

THE MAINE LIAISON



Edition: JP:02

Maine Bureau of Highway Safety

Spring 2024

Does your Agency have a mechanism in place to comply with LD 1613, An Act to Prohibit Profiling and to Strengthen Civil Rights in Maine? This legislation’s reporting requirements originally planned to go into effect July 1, 2023 but has been extended to July 1, 2024. A link to the law in it’s entirety can be found [here](#).

The data points that Law Enforcement by rule are required to report on after a traffic enforcement stop are shown in the photo. Two additional fields are “*reason for the stop*” and “*results of the stop*”. This data is required to be sent to the Maine Attorney General’s Office on a quarterly basis.

Perceived Driver Info

Perceived Color: Perceived Race: Perceived Ethnicity:

Perceived Gender: Perceived Age:

4th Amendment Actions

Arrest Made Search Performed

For Agencies who are using e-Citation, all required data fields within the law have been added to the home screen in the newest version of the program, now called e-Stop. As of March 25, all users of the original e-Citation program have been upgraded to e-Stop. A tutorial discussing the new version of e-Stop can be found at this URL: <https://www.youtube.com/watch?v=E9ZL9iltMU0>.

The Maine Bureau of Highway Safety had partnered with LexisNexis four years ago to adopt the original e-

(Continued on page 2)

TRAFFIC FATALITIES

Traffic Fatalities through: March 26, 2024

28

*comparable prior years through March 26 of respective year

*2023	*2022
18	32
*2021	*2020
23	25

In this Issue:

- E-Stop and data collection.
- 2023 Traffic Fatality results.
- Chemist Corner.
- Green labs.
- Bureau of HS updates.
- Risks of Distracted Driving.
- AAA Driving Summit
- Updates from the DRE training unit.
- NHTSA Distracted Driving facts

(Continued from page 1)

Citation program. Each LEO was issued an e-certificate through Maine OIT to authenticate the user for secure VSAC transmission to the Violations Bureau. These e-certificates had caused some challenges with Law Enforcement Agencies where LEO's share MDT's. For some LEA's, local IT challenges also prevented implementation of e-Citation. By summer 2024, the thousands of original e-certificates will be expiring and will be replaced by a new Multi Factor Authentication process. This MFA is also a fix for the Agencies who have multiple LEO's sharing MDT's. MFA may also solve local IT challenges with implementation. The MFA upgrade is in a test phase now with a wider test audience coming in a few weeks.

The cost of e-Stop program is 100% supported by the Bureau of Highway Safety. Because VSAC's need to be printed from a cruiser for issuance, printers must be provided to complete the e-Stop system. The Bureau of Highway Safety had a 3-year grant to cover printer costs that expired last year. Those printer costs currently need to be covered by each Agency. Each printer with assorted cables, mounts, and paper is approximately \$1000.00. BHS has quotes from several vendors for reference.

E-Stop is one way Agencies can easily comply with LD 1613. During our Agency visits around the State, we found Agencies have plans to utilize their CAD systems to capture the same data and one Agency created a Google survey to complete after each stop to report their observations.

We're here to help any Agency work through the reporting requirement of LD 1613. E-Stop is one pre approved platform to comply with LD 1613. Call us anytime for a demo of the program or for implementation.


Your LEL Contacts

James Willis

James.K.Willis@Maine.Gov 207-460-6040

Patrick Hood


Patrick.Hood@Maine.Gov 207-975-0423



GREEN LAB

**CANNABIS IMPAIRMENT DETECTION TRAINING
IN IMPAIRED DRIVING CASES
FOR LAW ENFORCEMENT & PROSECUTORS**

0800-1700* LOCATIONS TO VARY, SEE WEBSITE
FREE TO ALL MAINE LAW ENFORCEMENT AND PROSECUTORS
SPONSORED BY THE MAINE OFFICE OF CANNABIS POLICY
\$600 TUITION FOR OUT OF STATE LAW ENFORCEMENT AND PROSECUTORS



Cannabis is legal and more openly used in many states around the nation: Can you detect and articulate its impairment? Today's forms (including edibles, flowers, and concentrates) have a much higher level of THC than in the past. With more cannabis of a stronger variety available, officers greatly benefit from green lab training to help recognize its presence in motor vehicle operators.

