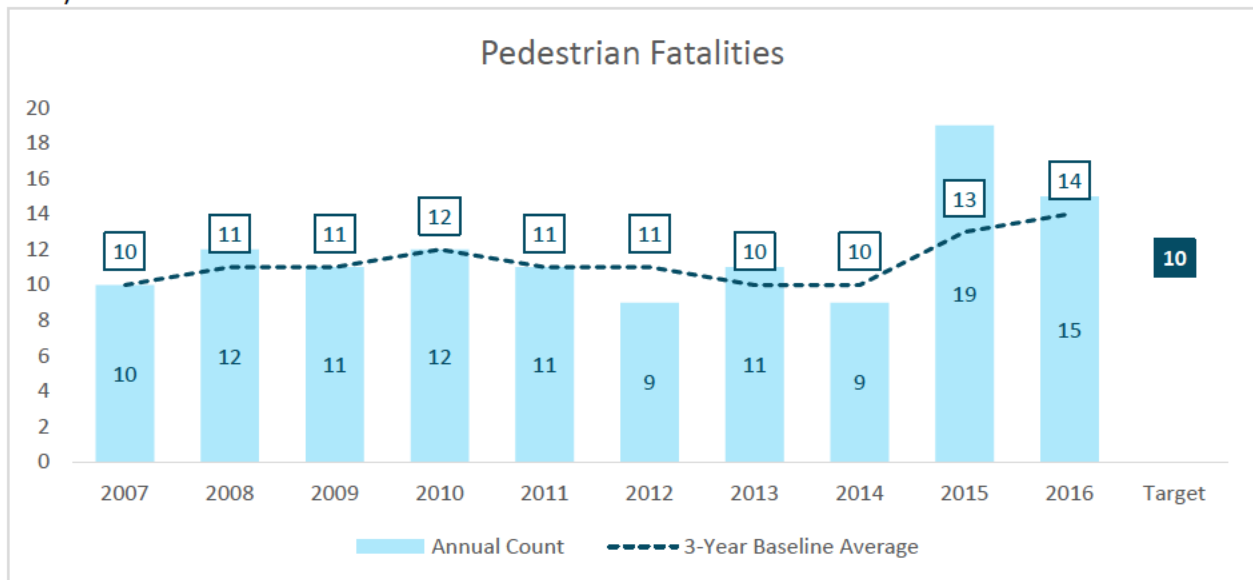
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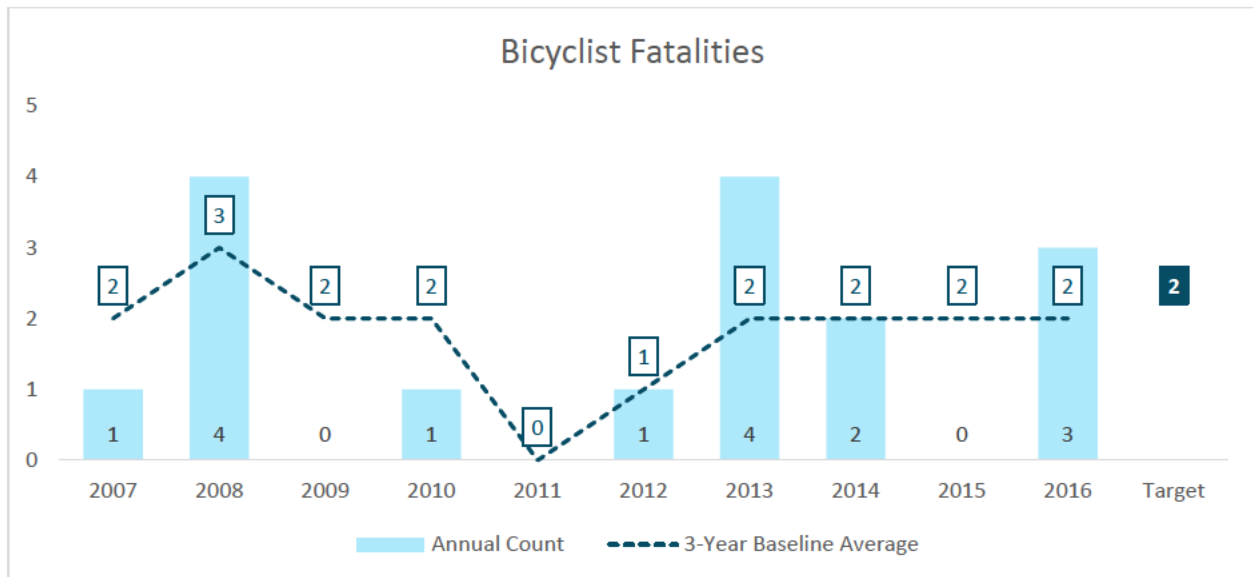
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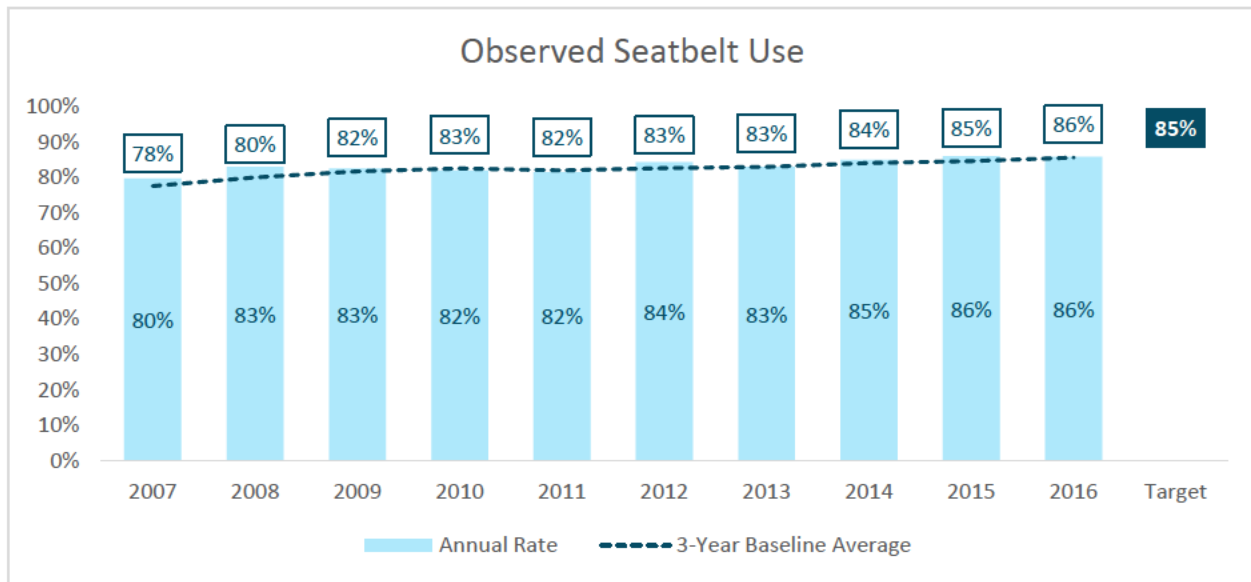
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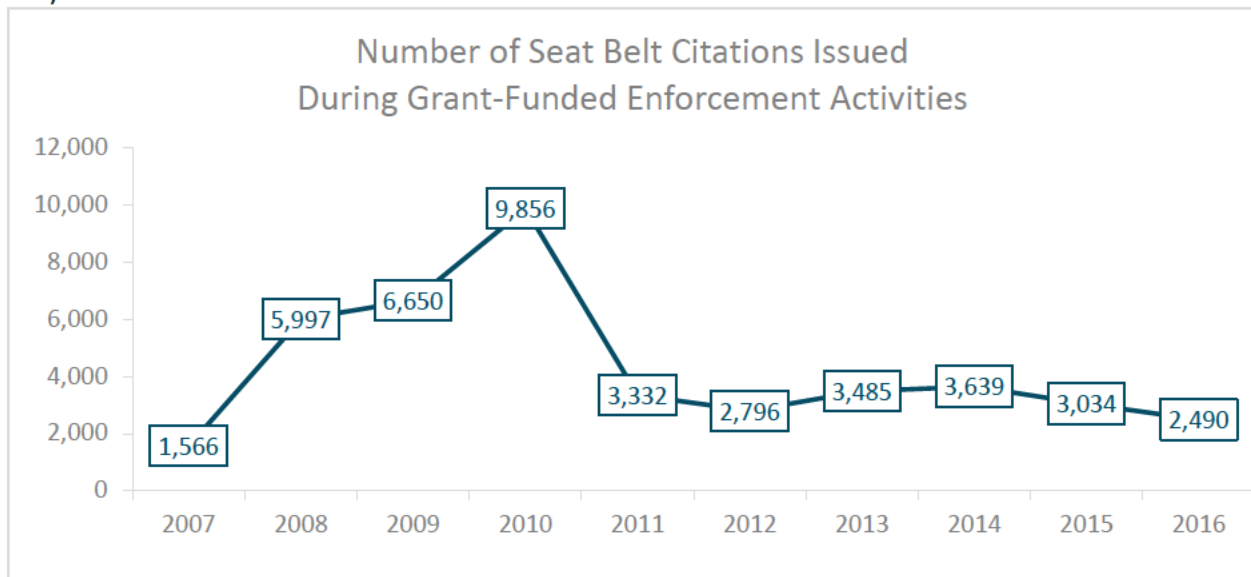
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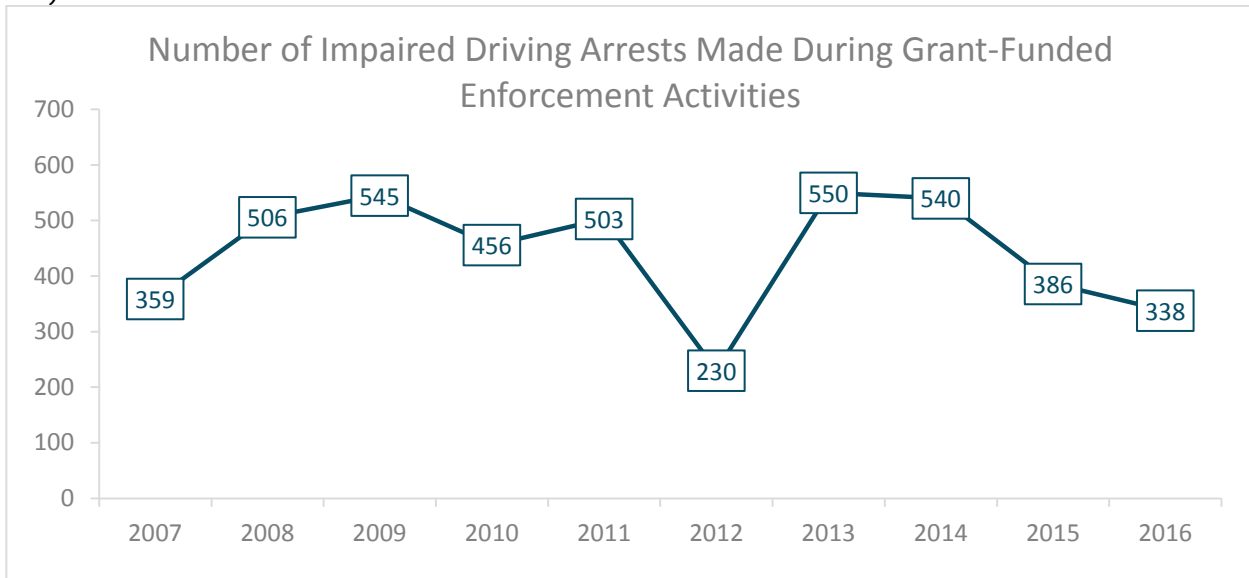
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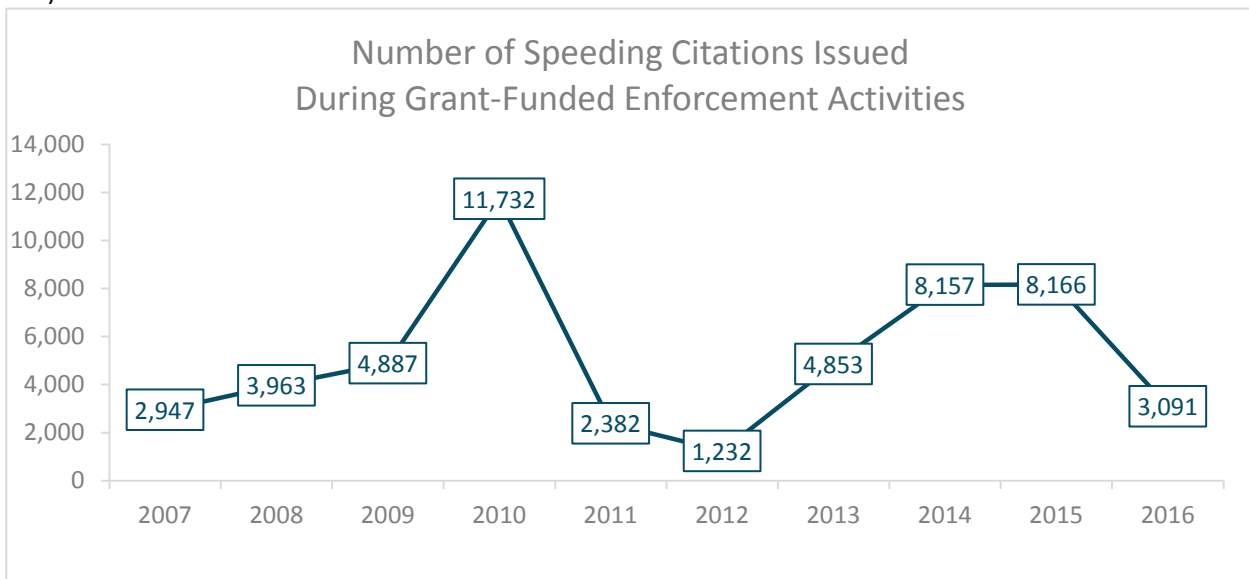
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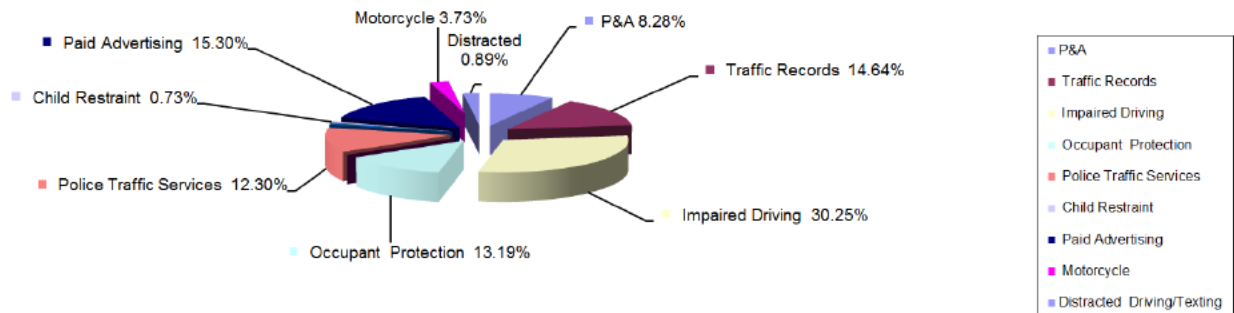
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## FFY2016 Financial Summary of Expenditures

