Enforcement Activities

The MeBHS encourages participation in the national traffic enforcement campaigns and the Maine specific campaigns as well. These are our enforcement numbers:

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td># of Seat Belt Citations Issued</td>
<td>Annual</td>
<td>2,796</td>
<td>3,485</td>
<td>3,639</td>
<td>3,034</td>
</tr>
<tr>
<td>Grant-Funded Enforcement Activities</td>
<td>Moving Avg</td>
<td>5,726.20</td>
<td>5,223.80</td>
<td>4,621.60</td>
<td>3,257.20</td>
</tr>
<tr>
<td># of Impaired Driving Arrests Made</td>
<td>Annual</td>
<td>230</td>
<td>550</td>
<td>540</td>
<td>386</td>
</tr>
<tr>
<td>Grant-Funded Enforcement Activities</td>
<td>Moving Avg</td>
<td>448</td>
<td>456.8</td>
<td>455.8</td>
<td>417.6</td>
</tr>
<tr>
<td># of Speeding Citations Issued</td>
<td>Annual</td>
<td>1,232</td>
<td>4,853</td>
<td>8,157</td>
<td>8,166</td>
</tr>
<tr>
<td>Grant-Funded Enforcement Activities</td>
<td>Moving Avg</td>
<td>4,839.20</td>
<td>5,017.20</td>
<td>5,671.20</td>
<td>4,958</td>
</tr>
</tbody>
</table>

We are aware most agencies are dealing with an abundance of overtime and a shortage of staffing. But last year we had a rise in the number of traffic fatalities and this year we are already ahead of last year’s pace. See the current numbers.

What can you or your agency do to reduce crashes and save lives? There is no easy answer because there is no way to measure success, only failures (crashes). I think it starts with simple traffic enforcement, not only during the campaigns but every shift.

Make your community the one the motorists talk about when they say “never speed though…” Keep your community safe. Every shift slow them down, buckle them up.

TR

The 2017 Click it or Ticket/Buckle Up No Excuses Enforcement invite letter, check list, and application have gone out.

To determine your local crash data you can utilize the MDOT Crash Data at: https://mdotapps.maine.gov/MaineCrashPublic/

Applications can be submitted via email, by mail, or hand delivered. If your agency chooses to email the application:

Please send to webmaster_bhs@maine.gov for tracking purposes.

Applications Due By: April 10, 2017
Program Period: May 22, 2017 to June 4, 2017

IN THIS ISSUE:

- OUI Summit
- Chemist’s Corner
- OUI News
- Texting and Driving
- ARIDE Classes
- Operation RUSH
- Child Passenger Safety
- DOT on 295
AAA Northern New England and the Maine Bureau of Highway Safety invite you to attend the 2017 Impaired Driving Summit. With the recent legalization of marijuana we are bringing together national experts from law enforcement, prosecution and pharmacology to discuss and share their expertise on impaired driving.

Chris Halsor, "Colorado: What We Have Learned"
Dr. Marilyn Huestis, "Marijuana Pharmacology and Effects on Driving"
Lt. Kevin Eldridge, "Driving High: Colorado Enforcement Efforts"
Jon Delena, "DEA: The 360 Degree Strategy"

Register now: https://tinyurl.com/joy7x3y

Questions contact Dan Goodman
goodman.daniel@nne.aaa.com 207-780-6988
This is the second article explaining the steps involved in analyzing urine and blood samples for drugs. The first article described the screening process, while this article will describe the extraction procedure.

The screening provides an idea of what drugs may be present. Once screening is performed, the samples need to be examined further to confirm whether or not what was seen in the screening is actually present in the sample.

In order to do this confirmation, the samples need to be cleaned up and concentrated. This sample preparation is labor intensive and time consuming. We call this process sample extraction. The extractions are done using solid phase extraction (SPE) tubes. There are seven different extraction procedures and two different SPE tubes that we use depending upon what drugs we are looking for. The screening results let us know which procedures to use on each sample. We have specific procedures for suspected opiates, benzodiazepines, cocaine, barbiturates, cannabinoids, amphetamines and one general procedure we use on every sample to look for everything else.