U
P
C
O
M
P
R
A
I
S
I
N
G

Jun 20: 8:00 am - 5:00 pm

Jeff's Catering and Event Center

15 event Center Way
Brewer, Maine, 04412

Price: FREE FOR MAINE LEO AND PROSECUTORS ---
Sponsored by the Office of Cannabis Policy
Non-Maine LEO is \$600 *Limited seats available*

Aug 15: 8:00 am - 5:00 pm

Dirigo Safety LLC

95 Main Street 3rd Floor
Auburn, ME, 04210

Price: FREE FOR MAINE LEO AND PROSECUTORS ---
Sponsored by the Office of Cannabis Policy
Non-Maine LEO is \$600 *Limited seats available*

Training Objectives include:

- In-depth discussion about Cannabis and its different forms, legal status, and legislative history.
- A suggested "enhanced" SFST Protocol for detecting cannabis impairment roadside as well as cannabis-impaired driving Investigation techniques including:
 - o Field Sobriety Techniques and exercises
 - o Behaviors commonly observed in people Impaired by cannabis
 - o Investigation and documentation suggestions for best practices
- Chemical testing issues in drug-impaired driving investigations
- Building a cannabis-impaired driving court case.
- Case Law updates • Hands-on Green Lab with Volunteers Cannabis Consumers
 - o In compliance with state marijuana possession laws, we present a "green" lab designed for officers to practice impairment detection skills on volunteers dosed with known amounts of cannabis and alcohol. This will provide the attendees with a gauge of the reliability of their detection skills. The lab is run by civilian instructors.



DIRIGO SAFETY, LLC

PUBLIC SAFETY ADVOCATES

Access our full training schedule by clicking this [LINK](#)

CANNABIS LIAISON TRAINING UPCOMING CLASS DATES

April 25: 8:00 am - 4:00 pm
[Berwick Police Department](#)
20 Wilson Street

Berwick, Maine, 03901

Price: FREE- Sponsored by the Department of Administrative and Financial Services:
Office of Cannabis Policy (Lunch Provided)

May 22: 8:00 am - 4:00 pm

[Dirigo Safety, LLC](#)
95 Main St, Suite 3
Auburn ME 04210

Price: FREE- Sponsored by the Department of Administrative and Financial Services:
Office of Cannabis Policy (Lunch Provided)
This class is also available via streaming on Zoom! Choose this option during registration.

OUI BOOTCAMP UPCOMING CLASS DATES

May 28: 8:00 am - 4:00 pm
May 29: 8:00 am - 4:00 pm
May 30: 8:00 am - 4:00 pm

[Dirigo Safety, LLC](#)

95 Main St, Suite 3
Auburn ME 04210

Price: FREE- This class is sponsored by The Maine Bureau of Highway Safety. Available in-person or Zoom. Lunch provided for in-person attendance.

PRESENTED BY: DIRIGO SAFETY, LLC

TALL COP SAYS STOP

HIGH IN PLAIN SIGHT: SUBSTANCE ABUSE PREVENTION TRAINING

This workshop is for educators, prevention providers, coalition members, law enforcement, probation officers, school administration, treatment, counselors, and parents.