| FFY16 Summary of Expenditures as of 12/26/17 |                    |                   |                   |                     |                   |                   |                   |                  |                 |                     |                |
|--|--------------------|-------------------|-------------------|---------------------|-------------------|-------------------|-------------------|------------------|-----------------|---------------------|----------------|
|  | 402                | 405b              | 408               | 405c                | 410               | 405d              | 405e              | 2010             | 2011            | Total               | % of Total     |
| P&A  | \$ 393,342         |                   |                   |                     | \$ 378            |                   |                   |                  |                 | \$ 393,721          | 8.28%          |
| Traffic Records                              | \$ 6,320           |                   | \$ 202,557        | \$487,417.38        |                   |                   |                   |                  |                 | \$ 696,295          | 14.64%         |
| Impaired Driving                             | \$ 239,430         |                   |                   |                     | \$ 255,594        | \$ 943,138        |                   |                  |                 | \$ 1,438,162        | 30.25%         |
| Occupant Protection                          | \$ 220,592         | \$ 406,782        |                   |                     |                   |                   |                   |                  |                 | \$ 627,375          | 13.19%         |
| Ped/Bicycle Safety                           | \$                 |                   |                   |                     |                   |                   |                   |                  |                 | \$ -                | 0.00%          |
| Police Traffic Services                      | \$ 585,071         |                   |                   |                     |                   |                   |                   |                  |                 | \$ 585,071          | 12.30%         |
| Safe Communities                             | \$ 36,402          |                   |                   |                     |                   |                   |                   |                  |                 | \$ 36,402           | 0.77%          |
| Child Restraint                              |                    |                   |                   |                     |                   |                   |                   |                  | \$ 34,778       | \$ 34,778           | 0.73%          |
| Paid Advertising                             | \$ 727,376         |                   |                   |                     |                   |                   |                   |                  |                 | \$ 727,376          | 15.30%         |
| Motorcycle                                   |                    |                   |                   |                     |                   |                   |                   | \$ 114,407       |                 | \$ 114,407          | 2.41%          |
| Distracted Driving/Texting                   | \$                 |                   |                   |                     |                   |                   | \$ 101,300        |                  |                 | \$ 101,300          | 2.13%          |
| <b>TOTAL</b>                                 | <b>\$2,208,532</b> | <b>\$ 406,782</b> | <b>\$ 202,557</b> | <b>\$487,417.38</b> | <b>\$ 255,973</b> | <b>\$ 943,138</b> | <b>\$ 101,300</b> | <b>\$114,407</b> | <b>\$34,778</b> | <b>\$ 4,754,884</b> | <b>100.00%</b> |



# Project Obligations and Expenditures

| HSP Project                               | Federal Fund# | Unique ID | Obligated         | Expended          |
|---|---------------|-----------|-------------------|-------------------|
| <b>Administration</b>                     |               |           |                   |                   |
| Planning and Administration Costs         | 402/300       | PA16-001  | 235,217.88        | 228,237.21        |
| Web-based Grants Management System        | 402/300       | PA16-002  | 195,000.00        | 165,105.00        |
|   |               |           | <b>430,217.88</b> | <b>393,342.21</b> |
| <b>Impaired Driving</b>                   |               |           |                   |                   |
| Program Management and Operations         | 402/308       | AL16-001  | 125,000.00        | 52,649.83         |
| Planning and Administration S. 410        | 410s P&A      | ALC16-001 | 378.38            | 378.38            |
| RIDE Teams                                |               |           | 120,000.00        |                   |
| Dirigo (Penobscot) RIDE Team              | 405d          | ID16-005  |                   | 22,951.95         |
| Cumberland RIDE Team                      | 405d          | ID16-006  |                   | 11,952.43         |
| Hancock RIDE Team                         | 405d          | ID16-007  |                   | 14,242.42         |
| York RIDE Team                            | 405d          | ID16-008  |                   | 8,854.81          |
| Sagadahoc RIDE Team                       | 405d          | ID16-009  |                   | 20,000.00         |
| Impaired Driving Roadside Testing Vehicle | 410 & 405d    | ALC16-003 | 316,996.94        | 305,220.01        |
| Traffic Safety Resource Prosecutor        | 410s/405d     | ALC16-002 | 201,138.82        | 199,405.81        |
| EB Impaired Driving HVE                   |               |           | 462,769.87        |                   |
| Maine State Police                        | 405d          | ID16-010  |                   | 53,269.20         |
| Brunswick PD                              | 405d          | ID16-011  |                   | 3,964.36          |
| Portland PD                               | 405d          | ID16-012  |                   | 1,540.00          |
| Westbrook PD                              | 405d          | ID16-013  |                   | 9,782.86          |
| Scarborough PD                            | 405d          | ID16-014  |                   | 16,317.00         |
| Wells PD                                  | 405d          | ID16-015  |                   | 9,796.70          |
| York PD                                   | 405d          | ID16-016  |                   | 3,020.00          |
| Windham PD                                | 405d          | ID16-017  |                   | 9,358.04          |
| Cumberland County SO                      | 405d          | ID16-018  |                   | 2,992.50          |
| Bridgton PD                               | 405d          | ID16-019  |                   | 3,542.00          |
| Saco PD                                   | 405d          | ID16-020  |                   | 486.75            |
| Berwick PD                                | 405d          | ID16-021  |                   | 6,602.00          |
| Sagadahoc County SO                       | 405d          | ID16-022  |                   | 9,303.00          |
| Waterville PD                             | 405d          | ID16-023  |                   | 5,296.00          |
| Lewiston PD                               | 405d          | ID16-024  |                   | 10,083.91         |
| Franklin County SO                        | 405d          | ID16-025  |                   | 9,864.91          |
| Oxford County SO                          | 405d          | ID16-026  |                   | 18,080.35         |



