

State of Maine
Department of Public Safety, Bureau of Highway Safety

23 CFR 1300.35 Annual Report

(a) Performance Report

<p>(1) An assessment of the State's progress in achieving performance targets identified in the most recently submitted triennial HSP, as updated in the annual grant application, based on the most currently available data, including:</p>
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Setting and meeting targets helps a state achieve goals by providing a measurable method to track ongoing progress. It allows the Highway Safety Office to focus on strategies that ensure they are on track to meet targets and prioritize projects and activities that will assist in reaching the desired outcome. Reviewing targets annually within a three-year Plan allows time for reflection and adjustments when needed.

An assessment of the State's progress in achieving performance targets identified in the 2024-2026 Triennial Highway Safety Plan (TSHP), based on the most recent data shows that Maine is on target to meet most of the performance targets originally set and for those not met, a narrative description of adjustments made or to be made has been added.

Assessment of Core Performance Measures

Core Outcome Measures	Target Period	Target Value	Progress Results	Data Source	On Track to Meet Target
C-1) Total Traffic Fatalities	5-year 2020-2024	160	162*	State data, as of 12/7/24	N
C-2a) Serious Injuries in Traffic Crashes	5-year 2020-2024	709	695†	State data, as of 12/10/24	Y
C-2b) Serious Injury Rate	5-year 2020-2024	4.79	4.73†	State data, as of 12/10/24	Y
C-3a) Fatalities/VMT	5-year 2020-2024	1.12	1.10†	State data, as of 12/7/24	Y
C-3b) Rural Mileage Death Rate	Annual 2024	1.23	—	—	in progress
C-3c) Urban Mileage Death Rate	Annual 2024	0.70	—	—	in progress
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Annual 2024	53	48	State data, as of 12/7/24	Y
C-5) Alcohol-Impaired Driving Fatalities	Annual 2024	47	24	State data, as of 12/7/24	Y
C-6) Speeding-Related Fatalities	Annual 2024	42	37	State data, as of 12/7/24	Y
C-7) Motorcyclist Fatalities (FARS)	Annual 2024	24	35	State data, as of 12/7/24	N
C-8) Unhelmeted Motorcyclist Fatalities	Annual 2024	17	16	State data, as of 12/7/24	Y
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	Annual 2024	13	16	State data, as of 12/7/24	N
C-10) Pedestrian Fatalities	Annual 2024	13	12	State data, as of 12/7/24	Y
C-11) Bicyclist Fatalities	Annual 2024	2	1	State data, as of 12/7/24	Y
<p>* Value reported is the average of data from 2020 to 2024 using a projected value for 2024. Historically, approximately 93.5% of fatalities occur on or before Dec. 7 of each year. The current count for 2024 (as of 12/7) is 164 and is expected to be 175 by year's end.</p> <p>† Value/rate computed using 2023 VMT for 2024 and using data to date.</p>					

Core Behavior Measures	Target Period	Target Value	Progress Results	Data Source	On Track to Meet Target
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants	Annual 2024	93.9%	93.8%	Maine Seat Belt Use 2024 (survey and report)	N

Additional Measures	Target Period	Target Value	Progress Results	Data Source	On Track to Meet Target
Senior Driver Fatalities	Annual 2024	28	37	State data, as of 12/10/24	N
Distracted Driver Fatalities	Annual 2024	8	23	State data, as of 12/10/24	N
EMS First Responder Fatalities	Annual 2024	1	0	State data, as of 12/10/24	Y
Media Recall Target	Spring 2024	43%	44%	Critical Insights Survey, 2024	Y

Activity Measures	Target Period	Target Value	Progress Results	Data Source	On Track to Meet Target
# of Seat Belt Citations Issued During Grant-Funded Enforcement Activities	Annual 2024	n/a	614	State data, 2024	n/a
# of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	Annual 2024	n/a	143	State data, 2024	n/a
# of Speeding Citations Issued During Grant-Funded Enforcement Activities	Annual 2024	n/a	2,376	State data, 2024	n/a
# of Distracted Driving Citations Issued During Grant-Funded Enforcement Activities	Annual 2024	n/a	1,390	State data, 2024	n/a

Assessment of Traffic Records Performance targets

	TRAFFIC RECORDS OUTCOME MEASURES	Timeframe	2020	2021	2022	2023	2024	2024 Target	Target Met
	5.1.1 eCitation Completeness-Lat/Long	4/1/-3/31	6.72%	12.66%	17.54%	22.86%	25.09%	24%	Y
	5.1.2 eCitation Timeliness-Maine Violations Bureau	4/1/-3/31	6.3	5.2	4.0	3.9	3.9	3.7	N
	5.1.3 eCitation Uniformity – Maine Violations Bureau	4/1-3/31	15.14%	33.33%	44.16%	51.51%	54.80%	52%	Y
	5.1.4 eCitation Completeness-Agency Count	4/1/-3/31	14	20	43	62	62	64	N
	5.1.5 eCitation Completeness-Officer User Count	4/1/-3/31	320	412	823	1,088	1,397	1,100	Y
	5.1.6 ECitation Timeliness	4/1/-3/31	7	23	43	135	3 hrs	4 hrs	Y
	5.1.7 Crash Completeness	4/1/-3/31	65.20%	65.11%	65.11%	64.90%	63.73%	66%	N
	5.1.8 Crash Timeliness-Received within 5 days	4/1/-3/31	87.8%	87.69%	88.34%	88.13%	88.82%	88.5%	Y
	5.1.9 Crash Timeliness-Average	4/1/-3/31	5.6	5.71	5.5	5.67	5.43	5.4	N
	5.1.10 Crash Uniformity	4/1/-3/31	42.79%	42.79%	42.79%	42.79%	42.79%	44.1%	N
	5.1.11 EMS Uniformity (NEMSIS 3.4)	4/1/-3/31	99.99%	97.6%	98.8%	99.87%	97.78%	100%	N
	5.1.12 EMS Uniformity (NEMSIS 3.5)	4/1/-3/31				0%	34.54%	No target set	N/A
	5.1.13 EMS Completeness	4/1/-3/31	89.0%	63.0%	91.0%	92.45%	93.06%	No target set	N/A
	5.1.14 EMS Timeliness-Received within 24 Hours	4/1/-3/31	85.0%	62.0%	No Data	97.07%	96.60%	No target set	N/A
	5.1.15 Roadway Uniformity – MIRE -Roadway Segment	4/1-3/31		80.47%	86.01%	86.01%	86.01%	88.1%	N
	5.1.16 Roadway Uniformity-MIRE-At Grade Intersections/Junctions Elements	4/1-3/31		79.76%	75.95%	75.95%	75.95%	77.1%	N
	5.1.17 Roadway Uniformity-MIRE-Interchange/Ramps Elements	4/1-3/31		60.88%	57.58%	57.58%	57.58%	59.1%	N

(i) An explanation of the extent to which the State's progress in achieving those targets aligns with the triennial HSP (i.e., the State has (not) met or is (not) on track to meet target); and

Maine's triennial highway safety plan documents a three-year period of the State's highway safety program that is data-driven in the establishment of performance targets and in the selection of countermeasure strategies for programming federal funds to meet those targets.