DATE: OCTOBER 23, 2024

LOCATION:
PORTLAND ELKS LODGE AND EVENT CENTER
1945 CONGRESS STREET
PORTLAND, ME

EVENT



Updates From

Impaired Driving Enforcement Training Unit



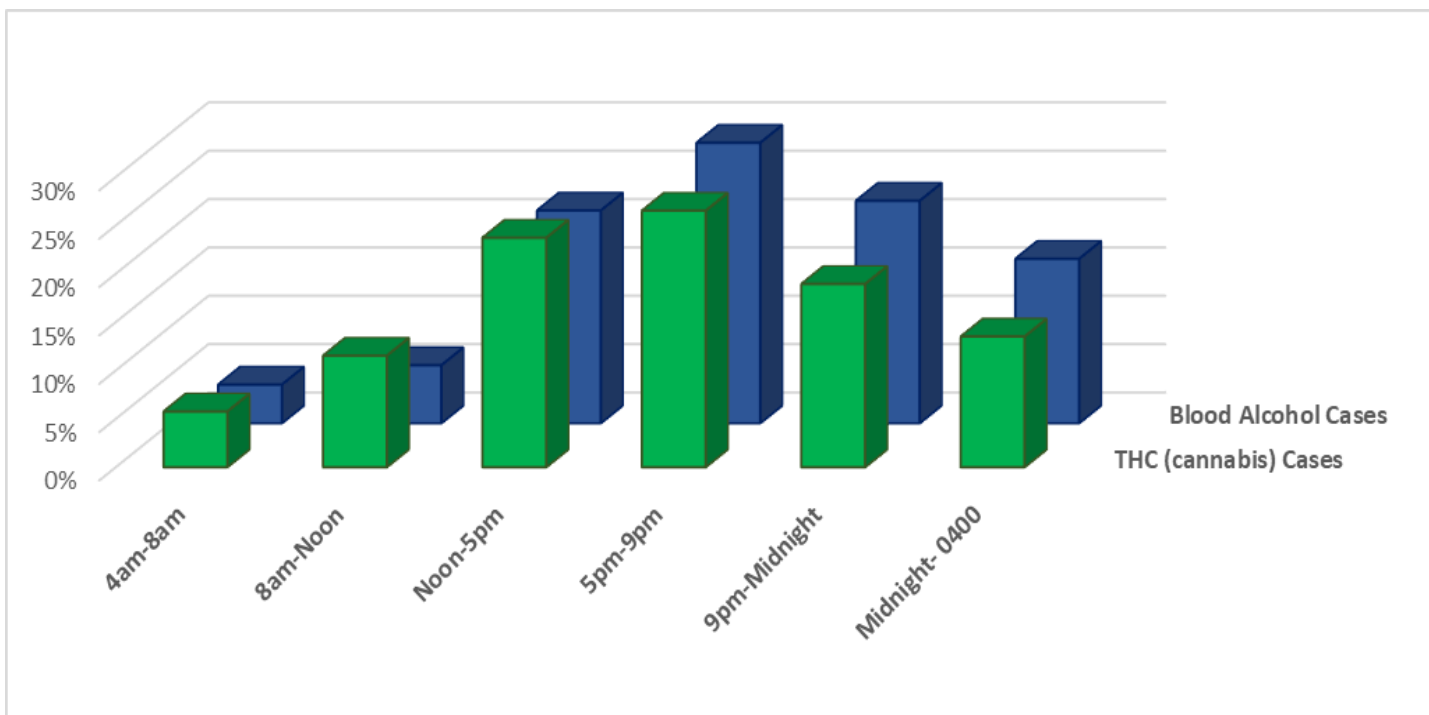
Maine's 2024 Drug Recognition Expert classroom training wrapped up on Friday, March 1st, and within two hours, one of our ten candidates was already observing an enforcement evaluation. Candidates were able to take advantage of a green lab at Dirigo Safety funded by the Maine Office of Cannabis Policy, and will travel to Jacksonville, Florida in April to finish their field certifications at an outreach clinic there. We plan to administer their certification knowledge exam there, so when they land back in Maine, they're fully certified and ready to conduct enforcement evaluations.

Our SFST & Breath Testing Device Instructors are preparing for a busy three weeks of training BLETP cadets, and we're dialing in the exact dates for our next ARIDE class at MCJA, which is planned for the week of May 20 - 21. Additional ARIDE classes at varying locations to follow.