|                                |      |          |           |
|--------------------------------|------|----------|-----------|
| Knox County SO                 | 405d | ID16-027 | 17,134.00 |
| Fort Fairfield PD              | 405d | ID16-028 | 1,156.08  |
| Fort Kent PD                   | 405d | ID16-029 | 3,647.10  |
| Kennebec County SO             | 405d | ID16-030 | 16,983.93 |
| Old Town PD                    | 405d | ID16-031 | 5,185.41  |
| Hancock County SO              | 405d | ID16-032 | 12,388.00 |
| South Portland PD              | 405d | ID16-033 | 4,727.85  |
| Rockland PD                    | 405d | ID16-034 | 1,870.72  |
| Gardiner PD                    | 405d | ID16-035 | 2,553.00  |
| Augusta PD                     | 405d | ID16-036 | 19,326.00 |
| Lincoln County SO              | 405d | ID16-037 | 21,450.00 |
| Norway PD                      | 405d | ID16-038 | 2,608.00  |
| Bath PD                        | 405d | ID16-039 | 2,308.00  |
| Lisbon PD                      | 405d | ID16-040 | 3,716.16  |
| Auburn PD                      | 405d | ID16-041 | 22,500.00 |
| Caribou PD                     | 405d | ID16-042 | 3,984.68  |
| Oakland PD                     | 405d | ID16-043 | 2,805.00  |
| Topsham PD                     | 405d | ID16-044 | 1,772.16  |
| Dover-Foxcroft PD              | 405d | ID16-045 | 2,354.90  |
| North Berwick PD               | 405d | ID16-046 | 4,402.00  |
| South Berwick PD               | 405d | ID16-047 | 5,320.68  |
| Eliot PD                       | 405d | ID16-048 | 2,868.24  |
| Farmington PD                  | 405d | ID16-049 | 5,000.00  |
| Presque Isle Police Department | 405d | ID16-050 | 5,383.00  |
| Winslow PD                     | 405d | ID16-051 | 2,350.00  |
| Rumford PD                     | 405d | ID16-052 | 2,425.00  |
| Richmond                       | 405d | ID16-053 | 1,120.00  |
| Jay PD                         | 405d | ID16-054 | 2,240.00  |
| Sabatius Police Department     | 405d | ID16-055 | 4,575.00  |
| Mechanic Falls PD              | 405d | ID16-056 | 1,500.00  |
| Milbridge PD                   | 405d | ID16-057 | 3,920.00  |
| Greenville PD                  | 405d | ID16-058 | 2,000.00  |
| Wilton PD                      | 405d | ID16-059 | 1,702.80  |

|   |               |          |                     |                     |
|---|---------------|----------|---------------------|---------------------|
| Oxford PD   | 405d          | ID16-060 |                     | 2,117.94            |
| Ellsworth PD  | 405d          | ID16-061 |                     | 6,815.00            |
| Somerset County SO                                    | 405d          | ID16-062 |                     | 3,245.87            |
| Mexico PD   | 405d          | ID16-063 |                     | 2,520.00            |
| Damariscotta PD                                       | 405d          | ID16-064 |                     | 4,500.00            |
| Gorham PD   | 405d          | ID16-065 |                     | 13,235.00           |
| Paris PD  | 405d          | ID16-066 |                     | 2,593.00            |
| <b>Specialized Law Enforcement Training</b>           | 402308 & 405d | AL16-002 | 42,727.71           | 40,076.38           |
| <b>Impaired Driving Traffic Enforcement Equipment</b> | 405d          |          | 0.00                | 0.00                |
| <b>Maine Impaired Driving Summit</b>                  | 402308        | AL16-003 | 10,819.57           | 10,819.57           |
| <b>MSP Impaired Driving Reduction Position</b>        | 402308        | AL16-004 | 125,000.00          | 123,209.70          |
| <b>LEA Specialized Call-Out Reimbursement</b>         | 402308        | AL16-005 | 16,861.24           | 12,674.02           |
| <b>Judicial Outreach Liaison</b>                      | 405d          |          | 0.00                | 0.00                |
| <b>Local District Attorney Training</b>               | 405d          |          | 0.00                | 0.00                |
| <b>Prosecuting the DUI Training</b>                   | 405d          | ID16-003 | 25,000.00           | 2,831.31            |
| <b>Law Enforcement Phlebotomy Technicians</b>         | 405d          | ID16-002 | 31,639.82           | 18,165.50           |
| <b>Impaired Driving Special Prosecutors {3}</b>       | 405d          | ID16-001 | 232,500.00          | 193,504.09          |
|   |               |          | <b>1,710,832.35</b> | <b>1,438,540.31</b> |
| <b>Occupant Protection and Child Restraint</b>        |               |          |                     |                     |
| <b>Program Management and Operations</b>              | 402304        | OP16-001 | 153,674.38          | 152,832.83          |
| <b>OP Program Operation &amp; Maintenance</b>         | 402304        | OP16-002 | 3,946.33            | 10,198.74           |
| <b>Buckle Up. No Excuses/Click It or Ticket HVE</b>   |               |          | 184,148.33          |                     |
| Orono PD  | 405b          | OP16-017 |                     | 1,074.00            |
| Kennebunk PD  | 405b          | OP16-018 |                     | 1,850.56            |
| Augusta PD  | 405b          | OP16-019 |                     | 13,068.00           |
| Somerset SO   | 405b          | OP16-020 |                     | 1,867.32            |
| Westbrook PD  | 405b          | OP16-016 |                     | 4,204.97            |
| Brunswick PD  | 405b          | OP16-015 |                     | 2,443.75            |
| Freeport PD   | 405b          | OP16-021 |                     | 1,988.52            |
| Berwick PD  | 405b          | OP16-022 |                     | 2,400.00            |
| Portland PD   | 405b          | OP16-023 |                     | 2,098.86            |
| Gorham PD   | 405b          | OP16-024 |                     | 3,914.52            |
| South Portland PD                                     | 405b          | OP16-025 |                     | 7,395.84            |

|                        |      |          |           |           |
|------------------------|------|----------|-----------|-----------|
| Scarborough PD         | 405b | OP16-026 |           | 4,500.00  |
| Bucksport PD           | 405b | OP16-027 |           | 1,511.40  |
| Norway PD              | 405b | OP16-028 |           | 1,010.70  |
| Lewiston PD            | 405b | OP16-029 |           | 4,696.33  |
| Fort Fairfield PD      | 405b | OP16-030 |           | 1,130.88  |
| Presque Isle PD        | 405b | OP16-031 |           | 4,383.56  |
| Cumberland PD          | 405b | OP16-032 |           | 0.00      |
| Sanford PD             | 405b | OP16-033 |           | 3,000.00  |
| Ellsworth PD           | 405b | OP16-034 |           | 2,256.00  |
| York PD                | 405b | OP16-035 |           | 3,236.00  |
| Skowhegan PD           | 405b | OP16-036 |           | 3,703.08  |
| Caribou PD             | 405b | OP16-037 |           | 1,564.08  |
| Farmington PD          | 405b | OP16-038 |           | 2,790.80  |
| Rumford PD             | 405b | OP16-039 |           | 1,080.00  |
| Rockland PD            | 405b | OP16-040 |           | 1,767.96  |
| Sabatius PD            | 405b | OP16-041 |           | 1,950.00  |
| Bath PD                | 405b | OP16-042 |           | 2,044.00  |
| Jay PD                 | 405b | OP16-043 |           | 2,320.00  |
| Lincoln County SO      | 405b | OP16-044 |           | 4,940.00  |
| Sagadahoc County SO    | 405b | OP16-045 |           | 5,550.00  |
| Androscoggin County SO | 405b | OP16-046 |           | 7,644.00  |
| Auburn PD              | 405b | OP16-047 |           | 10,400.00 |
| Knox County SO         | 405b | OP16-048 |           | 10,513.60 |
| Oakland PD             | 405b | OP16-049 |           | 2,851.00  |
| Dover Foxcroft PD      | 405b | OP16-050 |           | 948.44    |
| North Berwick PD       | 405b | OP16-051 |           | 2,251.00  |
| Bridgton PD            | 405b | OP16-052 |           | 2,093.00  |
| Yarmouth PD            | 405b | OP16-053 |           | 1,116.60  |
| Maine State Police     | 405b | OP16-054 |           | 23,768.09 |
| Houlton PD             | 405b | OP16-055 |           | 0.00      |
| Searsport PD           | 405b |          |           | 0.00      |
| Belfast PD             | 405b |          |           | 0.00      |
| <b>MSP TOPAZ Team</b>  | 405b | OP16-004 | 36,000.00 | 22,169.46 |

|  |                 |           |                     |                   |
|--|-----------------|-----------|---------------------|-------------------|
| CR Seats & Educational Materials               | 402/319* & 405b | CR16-001  | 51,906.72           | 51,612.72         |
| Seat Belt & CPS Observational Survey           | 405b            | CP16-003  | 169,716.19          | 158,681.11        |
| CPS T & I Training                             | 405b (+s.2011)  | CP16-001  | 30,977.91           | 30,721.37         |
| CPS Roving Instructor Program                  | 402/319 & 2011  |           | 0.00                | 0.00              |
| OP Task Force                                  | 402/304 & 405s  |           | 0.00                | 0.00              |
| Traffic Safety Educator                        | 402/304         | OP16-006  | 90,000.00           | 63,017.64         |
| Tween & Pre-Driver Seat Belt Education         |                 |           | 30,000.00           |                   |
| York Hosp - Healthy Coalition                  | 405b            | OP16-007  |                     | 4,086.05          |
| Access Health                                  | 405b            | OP16-008  |                     | 3,243.63          |
| Healthy Portland HMP                           | 405b            | OP16-009  |                     | 0.00              |
| Healthy Casco Bay HMP                          | 405b            | OP16-010  |                     | 0.00              |
| Healthy Communities of the Capital Area        | 405b            | OP16-011  |                     | 4,906.32          |
| The Opportunity Alliance                       | 405b            | OP16-012  |                     | 2,013.81          |
| Childcare Provider/Transporter Basic Awareness | 402/304         |           | 0.00                | 0.00              |
| Child Safety Seat Law Enforcement Workshop     | 402/304         |           | 0.00                | 0.00              |
| Teen Driver Expo Planning                      | 402/304         | OP16-014  | 1,341.90            | 1,341.90          |
| CPS Biennial Conference Planning               | 402/304         |           | 0.00                | 0.00              |
| CPS Reference Materials for LEO                | 402/304         |           | 0.00                | 0.00              |
| CPS CSS Tracking                               | 402/304 & 405b  |           | 0.00                | 0.00              |
|  |                 |           | <b>751,711.76</b>   | <b>662,152.44</b> |
| Traffic Records                                |                 |           |                     |                   |
| Program Management and Operations              | 402/310         | TR16-001  | 12,580.21           | 6,319.82          |
| EMS Trauma Registry* (old Run-Report Project)  | 405c            | TR16-003  | 470,886.86          | 249,848.00        |
| MCRS Update/Upgrades                           | 408 & 405c      | TR16-002  | 577,140.09          | 351,647.64        |
| E-Citation                                     | 405c            | TR16-002  | 0.00                |                   |
| Maine CODES                                    | 405c            |           | 0.00                | 0.00              |
| Public Access Reports-Traffic                  | 405c            | TR16-002  | 0.00                |                   |
| Electronic Collection of Highway Data          | 405c            | TRC16-004 | 188,479.05          | 88,479.05         |
|  |                 |           | <b>1,249,086.21</b> | <b>696,294.51</b> |
| Police Traffic Services                        |                 |           |                     |                   |
| Program Management and Operations              | 402/315         | PT16-001  | 125,000.00          | 26,053.20         |
| Crash Reconstruction Equipment                 | 402/315         | PT16-005  | 12,925.00           | 12,915.00         |
| Law Enforcement Project Administrator          | 402/315         |           | 0.00                | 0.00              |