Some drugs are bound to proteins in the urine, making them difficult to extract. The opiates and benzodiazepine procedures require a preliminary step to break the bond between the drugs and the protein. This is done using an enzyme and incubation at elevated temperature (60°C) for 90 minutes. This is followed by a 15 minute centrifugation to settle out any sediment. There is a similar preliminary step for cannabinoids, but it only requires 15 minute incubation at 37°C.

We start with either 2mL or 4mL of sample depending on what drugs we are looking for. The extraction process starts with conditioning of the SPE tubes by running methanol, water and buffer through the tubes using a vacuum manifold. This is followed by drawing the buffered samples through the tubes slowly. The SPE tubes act both as physical and chemical filters. Particulate matter is caught on the packing material in the tube and the drugs of interest are also caught by chemical attraction to the packing. The drugs have a high affinity or attraction to the packing material. A series of rinses are done to release unwanted compounds that may have also been caught in the process. Tubes are then dried under high vacuum for at least five minutes. Collection tubes are then placed under the SPE tubes and strong solvents are pulled through the tubes to release the drugs of interest from the packing.

When we collect (elute) the extract, we use 2mL of solvents. Two milliliters is equivalent to approximately two eyedroppers of liquid. We now want to concentrate that liquid to give us the best opportunity to be able to confirm our target drugs. We evaporate off the solvents under a flow of nitrogen. Now we have the concentrated drugs in our collection tubes. However, it is necessary to have a liquid solution to inject into our instrument. Therefore, we add 60uL (a couple of drops) of solvent to the tubes and vortex them to get the drugs back into solution.

Need Maine facts?
Check out the new 2016 Highway Safety Facts booklet!!  themtsc.org

Question: Look at the Maine crash reports here. Query 2016 statewide fatal crashes. You’ll see we list 148 fatal crashes. Why then do we have 148 males involved and 54 females?

The answer is on the last page
Some of the smaller more volatile drugs, such as amphetamines, need to be derivatized in order to see them on the gas chromatograph/mass spectrometer (GC/MS) instrument that is used for confirmation. This involves adding an extremely reactive chemical to our extract, and incubating at 70°C for 20 minutes. The chemical reaction during the heating process causes the derivitizing reagent to bind to the drugs of interest, making them heavier, and less volatile.

Finally we must transfer the reconstituted solutions to GC/MS vials and ... well we’ll reveal the rest in our next installment!

Steve and Heather

Maine DREs
This is just a reminder. We still collect urine for our DRE evaluations. The MeBHS has purchased the equipment to change over to blood but it’s not as simple as plugging it in. You can see the analysis process is quite involved. While Steve and Heather are working with the urine samples, and all their other DHHS responsibilities, they need to write protocols, procedures and develop standards. We will be a blood state at some point but for now collect urine when ever possible. TR

NDEWS National Drug Early Warning System
Funded at the Center for Substance Abuse Research by the National Institute on Drug Abuse

NDEWS Presents are monthly webinars convened by the NDEWS Coordinating Center to explore emerging drugs and timely drug-related topics.

Our next NDEWS Presents webinar will be Wednesday, March 29, 2017 at 2:00PM.

Check out their Archived Webinars here.  

New analysis highlights patterns of adult medical marijuana use
An analysis of medical marijuana use among adults in the United States indicates that more than 21 percent of medical marijuana users reside in states that have not legalized its use; suggesting that physicians might be recommending medical marijuana regardless of legalization in their respective states.  

NIH
Traffic stop leads to drug find, arrest

A man who's vehicle was stopped for a faulty brake light landed in jail after police found drugs in the car he was driving.

CBS Chicago

Traffic stop leads to drug find, arrest

A man who's vehicle was stopped for a faulty brake light landed in jail after police found drugs in the car he was driving.