Performance targets are data-driven, quantifiable, and measurable and must demonstrate constant or improved performance over the three-year period covered by the THSP. Core measures were developed in collaboration with the National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) in 2008. Requirements added later included a provision that three common measures between State Highway Safety Office Highway Safety Plans and State DOT's Strategic Highway Safety Plans and HSIP Annual Reports were identical, and those three measures are fatality, fatality rate, and serious injuries.

Each program area identified by the State during the planning process must include a measurable performance target. For program areas not required but identified by a State as requiring programming for federal grant funds (e.g. distracted driving, senior drivers), the State is required to develop its own performance measures and targets that are data-driven and report on progress (met or not met) the same as required measures.

Understanding where you stand during the implementation of a plan provides opportunities to identify if you are on track to achieve your intended outcome(s) and allows for timely adjustments and course corrections. The MeBHS regularly monitors progress against yearly targets so that we may be proactive in response and make informed decisions regarding new strategies and resource allocation such as funding, personnel, or engaging additional partners. One example was the introduction of the State's Motorcycle Safety Task Force. MeBHS recognized that motorcycle crashes and fatalities were steadily increasing and that we would not be on target to meet our goals. We quickly convened an ad hoc committee of highway safety professionals, transportation and engineering professionals, crash analysts, motorcycle training specialists and professionals, and included motorcycle rider groups for public rider input and feedback. As a result of this task force, we made necessary adjustments in media and outreach and added new projects for engagement during the fiscal year. We still did not meet our intended target for FFY2024, but the task force continues to regularly meet and discuss ways to reduce motorcyclist crashes and fatalities.

A robust discussion regarding which measures were not met, and adjustments made to attempt to achieve those measures, follows in this report.

(ii) a description of how the activities conducted under the prior year annual grant application contributed to meeting the State's highway safety performance targets.

While a description of each of the State projects and activities including funds expended is no longer required under BIL, we believe that significant thought, time, and work goes into the implementation of chosen countermeasures, projects, and activities and highlighting the success of our hard work, and that of our subrecipients and partners through a thorough description of project outcomes, benefits in the overall analysis of how these activities contributed to meeting or not meeting the chosen performance targets. Therefore, a project performance update on each project and activity identified in the most recent AGA is provided below including discussion of Public Participation and Engagement (PP&E) efforts, law enforcement community collaboration, high-visibility enforcement and mobilization participation and results, and identified adjustments to future programming to assist in the meeting of chosen targets.

COMMUNICATION and OUTREACH – PAID AND EARNED MEDIA

Project Name	Statewide Strategic Media Plan
Project Description (incl. Location and Affected Communities)	<p>A robust public education campaign combined with high-visibility and sustained enforcement are proven to impact driver behavior (NHTSA). The MeBHS' public relations and marketing program focuses on all the behavioral programs listed below:</p> <p>Statewide Strategic Media Plan Supporting CIOT/BUNE HVE Enforcement Supporting DD HVE and Sustained Supporting Impaired HVE and Sustained Supporting Speed HVE and Sustained Educating Drivers re: Cannabis-impaired driving Mature Driver PSA's Pedestrian and Bicycle PSA's Motorcycle Safety PSA's including Share the Road and impaired riding Slow Down and Move Over PSA (Emergency and Stationary Vehicles) Unattended Passengers Program</p> <p>MeBHS uses the Request for Proposal (RFP) and resultant vendor/contractor(s) to assist us with PSA production and media buys. The contract currently includes a survey of Maine residents, every six months, regarding the reach and recognition (recall) of media campaigns. Maine residents were asked, "In the past year, have you seen or heard any ads in the newspaper, on television, on the radio, etc. here in Maine that relate to a safe driving campaign?" The Spring 2023 critical insight report shows a solid increase of recall of safety messaging from 36% to 45%. When looking at individual campaigns there is a decedent increase when comparing spring 2022 to spring 2023, as only two of the campaigns decreased in awareness. Some of the highlights are Click it or Ticket increased from 84% to 87%, Buckle Up/ No Excuses increased from 74% to 76%, Share the Road increased from 71% to 76%, Survive</p>

	<p>your Drive increased 47% to 51%, and One Text or Call could Wreck it all increased from 66% to 71%. After a big drop in awareness due to the pandemic our individual campaign awareness rates are some of the highest we have ever had. We feel this can be credited to have a variety of PSA's running and our increased media buy. During our 2023 plan, we increased our social and digital media campaigns and started primarily running all the PSAs that were created in 2021. We also branched out into new areas like movie theaters and racetracks to run our messaging. For FFY2024, we plan to create new a video for motorcycle driving courses, a new drivers ed video that focuses on driving around tractor trailer trucks, and new printed handouts (including in various languages to support our non-English speaking communities) and to distribute to businesses, organizations, and local communities for educational outreach.</p> <p>MEBHS currently is under contract with NL Partners and Critical Insights to survey Maine residents every six months regarding the reach and recognition (recall) of media campaigns. Maine residents were asked "in the past year, have you seen or heard any adds in the newspaper, on television, on the radio, etc., here in Maine that relate to a safe driving campaign?" In fall of 2020 we had a steep decline to 35% due to the covid and the election season. Since then, we have been slowly increasing and we are back to a recall rate of 43% as of spring 2023. The statewide media plan reaches both far North to the Canada border and to Southern Maine on the New Hampshire border, with special emphasis on high-crash and high-fatal locations. For motorcycle safety those high-crash locations are identified in order of highest</p>
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	to lowest on pages 132-136. All communities are affected.
Countermeasure Strategy	Increase media recall rate for public education supporting law enforcement activities, which will show that the public is more aware of the behavioral highway safety messages.
Project Agreement Number	PM24-001
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration for Contracted Services
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402/405e/405e Flexed to 402/405f
Eligible Use of Funds	23USC402/1300.24/1300.25
GTS Voucher Coding	402PM/M8*PM/M11MA
Amount of Federal Funds	\$1,800,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

Campaign Spending – Media (October 2023 – September 2024)

The following information outlines media buys including: (digital, OOH, radio, social media, streaming, and TV) by campaign:

Distracted	\$ 372,369
Impaired Driving	\$ 166,942
Mature	\$ 16,432
Motorcycle	\$ 105,571
Occupant Protection	\$ 70,915
OP – CPS	\$ 14,797
Speed	\$ 134,441
Vulnerable Roadway User	\$ 56,109
Young Driver	<u>\$ 25,280</u>
Total Media	\$962,856

Plus, Total FREE and Bonus media **\$565,088**

Campaign Impressions – By Campaign

<u>Campaign</u>	<u>Demo</u>	<u>Impressions</u>
Distracted	Adults 18-49	75,816,434
Impaired Driving	Men 18-54	13,700,010
Mature	Adults 65+	947,542
Motorcycle	Men 18-54	13,558,114
Occupant Protection	Men 18-49	2,725,147
OP – CPS	Adults 18-64	1,589,484
Speed	Men 18-49	4,922,945
Vulnerable Roadway User	Adults 18+	4,670,711
Young Driver	Teens 16-19	<u>1,087,631</u>
		119,018,018
Paid Impressions	55,520,144	
Bonus: 1 for 1 PSAs and over-delivery		63,497,874

Direct Mail, Marketing Plan, Printing, Research

The following information describes printed materials, marketing plans and research projects completed in FY2023/24:

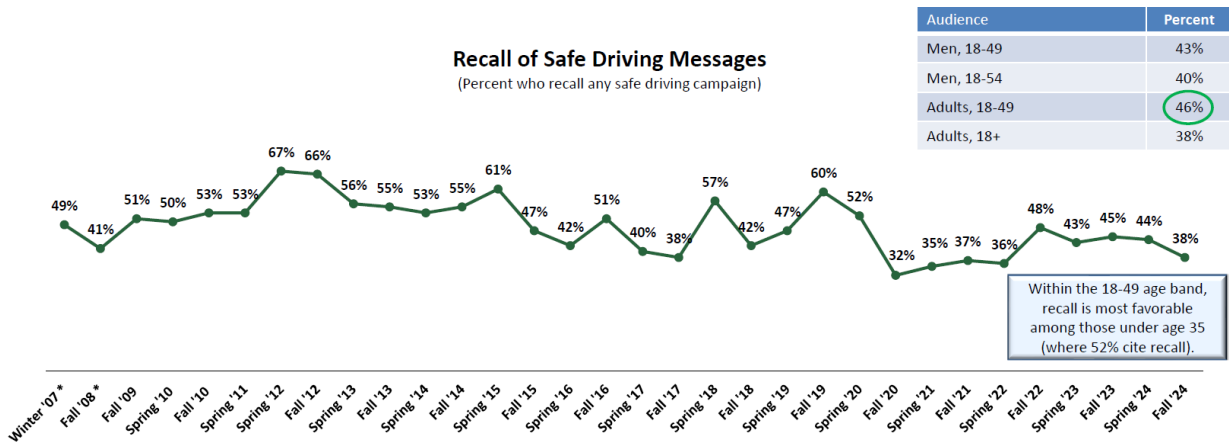
Printed materials

- CPS - Installation guide
- CPS - Protect your precious cargo rack cards
- Distracted - Hands-Free Driving rack cards
- Impaired – Drive Sober Maine brochure
- Impaired – Sobriety checkpoint rack cards
- Graduated Driver Licensing Laws Postcard
- Motorcycle safety - Lawn signs (spending included in paid media - out-of-home)
- Occupant Protection – Buckle-up Maine brochure
- VRU – Pedestrian Safety rack cards
- Young Driver – 100 Deadliest Days Handout
- Marketing Plans – Stage One and Stage Two

- Critical Insights Tracking Survey – Spring '24
- Critical Insights Tracking Survey – Fall '23

Total Safety Campaigns - \$980,657

Channels	NHTSA Calendar		Month																																																														
			October			November			December			January			February			March			April			May			June			July			August			September																													
			Week of	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
			Protection												Occupant Protection												Vehicular Roadway Users																																						
Target												Budget												Planning CFI												Total Expenditure																													
Streaming TV																																																																	
Unrestrained Driving																																																																	
Impaired Driving																																																																	
Motorcycles																																																																	
Occupant Protection																																																																	
QP - CPG																																																																	
Speed Enforcement																																																																	
Young Driver																																																																	
Vulnerable Roadway Users																																																																	
Total																																																																	



Maine's THSP uses the Spring measure annually to set our target. The target for Spring of 2024 was 43%. We met that target at 44%. However, it should be noted that from Fall 23' to 24' there was a decrease from 45% to 38% in recall of safe driving messages. This is largest decrease we have seen since 2020. We believe the reason is because it was a presidential election year which dominated ad space and the top of peoples minds. Even though we have run a heavy media buy, we have limited variation in our PSAs and that can lead to our message getting stale and for the listener to tune it out. We will be putting out an RFP in FFY25 to create new PSAs so our message will stand out more and be more memorable. Additionally we will look at what PSAs are being played and if any should be switched out with anything from our back catalog. Looking at individual campaigns *Designate a Sober Driver*, *Buckle Up No Excuses*, *Share the Road*, and *Drive Sober Maine* all showed an increase between 6 to 9 percent.

When looking at where in the state our PSAs should be played the most, our media vendor creates a five year fatality index showing the percent of population relative to the percent of total fatalities. Some of our highest counties are Hancock, Washington and

Somerset so we geotarget our digital streaming buys to those locations. As for which campaigns are played more we reviewed our most recent data from 2023-2024. Nearly 20% of the fatalities involved alcohol impairment in 2023 so we allocated more funding towards it. We also know that distraction can play a large part in all crashes, so we utilize the 405e funds to reach all drivers. Additionally we make sure that we have topical PSA's scheduled with the NHTSA communication calendar to help reinforce the message.

Our over deliveries this year were excellent. We paid \$962,856 and received 55,520,144 impressions. We received \$565,088 in free and bonus media which lead to an additional 63,467,874 impressions. Throughout the year there were a couple of small under deliveries. In July, August, and September radio underdelivered by 8% due to it being within the political window. TV underdelivered at the start of the federal fiscal year but turned it around by the end. These underdelivers are minor compared to how well our campaigns did.

October, November, December – 189%

January, February, March – 778%

April, May, June – 226%

July, August, September – 106%

The start of 2024 showed the highest over delivery, which was because of the Maine Principals' Association website. This alone was at +1191% and delivered 32,000,000 impressions. Other areas that contributed to the over deliveries were digital streaming, social media, and TV (by the end of the FFY).

As for the media that was created this year, we made a total of six new items. The first three were created with the Bicycle Coalitions of Maine. They received a grant and created new PSAs focusing on pedestrians, cyclists, and vulnerable roadway users' safety. The PSA's can be viewed on our [YouTube Channel](#). The final three were created in-house and they are new print media handouts. The first two were created to focus on impaired driving. One is a [tri-fold brochure](#) that is a one stop guide that goes into detail about the effects of alcohol in your blood, the state law on operating under the influence, how cannabis is more potent than before, and how to help prevent impaired driving. Next is a [bucksip](#) that details what a sobriety checkpoint is and includes quick facts about impaired driving. Lastly a bi-fold handout for [Buckle Up Maine](#) was created as well. These items were given out to local law enforcement agencies, drivers education schools, and Maine Driving Dynamics.

For FFY25 we are looking at creating new PSA's and printed material for almost all our program areas. Adding in new PSA's will help keep our message fresh and on the top of mind. Also having safety messages presented in different ways helps capture a wider

audience. Additionally, we are creating a new video for driver educators that focuses on driving around commercial motor vehicles, and one for motorcycle riding courses. These items were planned for FFY2024 but due to timing constraints they needed to be pushed back. We are also planning more in person messaging. Our partnership with the Maine Principal Association includes Choices Matter presentations and having Alliance Highway Safety set up booths at high school sporting events to talk about traffic safety. We are also partnering with Travelers Marketing to meet with local communities to find out the best way to get the safe driving message in their area. This type of community engagement is kind of a “reverse” focus group that way we can create messaging that is very specific to the target audience. Finally, we are putting out an RFP for Traffic Safety Educator for community engagement events around the state. All these programs should help us increase the recall rate of safe driving messages and help enforce why it’s best to make safe decisions behind the wheel. We believe with these new additions we will get back on track to hitting our performance targets.