|  |        |          |            |            |
|--|--------|----------|------------|------------|
| <b>Police Traffic Safety Enforcement Equipment</b> | 402315 | PT16-006 | 149,627.74 | 113,680.00 |
| <b>MSP Safe Program</b>                            | 402315 | PT16-003 | 130,000.00 | 128,735.27 |
| <b>Law Enforcement Liaison</b>                     | 402315 | PT16-002 | 120,983.63 | 79,023.85  |
| <b>Data-Driven Speed Enforcement</b>               |        |          | 386,555.28 |            |
| Westbrook Police Department                        | 402315 | PT16-010 |            | 2,068.30   |
| Caribou Police Department                          | 402315 | PT16-011 |            | 2,894.00   |
| Somerset County SO                                 | 402315 | PT16-012 |            | 8,685.86   |
| Penobscot County SO                                | 402315 | PT16-013 |            | 13,172.12  |
| Presque Isle Police Department                     | 402315 | PT16-014 |            | 2,606.68   |
| Winslow Police Department                          | 402315 | PT16-015 |            | 1,400.00   |
| Kennebec County SO                                 | 402315 | PT16-016 |            | 24,700.00  |
| Augusta Police Department                          | 402315 | PT16-017 |            | 9,074.00   |
| Rumford Police Department                          | 402315 | PT16-018 |            | 1,575.00   |
| Auburn Police Department                           | 402315 | PT16-019 |            | 11,655.00  |
| Falmouth Police Department                         | 402315 | PT16-020 |            | 1,601.88   |
| Lincoln County SO                                  | 402315 | PT16-021 |            | 8,775.00   |
| Brunswick PD                                       | 402315 | PT16-022 |            | 3,309.68   |
| Saco PD  | 402315 | PT16-023 |            | 4,135.40   |
| South Portland PD                                  | 402315 | PT16-024 |            | 5,722.55   |
| Portland PD  | 402315 | PT16-025 |            | 5,000.00   |
| Topsham PD   | 402315 | PT16-026 |            | 0.00       |
| Berwick PD   | 402315 | PT16-027 |            | 1,350.00   |
| Washington County SO                               | 402315 | PT16-028 |            | 12,100.00  |
| Sagadahoc County SO                                | 402315 | PT16-029 |            | 6,400.00   |
| Norway PD  | 402315 | PT16-030 |            | 1,289.68   |
| South Berwick PD                                   | 402315 | PT16-031 |            | 1,590.00   |
| Skowhegan PD                                       | 402315 | PT16-032 |            | 2,749.10   |
| Farmington PD                                      | 402315 | PT16-033 |            | 1,573.08   |
| Lewiston PD  | 402315 | PT16-034 |            | 5,600.00   |
| Freeport PD  | 402315 | PT16-035 |            | 4,954.00   |
| Androscoggin County SO                             | 402315 | PT16-036 |            | 14,700.00  |
| Knox County SO                                     | 402315 | PT16-037 |            | 8,700.00   |
| York County SO                                     | 402315 | PT16-038 |            | 17,724.07  |

|   |                   |          |                     |                     |
|---|-------------------|----------|---------------------|---------------------|
| Cumberland County SO                              | 402/315           | PT16-039 |                     | 2,540.56            |
| Gorham PD   | 402/315           | PT16-040 |                     | 3,024.92            |
| Ellsworth PD                                      | 402/315           | PT16-041 |                     | 5,029.00            |
| Paris PD  | 402/315           | PT16-042 |                     | 1,980.64            |
| Kennebunk PD                                      | 402/315           | PT16-043 |                     | 1,728.00            |
| Waterville PD                                     | 402/315           | PT16-044 |                     | 3,000.00            |
| York PD   | 402/315           | PT16-045 |                     | 5,201.28            |
| Bucksport PD                                      | 402/315           | PT16-046 |                     | 1,330.00            |
| Bar Harbor PD                                     | 402/315           | PT16-047 |                     | 1,870.99            |
| Hampden PD  | 402/315           | PT16-048 |                     | 4,335.91            |
| Scarborough PD                                    | 402/315           | PT16-049 |                     | 9,517.00            |
|   |                   |          | <b>925,091.65</b>   | <b>585,071.02</b>   |
| <b>Distracted Driving</b>                         |                   |          |                     |                     |
| <b>Simulated Distracted Driving Education</b>     | 405e              | DD16-001 | 855.27              | 855.27              |
| <b>Distracted Driving Enforcement</b>             |                   |          | 137,855.00          |                     |
| Maine State Police                                | 405e              | DD16-002 |                     | 22,690.76           |
| Brunswick PD                                      | 405e              | DD16-003 |                     | 4,486.81            |
| Falmouth PD                                       | 405e              | DD16-004 |                     | 915.36              |
| Berwick PD  | 405e              | DD16-005 |                     | 1,200.00            |
| Yarmouth PD                                       | 405e              | DD16-006 |                     | 1,102.00            |
| Westbrook PD                                      | 405e              | DD16-007 |                     | 5,360.73            |
| Kennebunk PD                                      | 405e              | DD16-008 |                     | 2,051.21            |
| Waterville PD                                     | 405e              | DD16-009 |                     | 3,000.00            |
| Augusta PD  | 405e              | DD16-010 |                     | 11,320.00           |
| Saco PD   | 405e              | DD16-011 |                     | 522.24              |
| South Portland PD                                 | 405e              | DD16-012 |                     | 9,842.76            |
| Scarborough PD                                    | 405e              | DD16-013 |                     | 9,209.26            |
| Hampden PD  | 405e              | DD16-014 |                     | 1,104.48            |
| Lewiston PD                                       | 405e              | DD16-015 |                     | 9,539.45            |
| York PD   | 405e              | DD16-016 |                     | 924.33              |
| Auburn PD   | 405e              | DD16-017 |                     | 17,175.00           |
|   |                   |          | <b>138,710.27</b>   | <b>101,299.66</b>   |
| <b>Young Driver</b>                               |                   |          |                     |                     |
| <b>Young Driver Safety Mini Grants</b>            |                   |          | 51,272.08           |                     |
| South Portland PD                                 | 402/320           | SA16-001 |                     | 1,820.00            |
| Scarborough PD                                    | 402/320           | SA16-002 |                     | 5,000.00            |
| Gorham PD   | 402/320           | SA16-003 |                     | 2,615.76            |
| Kennebunkport PD                                  | 402/320           | SA16-004 |                     | 2,256.00            |
| Mexico PD   | 402/320           | SA16-005 |                     | 1,800.00            |
| Lewiston PD                                       | 402/320           | SA16-006 |                     | 4,860.82            |
| Caribou PD  | 402/320           | SA16-007 |                     | 4,897.06            |
| Cape Elizabeth PD                                 | 402/320           | SA16-008 |                     | 3,334.20            |
| Healthy Portland HMP                              | 402/320           | SA16-009 |                     | 0.00                |
| Healthy Casco Bay HMP                             | 402/320           | SA16-010 |                     | 0.00                |
| Westbrook PD                                      | 402/320           | SA16-011 |                     | 2,500.30            |
| Augusta PD  | 402/320           | SA16-012 |                     | 5,000.00            |
| Brownville PD                                     | 402/320           | SA16-013 |                     | 2,317.44            |
|   |                   |          | <b>51,272.08</b>    | <b>36,401.58</b>    |
| <b>Public Relations and Marketing</b>             |                   |          |                     |                     |
| <b>Paid Media (Includes MC &amp; MD Projects)</b> | 402/301 & S. 201C | PM16-001 | 467,349.97          | 385,163.80          |
| <b>Sports Marketing</b>                           | 402/301 & s. 201D | PM16-002 | 427,000.00          | 456,618.50          |
|   |                   |          | <b>894,349.97</b>   | <b>841,782.30</b>   |
|   |                   |          |                     |                     |
|   |                   |          | <b>6,151,272.17</b> | <b>4,754,884.03</b> |

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## **Appendix A – Driver Awareness Survey**

### **Driver Awareness Surveys in Maine, July 2016**

August 30, 2016

Prepared for:

The University of Southern Maine  
Portland, Maine

Prepared by:

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### **Introduction**

Maine is one of 22 States to have upgraded their seat belt law to primary enforcement since 1997. As of August 2016, 34 States, the District of Columbia, and Puerto Rico had primary enforcement laws. Having



a primary seat belt law allows law enforcement to issue a belt citation upon observation of a seat belt violation alone. With secondary seat belt laws, police must first observe another violation (e.g. speeding) before being able to issue a seat belt citation.

The primary belt law in Maine went into effect September 20, 2007, with an educational grace period to April 1, 2008. In 2008, NHTSA conducted a three-part evaluation of the implementation and effects of the new primary belt law (Chaudhary, Tison, and Casanova, 2010). In 2009, 2010, and 2011, an additional survey of driver knowledge was conducted (Leaf and Chaudhary, 2009; Leaf and Chaudhary, 2010; Leaf and Chaudhary, 2011). Because the driver knowledge measurement described in this report is a continuation of the work reported previously, this document quotes liberally from those reports.

Primary laws have been associated with a higher percentage of observed seat belt use (e.g. Ulmer et al., 1995). In 2008, states with primary laws had an average observed seat belt usage rate about 9 percentage points higher than those with secondary laws (based on NHTSA, 2009).

Seat belt use saves lives. It is estimated that nearly half of passenger vehicle fatalities involving unbelted occupants would be prevented if they had been properly restrained. In practice, changes from secondary to primary belt laws have led, along with greater belt use, to fewer traffic fatalities. For example, in late 1999 and early 2000, Alabama, Michigan, and New Jersey changed their laws from secondary to primary. Chaudhary (in review) reported that these laws increased seat belt use among fatally injured front seat occupants of motor vehicles and also decreased the number of fatalities.

Similar effects were seen with other States as they passed belt use laws – belt use increased but fatalities did not drop as much as expected. One explanation was that the drivers who were buckling up were drivers who were already relatively safe drivers and the risky drivers, more likely to be involved in a crash, remained unrestrained. Thus, those most in need of seat belts were least likely to buckle up. Preusser, Williams, and Lund (1986) showed support for this contention. In their study, researchers went to bars in New York State several months after the New York seat belt law went into effect. Seat belt observations occurring on roadways near taverns showed that 43 percent of drivers during the day were belted but that observed belt use dropped to 36 percent at night, at the same location. Furthermore, drivers most likely to be drinking (and therefore constituted a higher risk) had even lower belt use. Indeed, drivers arriving or leaving bar parking lots at night had a 24 percent belt use rate.