Chemist Corner

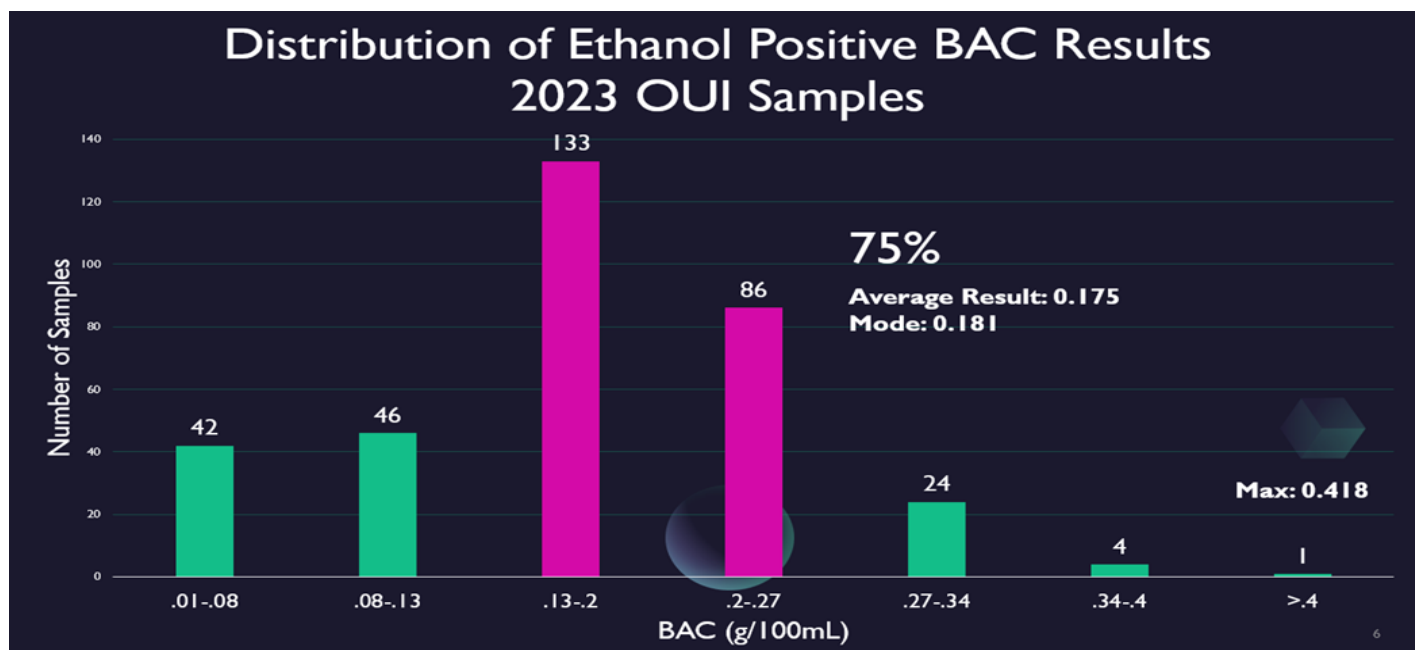
MAINE CDC-DHHS:
HEALTH & ENVIRONMENTAL TESTING LABORATORY:
FORENSIC CHEMISTRY SECTION: TOXICOLOGY

What Time of Day do OUI/DUIDs Most Frequently Occur in Maine?



What is the average blood alcohol concentration seen in OUI/DUID cases?