DISTRACTED DRIVING PROGRAM

Project Name	Distracted Driving HVE and Sustained Enforcement and Education
Project Description (incl. Location and Affected Communities)	Funding will support grants to law enforcement agencies for dedicated crash reduction overtime patrols to conduct distracted driving enforcement where their data and state data indicate the most distracted driving related crashes, including US Route 1, I-95, I-295 and other designated high crash locations as demonstrated in the FFY2024-2026 Triennial Highway Safety Plan (THSP) as well as community outreach and education. Our law enforcement partners will conduct high visibility overtime enforcement in support of the National Campaign(s) and during times and places that have been identified through the distracted observational survey and/or an analysis of the crash and fatal statistics that we have provided in the THSP. MeBHS anticipates the following listed law enforcement subrecipients for activities dedicated to overtime enforcement and education. Locations are determined by the jurisdictions designated by the state, municipal and county agencies selected for grant awards.
Countermeasure Strategy	Decrease distracted driving motor vehicle fatalities by using high-visibility and sustained enforcement activities coupled with communication and education strategies.
Project Agreement Number	DD24-TBD
Amendment to Add Project Numbers	Yes. (See list of potential subrecipients below)
Subrecipient(s)	TBD – Law Enforcement Agencies – See List below of potential subrecipients.
Organization Type	State/Municipal/County Law Enforcement Agencies
Federal Funding Source(s)	405e
Eligible Use of Funds	1300.24
GTS Voucher Coding	M8DDLE
Amount of Federal Funds	\$1,000,000.00

Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Potential Subrecipients:

DD24-	Androscoggin County Sheriff's Office	Androscoggin County
DD24-	Aroostook County Sheriff's Office	Aroostook County
DD24-	Ashland Police Department	Ashland
DD24-	Auburn Police Department	Auburn
DD24-	Augusta Police Department	Augusta
DD24-	Bangor Police Department	Bangor
DD24-	Bar Harbor Police Department	Bar Harbor
DD24-	Bath Police Department	Bath
DD24-	Belfast Police Department	Belfast
DD24-	Berwick Police Department	Berwick
DD24-	Biddeford Police Department	Biddeford
DD24-	Boothbay Harbor Police Department	Boothbay Harbor
DD24-	Brewer Police Department	Brewer
DD24-	Bridgton Police Department	Bridgton
DD24-	Brunswick Police Department	Brunswick
DD24-	Bucksport Police Department	Bucksport
DD24-	Buxton Police Department	Buxton
DD24-	Camden Police Department	Camden
DD24-	Cape Elizabeth Police Department	Cape Elizabeth
DD24-	Caribou Police Department	Caribou
DD24-	Cumberland County Sheriff's Office	Cumberland County
DD24-	Cumberland Police Department	Cumberland
DD24-	Dexter Police Department	Dexter
DD24-	Dover Foxcroft Police Department	Dover Foxcroft
DD24-	East Millinocket Police Department	East Millinocket
DD24-	Eliot Police Department	Eliot
DD24-	Ellsworth Police Department	Ellsworth
DD24-	Fairfield Police Department	Fairfield
DD24-	Falmouth Police Department	Falmouth
DD24-	Farmington Police Department	Farmington
DD24-	Fort Fairfield Police Department	Fort Fairfield
DD24-	Fort Kent Police Department	Fort Kent
DD24-	Franklin County Sheriff's Office	Franklin County
DD24-	Freeport Police Department	Freeport
DD24-	Fryeburg Police Department	Fryeburg
DD24-	Gardiner Police Department	Gardiner

DD24-	Gorham Police Department	Gorham
DD24-	Hallowell Police Department	Hallowell
DD24-	Hampden Police Department	Hampden
DD24-	Hancock County Sheriff's Office	Hancock County
DD24-	Holden Police Department	Holden
DD24-	Jay Police Department	Jay
DD24-	Kennebec County Sheriff's Office	Kennebec County
DD24-	Kennebunk Police Department	Kennebunk
DD24-	Kennebunkport Police Department	Kennebunkport
DD24-	Kittery Police Department	Kittery
DD24-	Knox County Sheriff's Office	Knox County
DD24-	Lewiston Police Department	Lewiston
DD24-	Lincoln County Sheriff's Office	Lincoln County
DD24-	Lincoln Police Department	Lincoln
DD24-	Lisbon Police Department	Lisbon
DD24-	Machias Police Department	Machias
DD24-	Madawaska Police Department	Madawaska
DD24-	Maine State Police	Maine
DD24-	Maine Warden Service	Maine
DD24-	Mechanic Falls Police Department	Mechanic Falls
DD24-	Mexico Police Department	Mexico
DD24-	Monmouth Police Department	Monmouth
DD24-	Mount Desert Police Department	Mount Desert
DD24-	North Berwick Police Department	North Berwick
DD24-	Norway Police Department	Norway
DD24-	Old Orchard Beach Police Department	Old Orchard Beach
DD24-	Old Town Police Department	Old Town
DD24-	Orono Police Department	Orono
DD24-	Oxford County Sheriff's Office	Oxford County
DD24-	Oxford Police Department	Oxford
DD24-	Paris Police Department	Paris
DD24-	Penobscot County Sheriff's Office	Penobscot County
DD24-	Phippsburg Police Department	Phippsburg
DD24-	Piscataquis County Sheriff's Office	Piscataquis County
DD24-	Pittsfield Police Department	Pittsfield
DD24-	Portland Police Department	Portland
DD24-	Presque Isle Police Department	Presque Isle
DD24-	Richmond Police Department	Richmond
DD24-	Rockland Police Department	Rockland
DD24-	Rockport Police Department	Rockport
DD24-	Rumford Police Department	Rumford
DD24-	Sabattus Police Department	Sabattus
DD24-	Saco Police Department	Saco
DD24-	Sagadahoc County Sheriff's Office	Sagadahoc County
DD24-	Sanford Police Department	Sanford

DD24-	Scarborough Police Department	Scarborough
DD24-	Skowhegan Police Department	Skowhegan
DD24-	Somerset County Sheriff's Office	Somerset County
DD24-	South Portland Police Department	South Portland
DD24-	Southwest Harbor Police Department	Southwest Harbor
DD24-	Stockton Springs Police Department	Stockton Springs
DD24-	Topsham Police Department	Topsham
DD24-	University of Southern Maine Gorham Police Department	University of Southern Maine Gorham
DD24-	Vassalboro Police Department	Vassalboro
DD24-	Veazie Police Department	Veazie
DD24-	Waldo County Sheriff's Office	Waldo County
DD24-	Washington County Sheriff Office	Washington County
DD24-	Waterville Police Department	Waterville
DD24-	Wells Police Department	Wells
DD24-	Westbrook Police Department	Westbrook
DD24-	Wilton Police Department	Wilton
DD24-	Windham Police Department	Windham
DD24-	Winslow Police Department	Winslow
DD24-	Winthrop Police Department	Winthrop
DD24-	Wiscasset Police Department	Wiscasset
DD24-	Yarmouth Police Department	Yarmouth
DD24-	York County Sheriff's Office	York County
DD24-	York Police Department	York

Project Performance:

During FFY2024, BHS awarded \$312,228.31 to 32 law enforcement agencies to conduct overtime patrols to target distracted driving. These 32 agencies, which consisted of state, county, and municipal agencies, were able to spend \$228,129.58 of the awarded funds. These agencies collectively spent 3,797.5 hours conducting overtime enforcement details to target distracted driving. They stopped 5,873 vehicles and issued 1,257 citations for distracted driving as well as 1,516 warnings for distracted driving. While the amount of funds awarded was a slight decrease from 2023, the agencies were able to spend slightly more in 2024 than they did in 2023. Unfortunately, the 32 agencies did not stop as many vehicles in 2024 as they did in 2023, and they also spent less hours on patrol.