One of the key features, of course, of a primary belt law is that the general public is aware of the law and perceives a high probability of being stopped and ticketed for not being restrained. Chaudhary et al. (2010) reported on three waves of surveys of drivers at Maine Bureau of Motor Vehicles (BMV) offices that were conducted by the Muskie School of Public Service. They showed that the public was aware of the main feature of the primary belt law, i.e., that they can be stopped and ticketed simply for not wearing their seat belts. Knowledge remained high in June 2009 through 2013 (Leaf and Chaudhary, 2009-2013).

The 2010 methodology was continued for this report to examine the evolution of driver knowledge and attitudes a year after they were last assessed, 9 years after Maine's primary belt law began to be enforced. Some results from the earlier reports are included here for perspective. The survey used in this iteration, as the one used 2010 to 2015, was modified to extend driver knowledge measurement to the topics of drinking and driving, speeding, and cell phone use.



## Method

Surveys were conducted in eight Bureau of Motor Vehicle (BMV) offices across the state of Maine: Augusta, Bangor, Ellsworth, Kennebunk, Portland, Rockland, Rumford and Scarborough. Rumford was newly added to replace the Mexico office which closed in July 2014. These offices were selected to provide a representative sampling of Maine drivers. Surveys were conducted from June 27, 2016 through July 12, 2016 shortly after the Nationwide *Click It or Ticket* campaign, which was conducted around the Memorial Day holiday.

The methods were identical to those in Chaudhary et al. (2010). Each individual completing a survey was required to be a licensed driver in the state of Maine. Individuals were approached and asked if they held a valid Maine license while waiting to be called at a station. Once qualified, they were asked to complete the anonymous survey.

The survey consisted of 17 questions on one side of a single sheet of paper. A copy of the survey is included as Appendix A.

Surveys began with driver background questions: age, sex, home zip code, and amount of driving and primary vehicle type. In addition there were:

- four questions on seat belt use, enforcement, and enforcement publicity;
- three questions on drinking and driving and enforcement;
- three questions on speeding and enforcement; and
- two questions on cell phone use.

The scope of the current survey reflects major topics of emphasis within the Maine highway safety office.

# Results

## Demographics

A total of 1,749 driver surveys were completed across eight BMV offices. Over half (54%) of drivers were female and the rest were male. Two percent of respondents were under 18 years of age; 13 percent were 18-25; 14 percent were 26-34; 26 percent were 35-49; 20 percent were 50-59; and 25 percent were age 60 or older.

Seventeen percent of respondents drove less than 5,000 miles last year; 29 percent drove 5,000-10,000 miles; 28 percent drove 10,001-15,000 miles; and 26 percent drove more than 15,000 miles. Respondents reported that 50 percent drove passenger cars; 17 percent drove pickup trucks; 22 percent drove SUVs; 4 percent drove minivans; 2 percent drove full-size vans; and 3 percent drove other kinds of vehicles. Another 3 percent reported driving multiple vehicles, resulting in their exclusion from analyses where comparisons were being made by particular vehicle type.

## Reported Belt Use

Self-reports of being “always” or “nearly always” belted for 2016 was 95.1 percent; an increase from the 2015 rate of 93.3 percent. Self-reported belt use was nearly unchanged from 2011 to 2015 with about 93 percent of drivers indicating they “always” or “nearly always” wear their seat belt. The distribution of 2011-2016 belt use self-reports is given in Table 1.

Table 1. Driver Reports for 2011-2016: How Often Seat Belts Are Used

| How Often Wear Belts?      | 2011  |      | 2012  |      | 2013  |      | 2014 |      | 2015 |      | 2016 |      |
|----------------------------|-------|------|-------|------|-------|------|------|------|------|------|------|------|
|                            | N     | %    | N     | %    | %     | %    | N    | %    | N    | %    | N    | %    |
| Always or Nearly Always    | 1544  | 93.1 | 1489  | 93.0 | 1628  | 93.8 | 1561 | 93.8 | 1330 | 93.3 | 1659 | 95.1 |
| Sometimes, Seldom or Never | 114   | 6.9  | 112   | 7.0  | 107   | 6.2  | 104  | 6.2  | 95   | 6.7  | 86   | 4.9  |
| TOTAL N                    | 1,658 |      | 1,601 |      | 1,735 |      | 1665 |      | 1425 |      | 1749 |      |

These self-reports of use are higher than the observed belt use measured at 127 sites statewide which was found to be 84 percent in 2012, 83 percent in 2013, 85 percent in 2014, and 86 percent in 2015. The use rate for 2016 was also 86 percent.

Drivers were also asked about seat belt use *now* compared to belt use in the past. Results for 2011-2016 are in Table 2. The percent of drivers indicating their belt use was “more” or “much more” was 26 percent for both 2015 and 2016, slightly lower than previous years. These self-reported belt use increases were not reflected in increases in actual observed belt use, which remained relatively steady from 2011 to 2016. Consistent with previous years, a very small portion of drivers (2 percent) report less frequent belt usage.

Table 2. Driver Reports 2011-2016: Belt Use Compared to “Last Couple of Years”

| How Often Wear Belts Compared to the Last Couple of Years? | 2011  |      | 2012  |      | 2013  |      | 2014 |      | 2015 |      | 2016 |      |
|--|-------|------|-------|------|-------|------|------|------|------|------|------|------|
|  | N     | %    | N     | %    | %     | %    | N    | %    | N    | %    | N    | %    |
| Much Less Often or Less Often                              | 25    | 1.5  | 32    | 2.0  | 18    | 1.1  | 39   | 2.4  | 28   | 2.0  | 34   | 2.0  |
| About the Same   | 1109  | 68.3 | 1093  | 69.4 | 1167  | 68.4 | 1112 | 68.1 | 1007 | 72.0 | 1235 | 72.1 |
| More or Much More Often                                    | 489   | 30.1 | 451   | 28.6 | 522   | 30.6 | 481  | 29.5 | 363  | 26.0 | 444  | 25.9 |
| TOTAL N  | 1,623 |      | 1,576 |      | 1,707 |      | 1632 |      | 1398 |      | 1713 |      |

Drivers reported their chances of getting a seat belt ticket if they drove without wearing their seat belt (see Table 3). For the current survey, 41.6 percent of respondents indicated that they would be ticketed “always” or “nearly always” if they were not properly buckled up.

Table 3. Driver Reports: Chances of Getting a Ticket If Drinking Unbelted

| Chances of Getting a Ticket? | 2011  |      | 2012  |      | 2013  |      | 2014  |      | 2015 |      | 2016 |      |
|------------------------------|-------|------|-------|------|-------|------|-------|------|------|------|------|------|
|                              | N     | %    | N     | %    | %     | %    | N     | %    | N    | %    | N    | %    |
| Always or Nearly Always      | 560   | 34.0 | 617   | 38.9 | 693   | 40.3 | 659   | 39.9 | 535  | 37.8 | 717  | 41.6 |
| Sometimes, Seldom or Never   | 1086  | 66.0 | 969   | 61.1 | 1026  | 59.7 | 991   | 60.1 | 879  | 62.2 | 1008 | 58.4 |
| TOTAL N                      | 1,646 |      | 1,586 |      | 1,719 |      | 1,650 |      | 1414 |      | 1749 |      |

## Awareness of Enforcement and Media Seat Belt Efforts

The next set of survey questions asked drivers what they had seen or heard recently about seat belt enforcement. Note that these surveys were administered about three to four weeks after the annual CIOT program, which emphasizes media messages and highly visible enforcement. For the first question asked, “In the past 60 days, have you seen or heard about extra enforcement where police were looking at seat belt use?”, just under half (47%) of drivers reported hearing about extra seat belt enforcement.

Respondents who did report hearing about extra seat belt police enforcement in 2016 (N=812) were asked to indicate where they had seen or heard something and what message theme(s) they recalled. The results are summarized in Tables 4 and 5 below. *Television* was the most cited medium noted by 52 percent of all respondents, followed by *radio* (31%), *newspaper* (13%), *police checkpoints* (13%), *posters* (8%), and *web sites* (6%). “Other” medium was selected by 13 percent of the respondents, many explaining they heard about it from someone else (e.g., friend, people, or word of mouth) or from a highway sign/electronic sign.

Table 4. Where Did They See/Hear About Extra Seat Belt Enforcement (*Check All That Apply*)

| Where See/Hear About Seat Belts * | 2011  |      | 2012  |      | 2013  |      | 2014  |      | 2015  |      | 2016  |      |
|-----------------------------------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|
|                                   | N     | %    | N     | %    | %     | %    | N     | %    | N     | %    | N     | %    |
| Newspaper                         | 182   | 11.0 | 174   | 10.9 | 202   | 11.6 | 132   | 7.9  | 78    | 5.5  | 107   | 13.2 |
| Radio                             | 295   | 17.9 | 325   | 20.3 | 320   | 18.4 | 303   | 18.1 | 256   | 17.9 | 252   | 31.0 |
| Television                        | 435   | 26.3 | 558   | 34.8 | 551   | 31.7 | 517   | 30.9 | 470   | 32.9 | 421   | 51.8 |
| Poster                            | 59    | 3.6  | 49    | 3.1  | 51    | 2.9  | 53    | 3.2  | 41    | 2.9  | 66    | 8.1  |
| Web site                          | 24    | 1.5  | 27    | 1.7  | 26    | 1.5  | 37    | 2.2  | 34    | 2.4  | 51    | 6.3  |
| Police checkpoint                 | 99    | 6.0  | 83    | 5.2  | 88    | 5.1  | 100   | 6.0  | 75    | 5.3  | 103   | 12.7 |
| Other                             | 124   | 7.5  | 130   | 8.1  | 140   | 8.0  | 123   | 7.4  | 78    | 5.5  | 102   | 12.6 |
| TOTAL N                           | 1,661 |      | 1,602 |      | 1,737 |      | 1,265 |      | 1,032 |      | 1,102 |      |

\* Respondents could check more than one; percents do not need to add to 100%.

The most mentioned theme of the messages, by 37 percent of the respondents, was *Click It or Ticket*, emphasized around Memorial Day. Seventeen percent identified *Buckle Up. No Excuses!* as the theme heard. Smaller numbers recognized *Survive Your Drive* (5%) and *Drive Sober or Get Pulled Over* (5%).

Three percent checked “other.”