Average result in 2023 was 0.175 g/dL



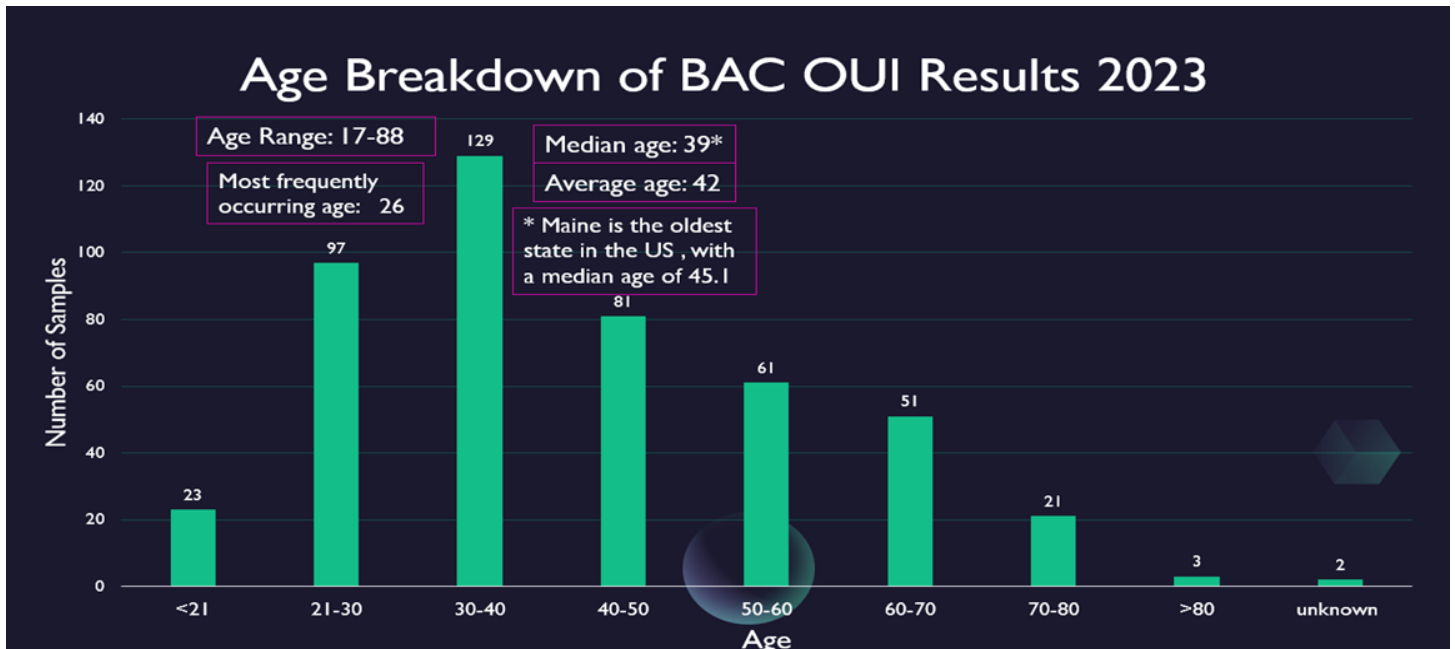
Chemist Corner

MAINE CDC-DHHS:

HEALTH & ENVIRONMENTAL TESTING LABORATORY:

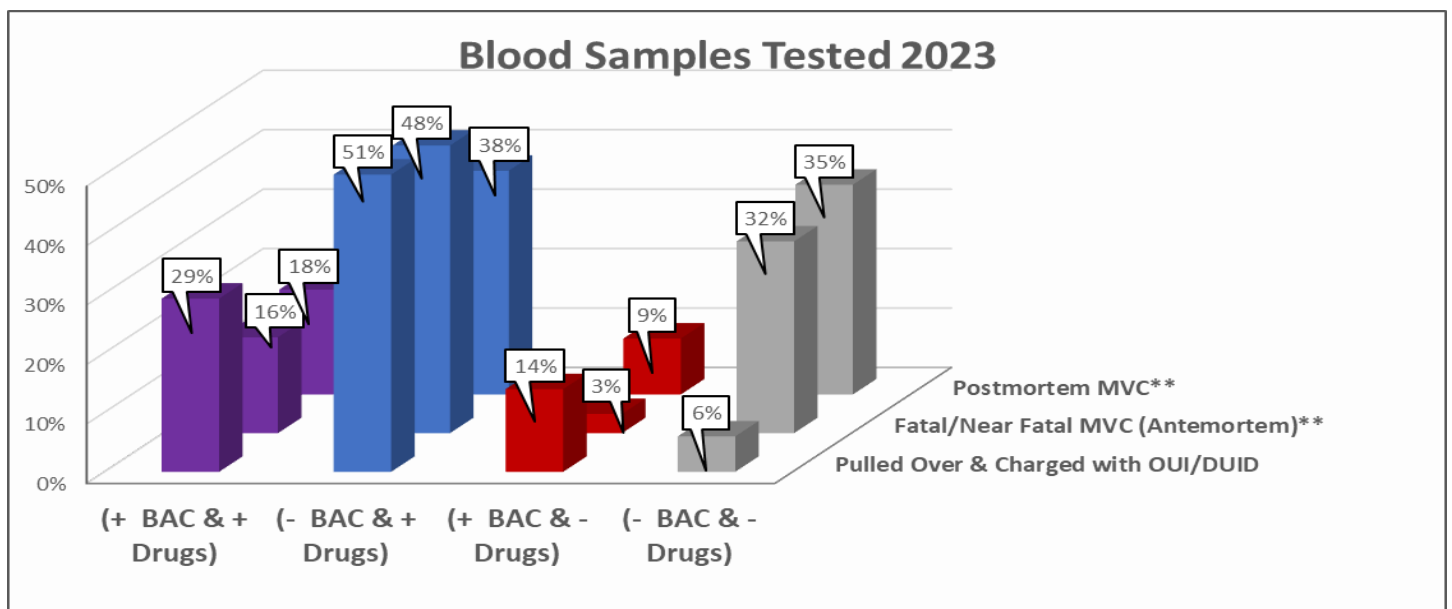
FORENSIC CHEMISTRY SECTION: TOXICOLOGY

Average age of Mainers pulled over and charged with OUI/DUID?



Most Frequent Combination of Drugs and Alcohol?

Alcohol concentration (BAC) of <math><0.08\text{g/dL}</math> and the presence of drugs.



**Automatically tested for alcohol and drugs.

The Bureau of Highway Safety *Coordinators*

UPDATES

FROM

Maine Driving Dynamics

This course is a driver improvement course that is designed to improve a student's defensive driving awareness. LEOs and retirees make great instructors. Contact Chantel.B.Plummer@maine.gov for more information. Current need for instructors is in the Newport area.

Forensic Phlebotomy

Maine Bureau of Highway Safety (MeBHS) has a Forensic Phlebotomy program to train law enforcement officers to conduct evidentiary blood draws during OUI stops or crashes. The training is in partnership with Kennebec Valley Community College (KVCC). So far in

(Continued on page 7)

Maine Bureau of Highway Safety Announces 2024 National Child Passenger Safety Certification Trainings

Car crashes are a leading cause of death for children and approximately 90% of car seats are misused.

The National Child Passenger Safety (CPS) Certification Training Program certifies individuals as CPS Technicians. Certified Technicians utilize their knowledge through a variety of activities, including car seat checks, where parents and caregivers receive education and hands-on experience on the proper use of their child restraint and safety belt systems.

Training Dates & Times:

April 29 - May 2, 2024, 8:00 am to 5:00 pm **Old Orchard Police Department**

May 13 - May 16 2024, 8:00 am to 5:00 pm **Androscoggin Home Health and Hospice**

June 17 - June 20, 8:00 am to 5:00 pm **Gorham Fire Department**

July 15 - July 18, 2024, 8:00 am to 5:00 pm **EMCC Rangeley Hall, Bangor**

August 5 - August 8, 2024, 8:00 am to 5:00 pm **Waterville Fire Department ****First Responders only******

September 12—8:00 am to 5:00 pm **Maine Bureau of Highway Safety ****Recertification Course******

Certification Cost (Paid directly to Safe Kids Worldwide): \$95

Lunch is provided

To register, please go to: www.cert.safekids.org

Contact the Lead Instructor, Lance Mitchell, at: mitchlj18@yahoo.com



(Continued from page 6)

2024, two Forensic Phlebotomy Refresher training courses have been held at KVCC. 16 Forensic Phlebotomists were in attendance between the two days offered. The one day refresher is a requirement of the program to maintain its integrity, ensure the LEO's in the field are conducting evidentiary blood draws properly, and brush up on any skills not utilized often such as a mock court. At this time, no Forensic Phlebotomy training courses are scheduled. Please contact Kasey Theriault, MeBHS Forensic Phlebotomy Program Manager with questions Kasey.theriault@maine.gov.