Subrecipient	Grant Number	Award
Capitol Police	DD24-032	\$3,382.00
Maine State Police	DD24-034	\$37,462.48
Androscoggin County Sheriff's Office	DD24-017	\$5,400.00
Kennebec CSO	DD24-022	\$8,000.00
Sagadahoc County Sheriff's Office	DD24-010	\$12,960.00
Somerset County Sheriff's Office	DD24-028	\$10,301.00
York County Sheriff's Office	DD24-013	\$2,823.03
Augusta Police Department	DD24-001	\$6,000.00
Bath Police Department	DD24-004	\$13,362.00
Berwick Police Department	DD24-018	\$10,285.00
Biddeford Police Department	DD24-019	\$9,886.54
Bridgton Police Department	DD24-020	\$3,052.00
Brunswick Police Department	DD24-014	\$7,347.00
Buxton Police Department	DD24-021	\$2,580.00
Cape Elizabeth Police Department	DD24-002	\$10,000.00
Caribou Police Department	DD24-015	\$4,956.00
Ellsworth Police Department	DD24-016	\$7,000.00
Fort Kent Police Department	DD24-005	\$4,043.20
Gorham Police Department	DD24-023	\$1,522.80
Holden Police Department	DD24-003	\$24,500.00
Kennebunk Police Department	DD24-006	\$12,348.00
Lewiston Police Department	DD24-007	\$12,144.00
Madawaska Police Department	DD24-024	\$11,001.78
Mechanic Falls Police Department	DD24-025	\$2,322.80
Presque Isle Police Department	DD24-008	\$12,000.00
Rumford Police Department	DD24-009	\$14,542.44
Scarborough Police Department	DD24-011	\$30,000.00
Wells Police Department	DD24-033	\$5,636.60
Westbrook Police Department	DD24-029	\$8,236.20
Windham Police Department	DD24-030	\$5,882.40
Wiscasset Police Department	DD24-012	\$5,701.60
York Police Department	DD24-031	\$7,549.44

Much of this reduction in enforcement continues to be the trend as fewer agencies are retaining or recruiting law enforcement officers and traffic safety becomes a lower priority than domestic violence, drug overdose, and other crime investigations. This resulted in less distracted driving citations being issued in 2024 compared to 2023 and likely contributed to the increase in observed device manipulation in the 2024 survey.

The Bureau hosted a Public Participation &- Engagement (PPE) event in Houlton, Maine. This event was specifically for the Indigenous population here in Maine as they are a traditionally underserved population. Unfortunately, the only people that showed up to the event were the event coordinator and one other person, so we were not able to reach the community in the manner we had hoped. For FFY2025, we plan to try and host a PPE event in Washington County, which is a traditionally underserved county (along with being the poorest county in Maine).

In addition to the PPE event, BHS staff also attended an event in Caribou, ME at the request of the Maine Senate President. Staff brought the virtual distracted driving simulators to the event and were able to educate many young people about distracted driving that were attending the event and conduct meaningful public participation and feedback.

We are not on target to meet our planned target for Distracted Driving as we exceeded the target number of fatal crashes involving distracted driving. We will look to spread the importance of high visibility distracted driving enforcement to our law enforcement partners. We will encourage them to conduct as much community collaboration within their jurisdictions, as possible, on this topic. It seemed that much of the community concerns they reported to us were centered around speeding vehicles. We will also continue to partner with both Students Against Destructive Decisions (SADD) and Choices Matter to preach the importance of safe driving behaviors to young drivers. We will also continue to loan our virtual distracted driving simulators to interested agencies. It is our hope that we will exceed the number of times (8) that they were loaned out to both law enforcement agencies and private entities in FFY2024, with 4 events already scheduled for FFY2025.

Project Name	Distracted Driving Manipulating Observational Survey
Project Description (incl. Location and Affected Communities)	<p>Cell phone use and texting while driving can degrade driver performance in three ways -visually, manually, and cognitively. Talking and texting while driving has grown in the past decade as drivers take their cell phones into their vehicles. To gather data on actual cell phone use, and to determine if enforcement efforts and education has been successful, Maine intends to conduct annual cell phone usage observational studies. Surveys have been conducted since 2018 when the hands-free law passed (except for 2020). A survey was conducted in April of 2022 and the results showed an increase in the use of handheld electronic devices from 3.8% of drivers observed in 2021 to 4.5% of drivers observed in 2022.</p> <p>Location or site selection of observations for the distracted driving survey are a subsample of sites selected for Maine's seat belt survey. Eighty observation locations were selected from the 102 non-local road sites used for the annual statewide seat belt survey. The proportion of sites per functional class strata in the seat belt survey was kept constant for this distracted driving survey. This resulted in 11 sites from interstates, 23 from principal arterials, 21 from other arterials, and 25 from collectors. Counties include Androscoggin, Aroostook, Cumberland, Franklin, Hancock, Kennebec, Knox, Lincoln, Oxford, Penobscot, Piscataquis, Sagadahoc, Somerset, Waldo, Washington, and York.</p>
Countermeasure Strategy	Data collection is essential to decrease distracted driving motor vehicle fatalities together with using high-visibility and sustained enforcement activities coupled with communication and education strategies.
Project Agreement Number	DD24-001 DD24-100
Amendment to Add Project Numbers	No

Subrecipient(s)	MeBHS Administration of Service Contract
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405e Flexed to 402
Eligible Use of Funds	1300.24(d)(3)
GTS Voucher Coding	M8*DD
Amount of Federal Funds	\$84,000.00 (PS est. \$35,000/TR est. \$1500/ CS est. \$35,000/OTH est. \$12,500)
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

In addition to the high visibility enforcement grants, BHS also partnered with the University of Southern Maine (USM) for the annual Distracted Driving Observational Survey. USM observed drivers in several locations through Maine to record the number of drivers they see either holding their phone to their ear, manipulating their phone, as well as the combination of the two. USM noted that there was a slight increase in the percentage of drivers observed engaging in one of the three behaviors over what they observed in 2023. For handheld use (phone to ear), there was an increase to 1.8% of drivers observed in 2024, up from 1.4% in 2023. For manipulation of phones, there was an increase to 2.5% of drivers observed in 2024, up from 2.1% in 2023. Lastly, for any use (handheld and manipulating), there was an increase to 3.7% of drivers observed in 2024, up from 3.1% in 2023.

This increase is concerning given both the strong hands-free law and the decrease in dedicated patrols by law enforcement. The Bureau will continue to work through our LEL's to increase the number of agencies participating in the NHTSA April mobilization and those that conduct dedicated distracted patrols outside of the national mobilization.

To gain more information, we also modified our crash report to include additional 6th edition MMUCC elements that will help capture more distracted by elements which will increase our data-analysis capabilities.