Table 5. If Saw/Hear About Extra Enforcement “What Did It Say?” (Check All That Apply)

| What Did the Messages Say?*    | 2011  |      | 2012  |      | 2013  |      | 2014  |      | 2015  |      | 2016 |      |
|--------------------------------|-------|------|-------|------|-------|------|-------|------|-------|------|------|------|
|                                | N     | %    | N     | %    | N     | %    | N     | %    | N     | %    | N    | %    |
| Click It or Ticket             | 642   | 38.9 | 739   | 46.1 | 739   | 42.5 | 681   | 40.7 | 584   | 40.9 | 649  | 37.1 |
| Drive Sober or Get Pulled Over | 114   | 6.9  | 67    | 4.2  | 79    | 4.5  | 96    | 5.7  | 97    | 6.8  | 92   | 5.3  |
| Buckle Up. No Excuses!         | 276   | 16.7 | 279   | 17.4 | 299   | 17.2 | 233   | 13.9 | 215   | 15.1 | 298  | 17.0 |
| Survive Your Drive             | 52    | 3.1  | 71    | 4.4  | 80    | 4.6  | 103   | 6.2  | 81    | 5.7  | 87   | 5.0  |
| Other                          | 63    | 3.8  | 46    | 2.9  | 67    | 3.9  | 123   | 7.4  | 31    | 2.2  | 43   | 2.5  |
| TOTAL N                        | 1,652 |      | 1,602 |      | 1,737 |      | 1,236 |      | 1,008 |      |      |      |

\* Respondents could check more than one; percents do not need to add to 100%.

### Self-Reported Belt Use and Other Factors

Results shown in Table 6 describe belt use as related to demographic characteristics. Male respondents report lower belt use than female respondents, consistent with belt use observations. Drivers in the age 18-25 and 26-34 categories report the lowest belt use (87% and 93% respectively). Drivers 60 and older report the highest belt use (99%).

Driver reporting of “always” or “nearly always” wearing their belts ranged from 94 percent to 97 percent for the different miles driven categories, showing no significant differences between groups. Drivers of vans and pickup trucks in 2016 (89% and 90% respectively) were less likely to report buckling up compared to drivers of other vehicle types (96% to 98%), consistent with observed belt use. BMV Office belt use comparisons did not yield significant differences.

Results shown in Table 7 show the relationship between belt use and belt use perceptions, illustrating how belt use is associated with other reported behaviors conducted while driving including drinking, speeding, talking and texting (reported in more depth in the following sections).

Drivers reporting “much less” or “much more less” belt use compared to previous years have lower *current* self-reported belt use than those respondents who report the same or increased belt use. Drivers who think the chances of being ticketed if unbelted are “always” or “nearly always” are more likely to report “always” or “nearly always” wearing their belts (97%) compared to the remaining drivers (94%). Awareness of extra seat belt enforcement within the 60 days before the survey and recognition of *Click It or Ticket* were both associated with increased belt use.

Drivers who speed, talk or text “always” or “nearly always” while driving are less likely to report using their seat belt “always” or “nearly always” (78 to 89 percent) compared to drivers reporting less frequent speeding, talking or texting (about 96%).

Table 6. Demographics and Self-Reported Belt Use

| Factor                       |                | N    | Self-Reported Belt Use  |                            |
|------------------------------|----------------|------|-------------------------|----------------------------|
|                              |                |      | Always or Nearly Always | Sometimes, Seldom or Never |
| Respondent Total             |                | 1749 | 95.1%                   | 4.9%                       |
| Sex***                       |                |      |                         |                            |
|                              | Male           | 806  | 92.8%                   | 7.2%                       |
|                              | Female         | 926  | 97.0%                   | 3.0%                       |
| Age***                       |                |      |                         |                            |
|                              | Under 18       | 42   | 97.6%                   | 2.4%                       |
|                              | 18-25          | 216  | 87.0%                   | 13.0%                      |
|                              | 26-34          | 244  | 92.6%                   | 7.4%                       |
|                              | 35-49          | 448  | 95.3%                   | 4.7%                       |
|                              | 50-59          | 352  | 96.6%                   | 3.4%                       |
|                              | 60+            | 437  | 98.6%                   | 1.4%                       |
| Miles driven, last year      |                |      |                         |                            |
|                              | Less than 5000 | 293  | 96.9%                   | 3.1%                       |
|                              | 5000-10000     | 493  | 94.5%                   | 5.5%                       |
|                              | 10001-15000    | 489  | 95.5%                   | 4.5%                       |
|                              | 15000+         | 457  | 93.9%                   | 6.1%                       |
| Vehicle driven most often*** |                |      |                         |                            |
|                              | Passenger car  | 876  | 96.0%                   | 4.0%                       |
|                              | Pickup truck   | 297  | 89.6%                   | 10.4%                      |
|                              | SUV            | 377  | 97.6%                   | 2.4%                       |
|                              | Minivan        | 69   | 95.7%                   | 4.3%                       |
|                              | Full-sized van | 26   | 88.5%                   | 11.5%                      |
|                              | Other          | 99   | 97.7%                   | 2.3%                       |
| BMV Office                   |                |      |                         |                            |
| 1                            | Augusta        | 263  | 93.9%                   | 6.1%                       |
| 2                            | Bangor         | 235  | 93.2%                   | 6.8%                       |
| 3                            | Ellsworth      | 201  | 96.5%                   | 3.5%                       |
| 4                            | Kennebunk      | 184  | 96.7%                   | 3.3%                       |
| 5                            | Rumford        | 150  | 93.3%                   | 6.7%                       |
| 6                            | Portland       | 257  | 95.3%                   | 4.7%                       |
| 7                            | Rockland       | 179  | 96.1%                   | 3.9%                       |
| 8                            | Scarborough    | 276  | 95.7%                   | 4.3%                       |

\*\*\* p &lt; .001



Table 7. Belt Views and Other Driving Behaviors as Related to Self-Reported Belt Use

| Factor  |                             | N    | Self-Reported Belt Use  |                            |
|---|-----------------------------|------|-------------------------|----------------------------|
|   |                             |      | Always or Nearly Always | Sometimes, Seldom or Never |
| Change in Belt Use***                                       |                             |      |                         |                            |
|   | Much Less or Much More Less | 34   | 73.5%                   | 26.5%                      |
|   | About the Same              | 1235 | 95.9%                   | 4.1%                       |
|   | More or Much More           | 442  | 94.1%                   | 5.9%                       |
| Chances of Getting Ticket If Unbelted ***                   |                             |      |                         |                            |
|   | Always or Nearly Always     | 714  | 97.3%                   | 2.7%                       |
|   | Sometimes, Seldom or Never  | 1008 | 93.5%                   | 6.5%                       |
| Past 60 days, seen/heard about extra seat belt enforcement* |                             |      |                         |                            |
|   | Yes                         | 810  | 93.8%                   | 6.2%                       |
|   | No                          | 931  | 96.2%                   | 3.8%                       |
| Recognized Click It or Ticket*                              |                             |      |                         |                            |
|   | Yes                         | 1098 | 95.9%                   | 4.1%                       |
|   | No                          | 647  | 93.7%                   | 6.3%                       |
| Drinking  |                             |      |                         |                            |
|   | Never                       | 1513 | 95.4%                   | 4.6%                       |
|   | 1-2 Times                   | 121  | 91.7%                   | 8.3%                       |
|   | 3+ Times                    | 103  | 94.2%                   | 5.8%                       |
| Speeding ***  |                             |      |                         |                            |
|   | Always or Nearly Always     | 207  | 89.4%                   | 10.6%                      |
|   | Sometimes, Seldom or Never  | 1523 | 95.9%                   | 4.1%                       |
| Talking ***   |                             |      |                         |                            |
|   | Always or Nearly Always     | 77   | 81.8%                   | 18.2%                      |
|   | Sometimes, Seldom or Never  | 1651 | 95.7%                   | 4.3%                       |
| Texting ***   |                             |      |                         |                            |
|   | Always or Nearly Always     | 30   | 76.7%                   | 23.3%                      |
|   | Sometimes, Seldom or Never  | 1697 | 95.4%                   | 4.6%                       |

\* p &lt; .05; \*\* p &lt; .01; \*\*\* p &lt; .001

## Drinking and Driving

When asked how often (within the last 60 days) respondents drove within two hours after drinking alcoholic beverages, most (87%) report never doing so. Another 7 percent report drinking and driving once or twice and 6 percent report doing so three or more times.

Results shown in Table 8 describe drinking frequency before driving as related to driver demographic characteristics. Female respondents are more likely than male respondents to report that they never drive after drinking (91% vs. 83% respectively). None of the drivers less than 18 (N=42) report driving after drinking. Drivers 18-25 are most likely to report driving after drinking, followed by those 26-34 and 35-49; drivers 60 and over were least likely to drive after drinking other than those under 18.

Drivers who report driving the least (< 5000 miles/year) more often said that they “*never*” drove after drinking (97%) than drivers who drove more miles (85-86%). Also, drivers who report “*always*” or “*nearly always*” wearing their seat belts are more likely to report that they “*never*” drive after drinking (88%) than drivers who report less belt use (81%). Drivers from the Ellsworth and Rumford offices were most likely to report “*never*” driving after drinking (93% and 95% respectively), with the remaining offices ranging from 79-91 percent. There were no differences in reported driving after drinking by vehicle.

Respondents reporting the perceived chance of getting a ticket if unbelted as “*always*” or “*nearly always*” were more likely to report “*never*” drinking before driving (92%) compared to those who reported ticketing chances for being unbelted as “*sometimes*”, “*rarely*” or “*never*” (84%).

Table 9 shows awareness of impaired driving enforcement as related to perceived likelihood of arrest. Overall, 50 percent of respondents felt that the likelihood of being arrested if driving impaired was “*always*” or “*nearly always*.” Another 45 percent felt they would be arrested “*sometimes*.” Few thought impaired drivers had very low chances of being apprehended; just 4 percent answered “*seldom*”, and 1 percent reported “*never*.” Just over two thirds of drivers (68%) report seeing or hearing about impaired driving enforcement within the last 60 days. Those drivers felt the likelihood of arrest for impaired driving was higher than did the drivers who had not seen recent enforcement messages.