Caller Times

From The TSRP Network

Yesterday an Appellate Court in Minnesota released an opinion that has many of our most important topics.

First, it was a vehicular homicide case by intoxication.

Second, there was a warrantless blood alcohol sample due to exigent circumstances.

Third, there was a judge who originally found no probable cause, but later reversed himself when presented with more evidence in a subsequent motion hearing.

All in all this is pretty educational. For all the States with quick e-warrant systems, there is also a greater likelihood that a court will deny that exigent circumstances exist for a search warrant. The more efficient we are, the more likely our evidence will be precluded in circumstances like those in this case. In circumstances like those in this case with the helicopter waiting to load the defendant for transport to the big city, even a phone call would have been improbable.

If you don't read the case, you probably won't ever look for Thief River Falls on google maps......

State v. Davis, 2017 Minn. App. Unpub. LEXIS 152

Two OUI experts, Assistant District Attorneys Will Barry and Brendan O’Brien, have designed and will be conducting two training sessions for Law Enforcement officers:

- Wednesday, March 29 from noon to 4:00, Windham PD
- Thursday, March 30, from 8:00 am to noon, Feeney Room, Cumberland County Courthouse.

This training will cover such topics as: Testifying in Secretary of State hearings, suppression hearings and jury trials; best practices for OUI reports and investigations, and how OUI blood draws should be handled in the wake of the US Supreme Court decision, Birchfield v. North Dakota. There will be time for questions and lively conversations.

The training is Free of Charge! But space is limited (30 in Windham, 40 at the Court-house) and its first come, first serve!

All you have to do to register is send an email to Will Barry and let him know who you would like to have attend. Any questions, as Will or Brendan O’Brien.

barryw@cumberlandcounty.org
bobrien@cumberlandcounty.org

Why is Drugged Driving Dangerous?

The effects of specific drugs differ depending on how they act in the brain. For Example, marijuana can slow reaction time, impair judgment of time and distance, and decrease coordination. Drivers who have used cocaine or methampheta-mine can be aggressive and reckless when driving. Certain kinds of sedatives, called benzodiazepines, can cause dizziness and drowsiness. All of these impairments can lead to vehicle crashes. drugabuse.gov
Traffic Deaths In 2015 Climb By Largest Increase In Decades

The number of people who died in auto accidents reached 35,092 last year, according to newly released figures from the National Highway Traffic Safety Administration. That's a 7.2 percent increase over 2014. The last time there was such a large single-year increase was back in 1966, when Lyndon Johnson was president. 

NPR

Texting and Driving Accident Statistics

The numbers illustrating the dangers of cell phone use while driving are downright startling. In fact, at any given time throughout the day, approximately 660,000 drivers are attempting to use their phones while behind the wheel of an automobile.

Smartphones have made it easy for us to stay connected at all times. But that can pose serious safety risks if someone decides to check his or her text messages, emails, phone calls, or any other mobile applications while driving.

Cell phone distraction rates are alarmingly high. We hope with a little information, you'll make the right decision when you're on the road.

Read More

Study: Most Drivers, Not Just Young, Are Taking Risks

Young drivers aren't alone in behaving badly on U.S. roads, a trend that could be contributing to a spike in highway deaths. Well over half of drivers in every age group have texted behind the wheel, run a red light or driven faster than the speed limit in the last 30 days, according to a new study by the AAA Foundation for Traffic Safety.

Read the full story at WTAE.com
**Advanced Roadside Impaired Driving Enforcement (A.R.I.D.E.) Program**

**Date:** March 20-21, 2017  
**Location:** Kennebunkport Police Department  
**Time:** 8:30 - 4:30  
**Fee:** Sponsored by the Region 1 Training Council and the Maine Bureau of Highway Safety at no cost to your agency.  
**Contact:** James Lyman 877-8009

**Date:** May 11-12, 2017  
**Location:** Brunswick (Southern New Hampshire University) 10 Tibbetts Drive (Cooks Corner)  
**Time:** 8:00 - 4:00  
**Fee:** Sponsored by the Region 2 Training Council and the MeBHS at no cost to your agency.  
**Contact:** MCJA 877-8000