EMERGENCY MEDICAL SERVICES PROGRAM

Project Name	Preventing Roadside Deaths- Maine EMS Connectivity and Roadway Safety Project
Project Description (incl. Location and Affected Communities)	<p>Maine EMS is seeking to equip emergency medical services vehicles throughout the State of Maine with vehicle-to-everything (V2X) technology to improve roadway safety for first responders, increase the safety of the patients and EMS clinicians rendering post-crash care, and create safer roadways for those motorists and passengers traveling near and around emergency vehicles. Maine is a very rural state and every second counts when responding to a rural crash and transporting patients to appropriate medical institutions. Having the ability to let other drivers know that ambulances and first responders are roadside or enroute will presumably allow faster access to post-crash care. This project will support the outfitting of EMS vehicles throughout the State of Maine with a digital alerting transponder that will activate when emergency lighting is activated on EMS vehicles. When the emergency vehicle is in motion traveling through traffic with its emergency lights activated or stopped on a roadway with its lighting active, it will notify approaching motorists of the hazard ahead. Additionally, this project will include outfitting each of the ambulances with high-speed internet connectivity; doing so will enable the alerting technology to transmit this data to the Maine Department of Transportation for messaging on existing roadway signage and infrastructure. This will allow communication with motorists who do not utilize mapping apps (e.g., Waze, Apple Maps, Google Maps, etc.) and do not have a vehicle with native V2V functionality. Installing high-speed internet</p>

	connectivity in every ambulance also can increase the quality and capacity of the EMS system to respond with post-crash care. Internet connectivity is critical to establishing virtual communications with receiving health facilities, including trauma centers, to receive medical direction and advice when managing a patient who suffered injuries following a motor vehicle crash. While Maine EMS has implemented the most up-to-date model clinical guidelines for managing these injured patients, offering the capacity for EMS clinicians to consult with a receiving facility and/or trauma physician in real time has not been fully realized. This capability will expand the utility of existing technologies, such as the electronic patient care reporting system and telemedicine, to achieve the best possible outcomes for patients following a traumatic injury secondary to a motor vehicle crash. This project will be implemented and used statewide with an initial emphasis on underserved rural communities. All affected communities are included.
Countermeasure Strategy	Deploy digital alert technology to provide electronic notification to drivers about first responder vehicles roadside ahead.
Project Agreement Number	EM24-001
Amendment to Add Project Numbers	No
Subrecipient(s)	Maine EMS
Organization Type	State EMS Agency
Federal Funding Source(s)	405h and/or 405e Flexed to 402
Eligible Use of Funds	1300.27 and/or 1300.24 (d)(3)
GTS Voucher Coding	M12BDAT/M12BPE/M8*EM
Amount of Federal Funds	\$1,500,000.00 estimated
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

The IJJA/BIL Safety Authorization specifically created a new grant program for preventing roadside deaths under 1300.27, allowing for installation of digital alert technology. Maine EMS sought to equip emergency medical services vehicles throughout the State of Maine with vehicle-to-everything (V2X) technology to improve roadway safety for first responders, increase the safety of the patients and EMS clinicians rendering post-crash care, and create safer roadways for those motorists and passengers traveling near and around emergency vehicles.

The advanced modernization of technology for emergency medical services (EMS) in the State of Maine through the Maine EMS Connectivity Project leveraged cutting-edge connectivity solutions essential to rural states and communities. EMS teams and first responders are empowered with real-time access to critical information and resources, enabling them to deliver more efficient and effective care to those in need of post-crash care. The Maine EMS Connectivity Project consisted of 330 EMS vehicles across 269 agencies.

Maine EMS began the rollout with an initial emphasis on underserved rural communities. Maine is a very rural state and every second counts when responding to a rural crash and transporting patients to appropriate medical institutions. Having the ability to let other drivers know that ambulances and first responders are roadside or enroute to a crash is presumed to allow faster access to post-crash care. This project supported the outfitting of EMS vehicles throughout the State of Maine with a digital alerting transponder that activates when emergency lighting is activated. When the emergency vehicle is in motion traveling through traffic with its emergency lights activated or stopped on a roadway with its lighting active, it will notify approaching motorists of the crash, hazard or situation ahead. It is important that receiving agencies utilize high-speed internet capability because it enables the alerting technology to also transmit this data to the Maine Department of Transportation for messaging on existing roadway signage and infrastructure. This allows for communication with motorists who do not utilize mapping apps like Waze, Apple Maps, Google Maps, etc.) and who do not have a vehicle with native V2V functionality. Internet connectivity is also helpful to establishing virtual communications with receiving health facilities, including trauma centers, to receive medical direction and advice when managing a patient who suffered injuries following a motor vehicle crash. While Maine EMS has implemented the most up-to-date model clinical guidelines for managing these injured patients, offering the capacity for EMS clinicians to consult with a receiving facility and/or trauma physician in real time has not been fully realized. This capability will expand the utility of existing technologies, such as the electronic patient care reporting system and telemedicine, to achieve the best possible post-crash outcomes for patients following a traumatic injury secondary to a motor vehicle crash.

This project was a significant undertaking and gained interest from other states and territories. Maine was invited by the Federal Interagency Committee on EMS, NHTSA, GHSA, and others to present at a day long EMS summit on the implementation of the

project. In addition to highlighting this innovative project, the Bureau discussed other ways that SHSO's can collaborate with their state EMS agencies. The Director was also asked to present at the AASHTO Peer Exchange in Houston. Finally, the EMS Director participated in a case-study and white-paper on this project highlighting the essential need for this type of alert technology in saving lives of first responders enroute and roadside while tending to a motor vehicle crash.

IMPAIRED DRIVING PROGRAM

Project Name	Impaired Driving Program Management
Project Description (incl. Location and Affected Communities)	<p>Funding and costs associated with this program area include allowable expenditures for program manager activities, travel, and training statewide. Costs may also include general expenditure on operating costs e.g., printing, supplies, state indirect cost rates, insurance, and postage.</p> <p>The MeBHS Roadside Testing Vehicle (RTV) will also be supported under this project. The Maine State Police (MSP), county and local law enforcement agencies and the MeBHS will be reimbursed for all necessary RTV operational and maintenance expenses including supplies and equipment (with pre-approval from NHTSA prior to purchase), overtime for the troopers and other drivers working the RTV activities (estimated at \$65 per hour for 150 hours), fuel, maintenance, repairs, and monthly fees associated with storage (estimated at \$3,500) tolls, radio fees, and OIT/Wi-Fi. This project benefits and supports all Maine law enforcement agencies at their OUI checkpoints and saturation patrols, including those scheduled by RIDE and SPIDRE Teams.</p>
Countermeasure Strategy	Decrease impaired driving motor vehicle fatalities through implementation of a successful impaired driving program using Uniform Guideline #8 and Countermeasures that Work.
Project Agreement Number	AL24-001
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402/ 405e Flexed to 402
Eligible Use of Funds	23 USC 402
GTS Voucher Coding	402AL/ M8*AL
Amount of Federal Funds	\$500,000.00
Planning and Administration (?) (if applicable)	No

Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

This year was successful for Maine's Impaired Driving Program. No significant adjustments were needed to help continue with projects, as originally planned. During FFY2024, in addition to managing grants awarded to our law enforcement partners, Highway Safety Coordinators (HSC) attended many trainings and meetings with various agencies/partners. They also attended and chaired the quarterly Impaired Driving Task Force (IDTF) meetings.