Table 8. Self-Reported Driving Within Two Hours After Drinking in the Last 60 Days

| Factor                                   | Total N | Frequency, Driving After Drinking in the Past 60 Days (%) |           |          |
|--|---------|---|-----------|----------|
|  |         | Never   | 1-2 Times | 3+ Times |
| Total                                    | 1740    | 87.1%   | 7.0%      | 5.9%     |
| Sex***                                   |         |   |           |          |
| Male                                     | 802     | 82.8%   | 8.5%      | 8.7%     |
| Female                                   | 925     | 90.8%   | 5.6%      | 3.6%     |
| Age***                                   |         |   |           |          |
| Under 18                                 | 42      | 100.0%  | 0%        | 0%       |
| 18-25                                    | 216     | 79.6%   | 13.4%     | 6.9%     |
| 26-34                                    | 244     | 82.0%   | 8.6%      | 9.4%     |
| 35-49                                    | 448     | 87.3%   | 6.3%      | 6.5%     |
| 50-59                                    | 350     | 87.7%   | 6.9%      | 5.4%     |
| 60+                                      | 434     | 91.7%   | 4.4%      | 3.9%     |
| Miles driven last year***                |         |   |           |          |
| Less than 5000                           | 293     | 96.6%   | 2.4%      | 1.0%     |
| 5000-10000                               | 492     | 85.0%   | 8.9%      | 6.1%     |
| 10001-15000                              | 487     | 84.6%   | 7.4%      | 8.0%     |
| 15000+                                   | 455     | 85.9%   | 7.5%      | 6.6%     |
| Self-Reported Seat Belt Use**            |         |   |           |          |
| Always or Nearly Always                  | 1509    | 88.1%   | 6.4%      | 5.4%     |
| Sometimes, Seldom or Never               | 231     | 80.5%   | 10.4%     | 9.1%     |
| BMV Office***                            |         |   |           |          |
| Augusta                                  | 264     | 90.9%   | 4.9%      | 4.2%     |
| Bangor                                   | 232     | 89.2%   | 5.2%      | 5.6%     |
| Ellsworth                                | 201     | 94.5%   | 2.5%      | 3.0%     |
| Kennebunk                                | 183     | 85.2%   | 9.3%      | 5.5%     |
| Rumford                                  | 150     | 93.3%   | 3.3%      | 3.3%     |
| Portland                                 | 259     | 79.2%   | 10.4%     | 10.4%    |
| Rockland                                 | 176     | 83.0%   | 9.7%      | 7.4%     |
| Scarborough                              | 275     | 84.4%   | 9.1%      | 6.5%     |
| Chances of getting ticket if unbelted*** |         |   |           |          |
| Always or Nearly Always                  | 716     | 92.2%   | 4.7%      | 3.1%     |
| Sometimes, Seldom or Never               | 1004    | 83.7%   | 8.4%      | 8.0%     |

\*\* p &lt; .05; \*\*\* p &lt; .001

Table 9. Awareness of Impaired Driving Enforcement and Perceived Likelihood of Arrest

|  |         | Perceived Likelihood of Arrest if Driving Impaired (%) |                            |
|--|---------|--|----------------------------|
|  | Total N | Always or Nearly Always                                | Sometimes, Seldom or Never |
| Total  | 1726    | 50.1%  | 49.9%                      |
| Past 60 Days, Seen/Heard About Extra Impairment Enforcement*** |         |  |                            |
| Yes  | 1164    | 53.4%  | 46.6%                      |
| No   | 548     | 42.9%  | 57.1%                      |

\*\*\* p < .001

Perceived likelihood of arrest for impaired driving was higher for female drivers than for male drivers and young drivers felt the odds were higher than did older drivers. Those who drove fewer miles felt the odds were higher than those who drove the most miles. SUV drivers reported a higher perceived likelihood of arrest for impaired driving compared to other drivers. Higher levels of seat belt use were not associated with judgments of the likelihood of arrest for impaired driving (all not shown).

## Speeding

Overall, 88 percent of drivers admitted driving more than 35 mph on roads with a 30 mph speed limit to varying degrees. Two percent of drivers reported “*always*” speeding, and 10 percent said they speed “*nearly always*.” The largest percentages (44% and 32% respectively) report speeding “*sometimes*” or “*seldom*.” Just 12 percent said they “*never*” speed.

Male respondents were more likely to report speeding than female drivers but not at a significant level. Drivers 18-25 and under 18 were most likely to report speeding. There were no significant differences in reported speeding by miles driven or vehicle driven. Drivers who always use their seat belts were less likely to speed than other drivers. Details are shown in Table 10.

Table 10. Self-Reported Driving More Than 5 Mph Over 30 Mph Speed Limit

| Factor                         |   | N    | How Often Drive Over 35mph in 30 mph Zone (%) |                            |
|--------------------------------|---|------|---|----------------------------|
|                                |   |      | Always or Nearly Always                       | Sometimes, Seldom or Never |
| Total                          |   | 1733 | 11.9%   | 88.1%                      |
| Sex                            |   |      |   |                            |
|                                | Male                                      | 800  | 13.3%   | 86.8%                      |
|                                | Female                                    | 920  | 11.0%   | 89.0%                      |
| Age***                         |   |      |   |                            |
|                                | Under 18                                  | 42   | 19.0%   | 81.0%                      |
|                                | 18-25                                     | 215  | 20.5%   | 79.5%                      |
|                                | 26-34                                     | 241  | 14.5%   | 85.5%                      |
|                                | 35-49                                     | 447  | 13.2%   | 88.8%                      |
|                                | 50-59                                     | 351  | 8.0%  | 92.0%                      |
|                                | 60+                                       | 431  | 7.7%  | 92.3%                      |
| Miles Driven Last Year         |   |      |   |                            |
|                                | Less than 5000                            | 292  | 9.6%  | 90.4%                      |
|                                | 5000-10000                                | 490  | 12.4%   | 87.6%                      |
|                                | 10001-15000                               | 485  | 10.7%   | 89.3%                      |
|                                | 15000+                                    | 454  | 14.3%   | 85.7%                      |
| Vehicle Driven Most Often      |   |      |   |                            |
|                                | Passenger car                             | 869  | 12.8%   | 87.2%                      |
|                                | Pickup truck                              | 294  | 13.3%   | 86.7%                      |
|                                | SUV                                       | 377  | 9.5%  | 90.5%                      |
|                                | Minivan                                   | 69   | 10.1%   | 89.9%                      |
|                                | Full-sized van                            | 26   | 3.8%  | 96.2%                      |
|                                | Other                                     | 44   | 15.9%   | 84.1%                      |
| Self-Reported Seat Belt use*** |   |      |   |                            |
|                                | Always                                    | 1502 | 10.5%   | 89.5%                      |
|                                | Nearly Always, Sometimes, Seldom or Never | 231  | 21.6%   | 78.4%                      |

\*\* p < .05; \*\*\* p < .001

Drivers generally believed that speeding would result in a ticket. Ten percent of drivers reported believing that driving over the speed limit would “always” result in a ticket, and another 22 percent felt

it would “*nearly always*” produce a ticket. Less than 2 percent felt it would “*never*” result in a ticket.

Drivers who more often drive over the speed limit were less likely to believe such behavior results in tickets (19.4%) than less frequent speeders (34.1%). About half of all drivers (53%) report seeing or hearing about heightened police enforcement of speeding laws. Those aware of police enforcement of speeding were much more likely to also report high likelihood of being ticketed for exceeding the speed limit. Details are shown in Table 11.

Table 11. Awareness of Speeding Enforcement and Perceived Likelihood of Arrest

| Factor   | N    | Chances of Getting Ticket If Drive Over Speed Limit (%) |                            |
|--|------|---|----------------------------|
|  |      | Always or Nearly Always                                 | Sometimes, Seldom or Never |
| Total  | 1728 | 32.4%   | 67.6%                      |
| How often drive over 35 in 30 mph zone***                    |      |   |                            |
| Always or Nearly Always                                      | 206  | 19.4%   | 80.6%                      |
| Sometimes, Seldom or Never                                   | 1519 | 34.1%   | 65.9%                      |
| Past 60 days, seen/heard about extra speeding enforcement*** |      |   |                            |
| Yes  | 908  | 38.3%   | 61.7%                      |
| No   | 809  | 25.6%   | 74.4%                      |

## Hand-Held Cell Phone Calling and Texting

The use of hand-held cell phones for calling and for texting is under intense scrutiny at the present time. Cell phone use has been shown to be roughly equivalent to alcohol-impaired driving/crash involvement (Strayer, Drews & Crouch, 2006). Texting involves even more extreme distraction (Ranney, Baldwin, Parmer, Martin & Mazzae, 2011).

The percent of drivers indicating they “*never*” use hand held cell phones while driving has increased almost steadily from 27.7 percent in 2011 to 35.5 percent in 2016 with a very small drop in 2015. The percent of drivers indicating they “*never*” text while driving remained relatively constant at 72-74 percent from 2011 to 2014. This dropped significantly to just 65.7 percent in 2015 but shows a rebound in 2016 going up to 69 percent. The full distributions of responses from 2011 to 2016 are shown in Tables 12a and Table 12b.

Table 12a. Driver Reports: Hand-Held Cell Phone Calling

|               | Use Hand-Held Cell Phone |       |       |       |       |       |
|---------------|--------------------------|-------|-------|-------|-------|-------|
|               | 2011                     | 2012  | 2013  | 2014  | 2015  | 2016  |
| Always        | 1.7%                     | 2.2%  | 1.3%  | 1.7%  | 1.3%  | 1.3%  |
| Nearly always | 5.3%                     | 4.1%  | 3.7%  | 3.6%  | 4.7%  | 3.2%  |
| Sometimes     | 33.8%                    | 33.8% | 32.9% | 30.8% | 32.7% | 28.2% |
| Seldom        | 31.5%                    | 31.2% | 30.4% | 30.0% | 29.2% | 31.8% |
| Never         | 27.7%                    | 28.7% | 31.7% | 33.9% | 32.1% | 35.5% |
| TOTAL N       | 1,652                    | 1,594 | 1,737 | 1648  | 1416  | 1731  |

Table 12b. Driver Reports: Texting While Driving

|               | Text While Driving |       |       |       |       |       |
|---------------|--------------------|-------|-------|-------|-------|-------|
|               | 2011               | 2012  | 2013  | 2014  | 2015  | 2016  |
| Always        | 1.3%               | 0.7%  | 0.3%  | 0.3%  | 0.5%  | 1%    |
| Nearly always | 1.9%               | 1.0%  | 1.3%  | 1.5%  | 1.5%  | 1.3%  |
| Sometimes     | 9.1%               | 9.7%  | 8.1%  | 8.7%  | 13.2% | 7.7%  |
| Seldom        | 15.4%              | 15.3% | 16.7% | 17.2% | 19.1% | 21.8% |
| Never         | 72.4%              | 73.3% | 73.6% | 72.3% | 65.7% | 68.8% |
| TOTAL N       | 1,652              | 1,594 | 1,737 | 1649  | 1420  | 1730  |

Ninety-five percent of those who “*never*” make hand-held cell phone calls also “*never*” text.

Table 13 shows demographic breakdowns of self-reported talking while driving.