2024 MAINE IMPAIRED DRIVING SUMMIT

JUNE 11, 2024

Holiday Inn By The Bay
Portland Maine

8:00 AM - 4:30 PM

REGISTER NOW





The Risks of Distracted Driving

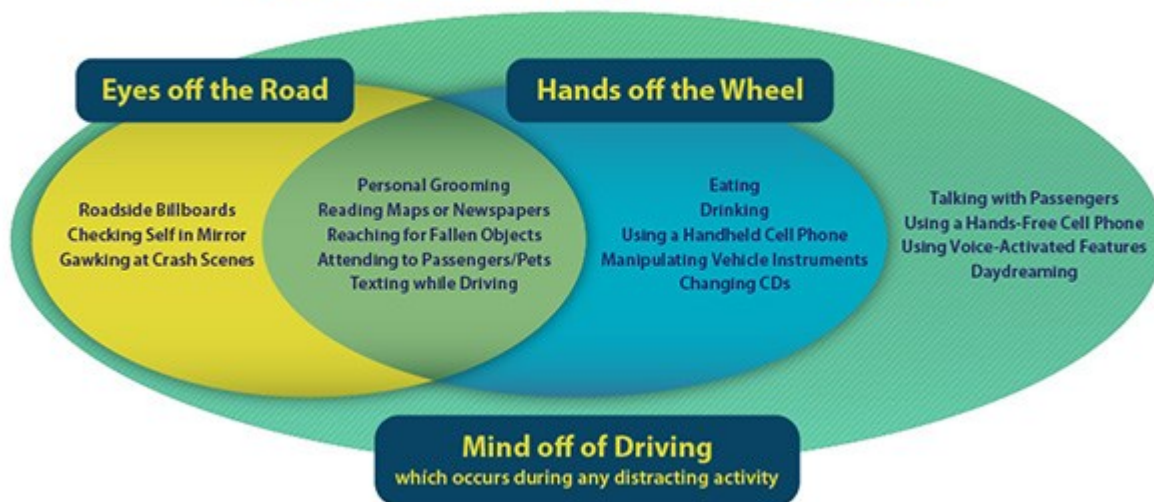
Why is Distracted Driving a Problem?

Distractions take a motorist's attention off driving, which can make a driver miss critical events, objects, and cues or abandon control of a vehicle, all potentially leading to a crash. Distracted drivers put not only themselves at risk, but everyone else using the road. According to NHTSA, one of every ten fatal crashes in the U.S. involves distraction, resulting in more than 3,000 deaths per year.

What Counts as Distracted Driving?

Countless distracting activities can divert driver attention and any one of them can increase the risk of a crash.

Understanding Distraction



How Risky Is Distracted Driving?

Distracted driving is very risky and is known to lead to fatal car crashes.

NHTSA estimated in 2012 that distraction was a factor about 10 percent of all fatal

(Continued on page 9)

(Continued from page 8)

motor vehicle crashes and 18 percent of all crashes causing injury. The exact toll is unknown because Investigators often have difficulty measuring the extent to which driver distraction is a contributing factor in a crash. Wireless device records are usually only accessed in cases of death or serious injury, drivers may not admit fault and police may not always be able to discern the role of distraction. Methods of reporting are improving, but current estimates likely underestimate how frequently distraction causes crashes.

The [AAA Foundation for Traffic Safety](#) has sponsored research on distracted driving since the early 1990s.

The [Foundation's analysis](#) of data from a 2006 study conducted by Virginia Tech's Transportation Institute revealed that **taking your eyes off the road for more than two seconds doubles your risk of a crash.**

The Foundation's annual Traffic Safety Culture Index, which measures national attitudes towards road safety, consistently finds that drivers are willing to engage in distracting behaviors behind the wheel despite knowing the dangers. According to the [2013 Traffic Safety Culture Index](#), 83 percent of motorists rated texting while driving and 58 percent rated cell phone use very serious threats to their safety, yet many admitted performing these distracting behaviors while driving within the previous month. Further, 88 percent of respondents said that distracted drivers were somewhat or a much bigger problem today than they were just three years ago.