Forensic Phlebotomy Refresher courses were held at Kennebec Valley Community College (KVCC) in February and March. HSCs attended both to give presentations and receive feedback from the Forensic Phlebotomists (FPs). In Spring of 2024, HSCs assisted our media/print materials coordinator to create two new impaired driving handouts. One is about preventing impaired driving with drugs and/or alcohol; one is specifically explaining what sobriety check points are and the reason for them. They are both extremely educational and shared with our law enforcement partners. When the AAA Northern New England Impaired Driving Summit was held in Portland in June, the HSCs were both in attendance. They also attended the annual DRE refresher training at the Maine Criminal Justice Academy (MCJA) in September. That day long training included presentation of DRE awards given to top performing DRE officers, sharing of information gathered at the National IACP Impaired Driving and Traffic Safety Conference, as well as brief workshops regarding the DRE evaluation curriculum.

Throughout FFY2024, we continued to utilize the current AGA and The Impaired Driving Strategic Plan. The planned activities implemented and reported below were administered by MEBHS.

The Maine Bureau of Highway Safety's Roadside Testing Vehicle (RTV) was utilized a fair amount during FFY2024. The RTV was utilized for five (5) OUI checkpoint details and/or saturation patrols, as well as a few educational events around the state. The Maine State Police conducted two collaborative checkpoints with The Lewiston Police Department, which resulted in multiple OUI Alcohol and OUI Drug arrests. The Maine State Police SPIDRE Team was asked to assist The Orono Police Department with additional enforcement during a "Maine Day" event. Multiple SPIDRE Team Members responded to that call for assistance, and the RTV was also brought on site. This event resulted in the following agencies requesting and using the MEBHS RTV during FFY2024 for educational events or as an essential tool for sobriety checkpoints Maine State Police, Lewiston Police Department, Orono Police Department, Hancock County Sheriff's Office, and York County RIDE Team.

We once again secured the winter storage location for the RTV toward the conclusion of FFY2024. The location continues to be space within a hangar at the Waterville, Maine Airport, which is owned by a local businessman. HSC and the Statewide Impaired Driving Reduction Coordinator made the necessary arrangements to have an annual winterization service performed on the RTV and then to have it moved to its storage space. As the RTV is a very expensive piece of specialized equipment (purchased with federal funds), it is never used in winter months to preserve and extend the “life” of the vehicle.

Project Name	Impaired Driving HVE -NHTSA Driver Sober or Get Pulled Over – and – Drive Sober, Maine Programs
Project Description (incl. Location and Affected Communities)	<p>The primary purpose of high-visibility saturation patrol and publicized sobriety checkpoint programs is to deter driving under the influence of alcohol or drugs by increasing the perceived risk of arrest. To do this, high-visibility saturation patrols and sobriety checkpoints should be publicized extensively and conducted regularly, as part of an ongoing impaired driving enforcement program. Saturation patrols and publicized sobriety checkpoints have been proven effective by the CTW Tenth Edition 2020 receiving 4 and 5 stars respectively. This project will support dedicated overtime costs for approximately 50 law enforcement agencies (LEA's) selected by previously described data analysis, to participate in impaired driving enforcement details and checkpoints including those that support NHTSA's national campaigns in August and December. The "Drive Sober, Maine!" campaign is designed to further address the impaired driving problem in Maine (outside of the two, two-week national campaigns) but only during the months identified by each requesting agency. Sustained enforcement is based on an analysis of impaired crash and fatality data, OUI citation data, and locations with planned events involving alcohol and drugs. The location of activities is dependent upon the agencies that apply for dedicated overtime enforcement activities. Additionally, funds will support overtime costs to continue support of impaired driving enforcement efforts by Regional Impaired Driving Enforcement (RIDE) Teams. RIDE team members are comprised of law enforcement officers from various local jurisdictions within a designated county and include law enforcement officers that</p>

	<p>are proficient in NHSTA Standardized Field Sobriety Training, ARIDE trained, Drug Recognition Experts, and Forensic Phlebotomists. RIDE team members may also include dedicated dispatch support staff. Each RIDE team member is selected by a designated RIDE team leader based on their impaired driving training and expertise. When established, RIDE teams will be focusing their efforts during the time and days identified by data-analysis of alcohol and drug related crashes in the counties identified as high crash areas. RIDE teams conduct impaired driving high-visibility saturation patrols and sobriety checkpoints in selected locations (using evidence-based traffic safety methods) throughout identified jurisdictions. Exact patrol locations are determined and agreed upon by the MeBHS program coordinators and the Law Enforcement Liaison in partnership with individual RIDE team leaders. MeBHS monitors the successes of the grant as it is being conducted to determine if modifications need to be implemented to ensure the activity is producing results. The MeBHS Roadside Testing Vehicle is used to support various RIDE activities.</p>
Countermeasure Strategy	Decrease impaired driving motor vehicle fatalities by using a combination of high-visibility and sustained enforcement, sobriety checkpoints coupled with communication and education strategies.
Project Agreement Number	ID24-TBD and HV TBD(See List of Subrecipients)
Amendment to Add Project Numbers	Yes
Subrecipient(s)	TBD – Various State, Municipal and County Law Enforcement Agencies
Organization Type	Maine Law Enforcement Agencies
Federal Funding Source(s)	402 and 405d
Eligible Use of Funds	23 USC 402
GTS Voucher Coding	402*AL/M5HVE
Amount of Federal Funds	\$800,000.00
Planning and Administration (?) (if applicable)	No

Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Potential Subrecipients:

ID24-	Androscoggin County Sheriff's Office	Androscoggin County
ID24-	Aroostook County Sheriff's Office	Aroostook County
ID24-	Ashland Police Department	Ashland
ID24-	Auburn Police Department	Auburn
ID24-	Augusta Police Department	Augusta
ID24-	Bangor Police Department	Bangor
ID24-	Bar Harbor Police Department	Bar Harbor
ID24-	Bath Police Department	Bath
ID24-	Belfast Police Department	Belfast
ID24-	Berwick Police Department	Berwick
ID24-	Biddeford Police Department	Biddeford
ID24-	Boothbay Harbor Police Department	Boothbay Harbor
ID24-	Brewer Police Department	Brewer
ID24-	Bridgton Police Department	Bridgton
ID24-	Brunswick Police Department	Brunswick
ID24-	Bucksport Police Department	Bucksport
ID24-	Buxton Police Department	Buxton
ID24-	Camden Police Department	Camden
ID24-	Cape Elizabeth Police Department	Cape Elizabeth
ID24-	Caribou Police Department	Caribou
ID24-	Cumberland County Sheriff's Office	Cumberland County
ID24-	Cumberland Police Department	Cumberland
ID24-	Dexter Police Department	Dexter
ID24-	Dover Foxcroft Police Department	Dover Foxcroft
ID24-	East Millinocket Police Department	East Millinocket
ID24-	Eliot Police Department	Eliot
ID24-	Ellsworth Police Department	Ellsworth
ID24-	Fairfield Police Department	Fairfield
ID24-	Falmouth Police Department	Falmouth
ID24-	Farmington Police Department	Farmington
ID24-	Fort Fairfield Police Department	Fort Fairfield
ID24-	Fort Kent Police Department	Fort Kent
ID24-	Franklin County Sheriff's Office	Franklin County
ID24-	Freeport Police Department	Freeport
ID24-	Fryeburg Police Department	Fryeburg
ID24-	Gardiner Police Department	Gardiner
ID24-	Gorham Police Department	Gorham
ID24-	Hallowell Police Department	Hallowell
ID24-	Hampden Police Department	Hampden