Table 13. Self-Reported Talking on Hand-Held Cell Phone When Driving

| Factor                         |   | N    | How Often Talk on Hand-Held Cell Phone When Driving (%) |                            |
|--------------------------------|---|------|---|----------------------------|
|                                |   |      | Always or Nearly Always                                 | Sometimes, Seldom or Never |
| Total                          |   | 1731 | 4.4%  | 95.6%                      |
| Sex                            |   |      |   |                            |
|                                | Male                                      | 797  | 5.1%  | 94.9%                      |
|                                | Female                                    | 921  | 3.9%  | 96.1%                      |
| Age***                         |   |      |   |                            |
|                                | Under 18                                  | 42   | 11.9%   | 88.1%                      |
|                                | 18-25                                     | 212  | 10.4%   | 89.6%                      |
|                                | 26-34                                     | 241  | 6.2%  | 93.8%                      |
|                                | 35-49                                     | 447  | 3.6%  | 96.4%                      |
|                                | 50-59                                     | 351  | 2.8%  | 97.2%                      |
|                                | 60+                                       | 432  | 1.9%  | 98.1%                      |
| Miles Driven Last Year**       |   |      |   |                            |
|                                | Less than 5000                            | 292  | 2.4%  | 97.6%                      |
|                                | 5000-10000                                | 490  | 3.7%  | 96.3%                      |
|                                | 10001-15000                               | 485  | 4.1%  | 95.9%                      |
|                                | 15000+                                    | 452  | 6.9%  | 93.1%                      |
| Vehicle Driven Most Often      |   |      |   |                            |
|                                | Passenger car                             | 867  | 4.7%  | 95.3%                      |
|                                | Pickup truck                              | 294  | 3.7%  | 96.3%                      |
|                                | SUV                                       | 377  | 3.7%  | 96.3%                      |
|                                | Minivan                                   | 69   | 4.3%  | 95.7%                      |
|                                | Full-sized van                            | 26   | 0%  | 100.0%                     |
|                                | Other                                     | 43   | 9.3%  | 90.7%                      |
| Self-Reported Seat Belt use*** |   |      |   |                            |
|                                | Always                                    | 1500 | 3.5%  | 96.5%                      |
|                                | Nearly Always, Sometimes, Seldom or Never | 231  | 10.8%   | 89.2%                      |



\*\* p < .05; \*\*\* p < .001

As shown in Table 13, there was no difference in hand-held cell phone use by sex. Drivers with the highest reported cell phone use rates while driving (11.9% of those under 18 and 10.4% of those 18-25) report *“always”* or *“nearly always”* talking on a hand-held cell phone while driving. The age groups 50-59 and 60 and older report the lowest cell phone use while driving. Hand-held cell phone use was least for drivers with less than 5,000 miles driven last year and increased with mileage; it’s important to emphasize that the measure is of the rate of phone use, not the total number of calls. Self-reported hand-held cell phone use was generally consistent across vehicle types with the exception of full sized van drivers (with relatively small number of responses) who report zero rate of phone use and “other” vehicle drivers reporting 9 percent cell phone use. Drivers who *“always”* wore seat belts report using hand-held cell phones much less than drivers who use their seat belts less often (4% and 11% respectively).

Texting while driving did not differ for male drivers or female drivers (2.1% and 1.4% respectively). The texting rate was highest for drivers under age 18 (10% reported texting *“always”* or *“nearly always”*) and gradually decreased with age. Driver reporting of miles driven and vehicle type did not show variance in reported texting while driving. Though not significant, drivers in Portland, Ellsworth, Bangor and Scarborough offices had 2 percent or higher *“always”* or *“nearly always”* texting rates. The remaining offices had 1 percent or fewer. Finally, texting increased as belt usage decreased.

## Discussion

This survey is an extension of ten earlier surveys. The first four looked exclusively at seat belt laws, campaigns, and use; the fifth through tenth administered from 2010 through 2015 had expanded scope identical to the current, now eleventh, survey. Eight Maine Bureau of Motor Vehicles offices were part of data collection efforts during June and July 2016 where 1,749 drivers with valid Maine driver's licenses completed one-page surveys. Drivers were surveyed about their knowledge of recent campaigns to increase awareness and compliance as well as their own attitudes and belt use. They were also surveyed about drinking and driving, speeding, and texting and calling using hand-held cell phones.

Observed seat belt use appears to be consistent the last three years while self-reported belt use increased for 2016. Overall seat belt use rates in passenger vehicles for 2011-2016, as measured by Maine in NHTSA-approved observation designs, were 82, 84, 83, 85, 86 and 86 percent respectively. Self-reported belt use frequency ("*always*" or "*nearly always*") from 2011 to 2015 hovered around 93 percent, increasing to 95 percent for 2016.

In contrast (though not reflected in actual belt use changes over time), fewer drivers are reporting more frequent belt use compared to previous years. A combined 36 percent of respondents reported belting "*more often*" or "*much more often*" in 2008-2010, decreasing to about 29 percent for 2011-2014. This figure is down to 26 percent for 2015 and 2016. The percent of respondents indicating that their belt use from previous years is "*about the same*" increased to 72 percent for 2015 and 2016 from an average of 68 percent for 2011-2014 and 61 percent from 2008 to 2010. Though these measures bear watching, they may not be associated with changes in belt use as measured by observed belt use trend data.

Efforts to reach those subpopulations with traditionally lower belt use rates (males, young drivers 18-34 and pickup truck drivers) may serve to improve belt rates even further. This may already be occurring as the current survey shows an increase in self-reported belt use with 89.6 percent of pickup truck drivers reporting "*always*" or "*nearly always*" wearing their belts compared to just 82 percent in 2015. Results from future surveys will determine whether this level of self-reported belt use will be sustained.

In terms of other driving safety behaviors within these populations (i.e. speeding, talking while driving and texting while driving), respondents under 18 were among the highest involved in those behaviors, pointing to a potential need for focusing education and prevention efforts among that group.

Results from the survey show that increased awareness of seat belt enforcement efforts or of specific enforcement programs such as CIOT corresponded to slightly higher belt use rates. Better belt use results were shown when there was a higher perceived chance of getting a ticket when driving unbelted.

Awareness may not be as strong of a predictor for belt use given that driver awareness of the CIOT campaign and overall seat belt enforcement awareness has decreased over the last few years. CIOT

awareness went up from 39 percent to 46 percent from 2011 to 2012, but then declined to 43 percent in 2013, 41 percent in 2014 and 2015 and now is at 37 percent for 2016. Respondent overall awareness of extra seat belt enforcement also declined over time for 2012-2016 (58%, 56%, 52%, 52% and 47% respectively).

Reduced awareness may not be a result of decreased exposure to messages. Every source of belt enforcement messages showed increases from 2015 with the largest occurring for newspaper (7.7%), radio (13.1%) and television (18.9%). The remaining sources had increases from 3.9 to 7.4 percent. It is unknown whether the strength or delivery of media messaging has changed or whether drivers are receiving or responding to the messages differently. One message source noted frequently when respondents were asked to report “other” sources was highway/electronic signs (4% of respondents). This may be a prudent addition to the message source options for future surveys.

The current survey repeated the broader focus of the 2010-2015 surveys by looking at impaired driving, speeding, and cell phone use, all strongly associated with lower belt use. Very few drivers report any driving within two hours after drinking alcohol (13%), though males and younger drivers 18-25 more often did this (17% and 20% respectively). Reductions in “*never*” drinking while driving increased for three BMV offices (Ellsworth, Rumsford and Rockland). It should be noted that this behavior, as described, is not illegal. While driving with any alcohol in one’s system increases crash risk, a single drink 1-2 hours before driving is likely to produce a BAC of .02 g/dl or less, well below the legal per se limit (.08). Questions which tap into the frequency of legally *impaired* driving, opinions about it, and expectations of the risk of arrest, could be a useful extension of these more general questions.

Greater than 4 percent reductions in reported speeding “*always*” or “*nearly always*” were shown in the 18-25 (4.5%) and 26-34 (7.1%) age categories as well as for pickup truck drivers (8.8%).

Data trends for cell phone use while driving and texting while driving shows some improvement. Prior to 2015, drivers reporting they “*never*” use a hand-held cell phone use for making calls while driving steadily increased. The percent of drivers reporting that they “*never*” use a hand-held cell phone for making calls while driving dropped slightly from 2014 to 2015 (34% to 32%), but has rebounded to 36 percent for 2016. Reductions in “*always*” or “*nearly always*” talking while driving were shown for males and females, for all but the highest and lowest age categories, for all but one miles driven category and for pickup trucks and SUVs.

Drivers reporting “*never*” texting remained steady at around 73 percent from 2011 to 2014, dropping to 66 percent in 2015 and increasing to 69 percent in 2016.

Overall, the results of these surveys are useful measures of the effectiveness of seat belt use campaigns in reaching the public. They also provide detailed information about characteristics of people who use seat belts regularly and those who don’t and may point to ways to continue to increase the public’s use of seat belts. Expanding them to include other key traffic safety issues such as alcohol, speed, and

distracted driving, provides information about attitudes and behaviors in these areas and allows for the unique study of common patterns within individuals.

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*This Driver Licensing Office is assisting in a vehicle safety study. Your answers to the following questions are voluntary and anonymous. Please complete the survey and then put it in the drop box.*

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1. Your sex: ☐ Male ☐ Female
2. Your age: ☐ Under 18 ☐ 18-25 ☐ 26-34 ☐ 35-49 ☐ 50-59 ☐ 60 Plus
3. Your Zip Code: \_\_\_\_\_
4. About how many miles did you drive last year?  
☐ Less than 5,000 ☐ 5,000 to 10,000 ☐ 10,001 to 15,000 ☐ More than 15,000
5. What type of vehicle do you drive most often?  
☐ Passenger car ☐ Pickup truck ☐ Sport utility vehicle ☐ Minivan ☐ Full van ☐ Other
6. How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle or pickup?  
☐ Always ☐ Nearly always ☐ Sometimes ☐ Seldom ☐ Never
7. Compared to the last couple of years, would you say you now wear your seat belt:  
☐ Much less often ☐ Less often ☐ About the same ☐ More often ☐ Much more often
8. What do you think the chances are of getting a ticket if you don't wear your seat belt?  
☐ Always ☐ Nearly always ☐ Sometimes ☐ Seldom ☐ Never
9. In the past 60 days, have you seen or heard about extra enforcement where police were looking at seat belt use?  
☐ Yes ☐ No  
If yes, where did you see or hear about it? (Check all that apply):  
☐ Newspaper ☐ Radio ☐ TV ☐ Poster ☐ Web site ☐ Police checkpoint ☐ Other  
\_\_\_\_\_  
If yes, what did it say:  
☐ Click It or Ticket ☐ Drive Sober or Get Pulled Over ☐ Buckle Up. No Excuses!  
☐ Survive Your Drive ☐ Other  
\_\_\_\_\_
10. In the past 60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages? \_\_\_\_\_ (number of times)
11. In the past 60 days, have you read, seen or heard anything about police enforcement of alcohol impaired driving (or drunk driving) laws? ☐ Yes ☐ No
12. What do you think the chances are of someone getting arrested if they drive after drinking?  
☐ Always ☐ Nearly always ☐ Sometimes ☐ Seldom ☐ Never
13. On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph?

☐ Always      ☐ Nearly always      ☐ Sometimes      ☐ Seldom      ☐ Never

14. In the past 60 days, have you read, seen or heard anything about police enforcement of speed laws?

☐ Yes      ☐ No

15. What do you think the chances are of getting a ticket if you drive over the speed limit?

☐ Always      ☐ Nearly always      ☐ Sometimes      ☐ Seldom      ☐ Never

16. How often do you talk on a hand-held cellular phone when you drive?

☐ Always      ☐ Nearly always      ☐ Sometimes      ☐ Seldom      ☐ Never

17. How often do you send text messages or emails on a hand-held cellular phone when you drive?

☐ Always      ☐ Nearly always      ☐ Sometimes      ☐ Seldom      ☐ Never