The pervasiveness of a 'do as I say, not as I do' attitude toward distracted driving highlights the need to

spread awareness of the risks and work with drivers to increase safety on the roads.

The Foundation [is conducting groundbreaking research](#) on the role of mental distraction in crashes, including the safety of voice-activated communications technologies.

View [AAA's compendium](#) and [fact sheet](#) on distracted driving research to date.

Is Cell Phone Use While Driving Safe?

As one of the most visible sources of distracted driving, cell phone use has attracted much of the focus on distraction to date. A [2008 AAA Foundation report](#) reviewed dozens of studies and concluded that any cell phone use roughly quadruples crash risk. With one out of every 20 drivers [using](#) a handheld cell phone at any given time, safety for all road users is a key concern.

Many believe that hands-free phones are safer than handheld phones. Numerous research studies, however, conclude that hands-free cell phones offer no significant safety benefits over handheld phones – hands-free is not risk-free. Some states and cities have [laws](#) that ban drivers from using handheld phones but allow hands-free use, which further confuses the issue.

Drivers should not use a cell phone – whether handheld or hands-free – while behind the wheel. Read the latest [Foundation research](#) on mental distraction and its role as a key risk factor when using a cell phone behind the wheel.

Many objects and activities both inside and outside the vehicle can pose visual, manual, and mental distractions:

RIGHT NOW, 50 MILLION VEHICLES ON THE ROAD HAVE OPEN RECALLS. CLICK TO CHECK FOR YOURS.



Get the Facts:

- 32,657 people died in distraction-affected crashes over the 10-year period from 2012 to 2021.
- In 2021 there were 3,522 people killed and an estimated additional 362,415 people injured in motor vehicle traffic crashes involving distracted drivers. This was an increase of 380 fatalities compared to 2020.
- Distracted-driving crashes accounted for 8% of all fatal crashes, 14% of injury crashes and 13% of all police-reported motor vehicle traffic crashes in 2021.
- Five percent of all drivers involved in fatal traffic crashes in 2021 were reported as distracted at the time of the crashes. Seven percent of drivers 15 to 20 years old involved in fatal crashes were reported as distracted. This age group has the largest proportion of drivers who were distracted at the time of the fatal crashes.

⇒ Drivers in the:

- 15-20 age group made up 8% of drivers in fatal crashes but were 11% of all distracted drivers and 16% of drivers distracted by cell phones in fatal crashes.



- 21-24 age group made up 9% of drivers in fatal crashes but were 11% of all distracted drivers and 15% of drivers distracted by cell phones in fatal crashes.
- 25-34 age group made up 22% of drivers in fatal crashes but were 25% of all distracted drivers and 30% of drivers distracted by cell phones in fatal crashes.
- During a typical daylight moment in 2021, an estimated 373,066 passenger vehicle drivers were holding cell phones to their ears while driving.

In 2021 there were 644 nonoccupants (pedestrians, pedalcyclists, and others) killed in distraction-affected traffic crashes.



The Quiet Killer Stalking Our Roads – Drowsy Driving

[The AAA Foundation for Traffic Safety](#) released [new research](#) on fatal crashes involving drowsy driving. Results showed that an estimated 17.6% of all fatal crashes in years 2017–2021 involved a drowsy driver, resulting in 29,834 fatalities. These figures are far higher than official government statistics, highlighting the underreported nature of drowsy driving crashes. According to

[NHTSA](#), there is agreement across the traffic safety, sleep science, and public health communities that the impact of drowsy driving is underestimated. [The AAA Foundation's study](#), based on in-depth crash investigations and national fatal crash data, estimates that drowsy driving is a factor in roughly ten times as many traffic fatalities as traditional crash data indicates.