**Date:** May 22-23, 2017  
**Location:** Searsport (Town Office)  
**Time:** 8:30 - 4:30  
**Fee:** Sponsored by the Region 6 Training Council and the MeBHS at no cost to your agency.  
**Contact:** MCJA 877-8000

**Program Description:**

The Maine Bureau of Highway Safety and the Maine Criminal Justice Academy are pleased to offer The National Highway Traffic Safety Administrations’ A.R.I.D.E. course. The course provides officers a better understanding of the elements surrounding the enforcement of impaired driver laws. The course is designed to help officers become more proficient at detecting, apprehending, testing and prosecuting impaired drivers. The course includes elements of both the Standardized Field Sobriety Testing (SFST) and Drug Recognition Expert (DRE) curriculum. **This course is not intended to certify you as a Drug Recognition Expert, although it is being considered as a prerequisite for future DRE candidates.** Attendees must be proficient in the SFST battery with emphasis on HGN procedures.

**Prerequisites:**

- Full Time Law Enforcement Officer  
- Must have completed the SFST program and been deemed proficient by the MCJA.  
- Must meet with an instructor prior to the beginning of the class and review your SFST skills at which time the instructor will sign a new proficiency exam sheet. The signed exam sheet is required on the first day of class. Students without the sheet will not participate.

**Class Limit:** 20 Students (MCJA Registration required)
The BREWER POLICE DEPARTMENT is hosting a 2 Day course entitled:

CRIMINAL INTERDICTION

Instructed by Joe Keil

WHEN:  
April 24 - 25, 2017  
Monday, April 24: 1PM to 9PM  
Tuesday, April 25: 8AM to 4PM

WHERE:  
Brewer Police Department  
151 Parkway South  
Brewer, ME 04412

COST:  
$300.00

To register, contact Deputy Chief Chris Martin at the Brewer Police Department at cmartin@brewermaine.gov

Class size is limited to 25 officers

Course:
Operation R.U.S.H. is a 2 day criminal interdiction course which breaks down traffic stops into segments: Initial violation; Location of stop and stopping sequence; Exterior and interior indicators; Legal options, Roadside interviews; Arrest and documentation. This course also includes practical exercises on vehicle searches where vehicles are set up with indicators and finds. Other topics covered include: Recognizing the drug trafficker; Current drug trends; False ID’s, and K9 deployment. K9 officers are welcome to attend with their partners.

The mission of Operation R.U.S.H. is to train officers to look beyond the traffic stop by recognizing criminal activity. The goal of this class is to employ safe tactics, educate officers on current case law, current drug trends and concealment methods while providing hands-on training.

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We have been getting questions about the storage of blood kits for alcohol determination. There seems to be some confusion on whether they need to be refrigerated or not. Blood samples should be refrigerated for storage. Obviously they will not be refrigerated during shipping in the mail or in the drop box at Augusta PD, but otherwise they should be refrigerated. We refrigerate them here at the lab when we receive them. Lack of refrigeration does not adversely affect the alcohol results, but it can lead to arguments by the defense in court which we would rather not have to deal with.

Stephen J. Pierce  
Chemist II
**Training Opportunity**

Low Speed Emergency Vehicle Operation Course (EVOC) Emergency Responders One-Day Training sponsored by the Maine Chiefs of Police Association District 4

Dates: May 8, 9 or 17, 2017

Time: 0800-1600

Location: Waterville Airport

Fee: $35.00 per participant for law enforcement agencies

Registration Deadline: May 5, 2017 or until classes are full

The Low Speed EVOC and Precision Skills Pad Course is designed for law enforcement personnel emergency responders.

Each Law Enforcement Agency choosing to send drivers to participate in this course will be responsible for providing their own emergency vehicle. The vehicle provided must pass a Pre-Course vehicle inspection completed by a Certified Mechanic or a Public Works Mechanic before being allowed on the Skills Pad.

