



Maine County Corrections Professional Standards Council

August 13, 2026

Review of County Jail Inmate Transportation: Opportunities for Collaboration and Savings

As part of the mission of the CCPSC, the Council decided to examine the current state of collaboration among county jails related to inmate transportation to determine if there were opportunities for additional cost savings and/or service improvements.

As prescribed in Title 30-A §1210-F, *the County Corrections Professional Standards Council was established to evaluate and advise the Commissioner with regard to the composition of programs and services required pursuant to section 1208-B, subsection 4.*

Section 1208-B, subsection 4-A states, *“Each jail shall participate in coordination of **inmate transportation**. Coordination of transportation may be provided by the jail at which the inmate resides, by another jail or correctional facility or by a person or entity working under a contract with the jail at which the inmate resides.”*

To inform the Council’s review, the Council reviewed historical data and sought input from Sheriff’s, Jail Administrators, County Administrators and the Department of Corrections. The Council also met on June 9th and 25th to discuss the issue.

Based on the Council’s review, the Council found the following:

Since 2015, county jails and MDOT have worked together to coordinate inmate transportation. This process was effective and led to the development of a transportation hub in 2015.

The term ‘hub’ refers to a practice of formalizing agreements between counties to coordinate transfers of sentenced inmates to the State Prison. For example, it made logistical sense for a transport heading from Aroostook to stop in Penobscot to arrange a coordinated pickup/drop off before continuing to a state facility.

A key element of inmate transportation coordination relates to transporting inmates from county jails to DOC facilities for longer-term incarceration. Hence, the effectiveness of the program requires cooperation among county jails and DOC.

During COVID, this program had to be scaled back because inmate housing was completely disrupted as jails and prisons worked to handle outbreaks through quarantine. Instead, the program consisted of the State receiving inmates from certain counties on certain days. This practice conflicted with some of the standing transport arrangements and as a result the hub concept was abandoned.

More recently, county jails have continued to maintain informal agreements regarding inmate transportation. This has been effective because of changes from MDOC. In 2025, the Department removed the assignment of certain days for certain county transport and created a schedule where female inmates are accepted on Tuesday afternoons, and male inmates are taken on the other weekdays in both morning and afternoon shifts.

As part of the Council's review, it was identified that the program could be improved if an additional schedule day to accept females was added. Maine's female inmate population is on the rise. According to reports from the non-profit news network *Stateline* the female population in Maine's jails and prisons increased 28% from 2022 to 2023. Driven primarily by opioid arrests, county jails are regularly struggling to house female inmates, making timely access to transport a priority.

Based on this, the following changes were implemented: MDOC proposed adding an additional scheduled time for female transport. At their meeting on June 25, 2026, the Council formally requested that MDOC add Friday afternoon drop off to the current Tuesday afternoon schedule. In a letter from Deputy Commissioner Anthony Candillo dated July 1, 2026, the Council received confirmation that the Department has implemented the Friday afternoon schedule for female inmates in addition to the Tuesday schedule. This is a clear example of the Council's collaborative work.

At this state, the Council believed the program is effective and leads to thousands of dollars in savings and service benefits. For example, if a county jail is holding a female inmate who receives a state sentence on a Wednesday morning, the county bears the cost of holding that inmate for six (6) additional days. Assuming jail costs average \$200 per day, that is an additional \$1,200 burden on the county. For a receiving jail that may charge up to \$135 per day to house a female inmate, that six day wait costs them an additional \$810 in lost revenue.

Regarding communication of transport needs, the Council found that jail administrators work collectively to make arrangements and MDOC is amenable to adjusting if the schedule allows. An improved Offender Management System (OMS) could include a way to communicate transport needs between counties to create a more efficient system.

In addition to the transport schedule, the Council found that training and safety for Transport Officers should continue to be a priority. In April of 2025, the Legislature passed LD1710 *An Act Regarding the Authority to Transport Prisoners Confined in Jail and the Use of Physical Force with Respect to Prisoners and Persons Who Have Been Arrested*. This extends the use of electronic weapons to Transport Officers. While the Council supports this necessary change, it finds that academy training specific to transport officers would be even more beneficial.

Currently corrections officers receive minimal use-of-force training, and most of their instruction focuses on maintaining security within a secure facility. This does not adequately

prepare them for assignments in unsecured environments such as hospitals, medical appointments, inmate transport, and court.

There has been discussion in the past about the Maine Criminal Justice Academy developing a transport officer certification specifically for corrections officers. The concept would be a program requiring fewer hours than the full Green Pin Law Enforcement curriculum by removing training that is not directly applicable, while retaining the knowledge and skills most relevant to conducting transport and providing security in unsecured settings. Such a certification could better prepare officers for these duties without requiring full Green Pin training.

The Council found that accurate reporting of medical information is essential to efficient transfer of inmates from county to state. The Council reviewed an updated form to help streamline the transport process by ensuring that MDOC has all the medical and mental health data they need before accepting an inmate from a county jail.

In conclusion, the Council finds that there is cooperation and flexibility within the coordination of inmate transportation. Counties work with each other and the MDOC to make accommodation as necessary. Enhancements to the training afforded to transport officers at the academy level would improve safety and efficiency.

The Council recommends no changes to current legislation or Jail Standard regarding Inmate Transportation. A copy of these findings will be shared with the Maine Criminal Justice Academy Board of Directors pursuant to the recommendation for transport officer certification.

The Council plans to review the status of transportation cooperation in 2028 to determine if further changes or modifications are needed.

Respectfully submitted,

Maine County Corrections Professional Standards Council