Please contact Kathleen Kenney-Haley at the Waterville Police Department via email: kkenney@waterville-me.gov or 207-680-4704 to register for the class and be sure to state for which date you are registering. A confirmation email containing further instructions will be sent out after registration.

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**Millennial Drivers Are the Worst.**

That’s not just their elders talking. The AAA Foundation for Traffic Safety found 88% of drivers 19 to 24 years old acknowledged engaging in risky behavior such as texting while driving, running red lights, or speeding during the previous month according to a report released Wednesday.

*Detroit Free Press*

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**Florida H&R**

Don't you hate it when a person leaves the scene of a crash and leaves behind dead or broken bodies?

One out of every four crashes in Florida includes a hit and run. The Florida Highway Patrol has begun a public safety campaign trying to have an impact on drivers who would run.

*My Sun Coast*

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**Child Passenger Safety Training**

Please see the attached link for certification trainings we have scheduled for 2017 [http://www.maine.gov/dps/bhs/child-passenger-safety/training/course.html](http://www.maine.gov/dps/bhs/child-passenger-safety/training/course.html). Please pass along information to individuals you think may be interested in becoming certified car seat technicians. Registration is available online, registrants will receive an email confirmation and billing information. Please email or call me with any questions.

Thank you,

*Janet*

**Cell 207.530.0553  Tel. 207.626.3848**
DOT RELEASE

On March 27, 2017, the Maine Department of Transportation will be lowering the speed limit on Interstate 295 from Falmouth to Topsham from the current 70 mph to 65 mph.

Since the speed limit increase in 2014 from 65 mph to 70 mph, data shows that I-295 crashes increased by 29% in a two-year span between the year before (June 2013-May 2014) and the year after (June 2015-May 2016). During that same time period, traffic volumes increased by 6.4%. “It’s important to note, that while an increase in capacity on I-295 have led to more crashes, speed and driver distraction are also major factors,” said MaineDOT Chief Engineer Joyce Taylor. “By lowering the speed limit, we hope to allow drivers more reaction time to any event that may occur on the highway.”

In the past 10 years, MaineDOT has implemented over $24.5 million in mobility and safety improvements including:

- Exit 3 northbound on-ramp improvements
- Auxiliary lanes between Exits 3 and 4
- Exit 11 north bound on-ramp improvements
- Exit 7 auxiliary lane and off-ramp improvements
- Exit 15 major improvements
- Exit 6 traffic operation improvements
- Variable message signs enabling direct communication at key locations

“The increase in traffic crashes along this particular corridor has also resulted in longer traffic delays which often lead to secondary crashes,” said Maine State Police Colonel Robert A. Williams. “By lowering the speed limit it will reduce crashes which will lead to a reduction in both secondary crashes and longer traffic delays.”

As MaineDOT and other cooperating agencies study the I-295 corridor, future capital investments are identified in the Wok Plan for 2017-2019 that include:

- Replacement of 25 variable message signs between exits enabling instantaneous and improved communication regarding incidents from weather, crashes, Amber Alerts, etc.
- A technical update of the prior I-295 Corridor Study to identify and prioritize additional improvements based on updated and forecasted traffic volumes and crashes.
- Traffic signal with turn lanes at Interstate 295/ Bucknam Road in Falmouth.
- Evaluation for new southbound access at Exit 4.
- Lighting replacement at Exit 22 northbound.
- Traffic signal at the intersection of Route 1 and exit 17 northbound off-ramp.

The speed limit change from 70 mph to 65 mph will occur on March 27, weather permitting. Variable message boards will alert motorists two weeks in advance of this change. Additionally, all physical speed signs will be replaced on the highway by the end of March.

Answer: Be careful using the search tools. There are fatal crashes and human fatalities involved in the data. A fatal crash may have multiple fatalities. Also, crashes often involve multiple drivers not all of whom die. Watch your data queries carefully. BTW: we had 156 fatalities last year.