ID24-	Hancock County Sheriff's Office	Hancock County
ID24-	Holden Police Department	Holden
ID24-	Jay Police Department	Jay
ID24-	Kennebec County Sheriff's Office	Kennebec County
ID24-	Kennebunk Police Department	Kennebunk
ID24-	Kennebunkport Police Department	Kennebunkport
ID24-	Kittery Police Department	Kittery
ID24-	Knox County Sheriff's Office	Knox County
ID24-	Lewiston Police Department	Lewiston
ID24-	Lincoln County Sheriff's Office	Lincoln County
ID24-	Lincoln Police Department	Lincoln
ID24-	Lisbon Police Department	Lisbon
ID24-	Machias Police Department	Machias
ID24-	Madawaska Police Department	Madawaska
ID24-	Maine State Police	Maine
ID24-	Maine Warden Service	Maine
ID24-	Mechanic Falls Police Department	Mechanic Falls
ID24-	Mexico Police Department	Mexico
ID24-	Monmouth Police Department	Monmouth
ID24-	Mount Desert Police Department	Mount Desert
ID24-	North Berwick Police Department	North Berwick
ID24-	Norway Police Department	Norway
ID24-	Old Orchard Beach Police Department	Old Orchard Beach
ID24-	Old Town Police Department	Old Town
ID24-	Orono Police Department	Orono
ID24-	Oxford County Sheriff's Office	Oxford County
ID24-	Oxford Police Department	Oxford
ID24-	Paris Police Department	Paris
ID24-	Penobscot County Sheriff's Office	Penobscot County
ID24-	Phippsburg Police Department	Phippsburg
ID24-	Piscataquis County Sheriff's Office	Piscataquis County
ID24-	Pittsfield Police Department	Pittsfield
ID24-	Portland Police Department	Portland
ID24-	Presque Isle Police Department	Presque Isle
ID24-	Richmond Police Department	Richmond
ID24-	Rockland Police Department	Rockland
ID24-	Rockport Police Department	Rockport
ID24-	Rumford Police Department	Rumford
ID24-	Sabattus Police Department	Sabattus
ID24-	Saco Police Department	Saco
ID24-	Sagadahoc County Sheriff's Office	Sagadahoc County
ID24-	Sanford Police Department	Sanford
ID24-	Scarborough Police Department	Scarborough
ID24-	Skowhegan Police Department	Skowhegan
ID24-	Somerset County Sheriff's Office	Somerset County

ID24-	South Portland Police Department	South Portland
ID24-	Southwest Harbor Police Department	Southwest Harbor
ID24-	Stockton Springs Police Department	Stockton Springs
ID24-	Topsham Police Department	Topsham
ID24-	University of Southern Maine Gorham Police Department	University of Southern Maine Gorham
ID24-	University of Maine Police Department	Orono
ID24-	Vassalboro Police Department	Vassalboro
ID24-	Veazie Police Department	Veazie
ID24-	Waldo County Sheriff's Office	Waldo County
ID24-	Washington County Sheriff Office	Washington County
ID24-	Waterville Police Department	Waterville
ID24-	Wells Police Department	Wells
ID24-	Westbrook Police Department	Westbrook
ID24-	Wilton Police Department	Wilton
ID24-	Windham Police Department	Windham
ID24-	Winslow Police Department	Winslow
ID24-	Winthrop Police Department	Winthrop
ID24-	Wiscasset Police Department	Wiscasset
ID24-	Yarmouth Police Department	Yarmouth
ID24-	York County Sheriff's Office	York County
ID24-	York Police Department	York

Project Performance:

The following data was gathered by the Highway Safety Coordinators at the MEBHS, after having processed all reimbursement requests (RRs) from the 26 LEAs that partnered with us. We had two (2) less law enforcement partners receive impaired driving grants for FFY2024, compared to FFY2023. However, there were 520 more hours of details conducted, and 592 more traffic stops performed. These numbers helped to make our Impaired Driving HVE Project a success in FFY2024.

- For the entirety of FFY2024, 2,813 hours of impaired driving enforcement details were conducted, resulting in 3,674 Traffic Stops.
- 4 OUI checkpoints were conducted, resulting in 982 traffic stops.
- 93 summonses for OUI were issued, 36 summons for OUI Drugs were issued, 3 summonses were issued to CDL operators, and 176 warnings were issued to motorists after SFSTs were performed.

Going into FFY25, we are hoping more agencies will join us in the impaired driving safety initiative.

Subrecipient	Grant Number	Award
Maine State Police	ID24-001	\$48,761.44
Maine Warden Service	ID24-002	\$21,743.49
Kennebec County Sheriff's Office	HV24-022	\$5,000.00
Sagadahoc County Sheriff's Office	HV24-010	\$6,048.00
York County Sheriff's Office	HV24-013	\$13,000.00
Augusta Police Department	HV24-001	\$6,000.00
Berwick Police Department	HV24-018	\$1,582.00
Bridgton Police Department	HV24-020	\$2,036.00
Brunswick Police Department	HV24-014	\$7,347.00
Buxton Police Department	HV24-021	\$5,160.00
Ellsworth Police Department	HV24-016	\$10,000.00
Fort Kent Police Department	HV24-005	\$10,214.40
Gorham Police Department	HV24-023	\$29,187.00
Holden Police Department	HV24-003	\$11,900.00
Kennebunk Police Department	HV24-006	\$6,914.88
Lewiston Police Department	HV24-007	\$11,528.00
Madawaska Police Department	HV24-024	\$11,608.64
Oxford Police Department	HV24-026	\$10,246.09
Presque Isle Police Department	HV24-008	\$12,000.00
Rockport Police Department	HV24-037	\$2,770.08
Rumford Police Department	HV24-009	\$12,645.60
Scarborough Police Department	HV24-011	\$10,000.00
Wells Police Department	HV24-035	\$8,094.00
Westbrook Police Department	HV24-029	\$3,144.98
Windham Police Department	HV24-030	\$3,529.60
Wiscasset Police Department	HV24-012	\$5,701.60
York Police Department	HV24-031	\$7,549.44

Project Name	Maine State Police SPIDRE
Project Description (incl. Location and Affected Communities)	The State Police Impaired Driving Reduction Enforcement team (SPIDRE) is comprised of members of the Maine State Police that are proficient in NHSTA Standardized Field Sobriety Training as well as ARIDE trained, and several are certified as Drug Recognition Experts. SPIDRE consists of a team leader and team members are available Statewide. The SPIDRE team will increase publicized sobriety checkpoints and impaired driving high-visibility saturation patrols, with a focus on data-driven crash locations and scheduled events where there is significant potential for impaired drivers. SPIDRE works primarily in the Bangor area during Spring-Fall for concerts and provides support to rural communities with little ability to conduct checkpoints (such as Presque Isle and Stonington) and in Southern Maine during peak vacation season. The team leader will be a liaison within the MeBHS to work with other agencies. The Maine Bureau of Highway Safety Roadside Testing Vehicle (RTV) and agency message trailers will be utilized when assisting other departments at various events and publicized sobriety checkpoints throughout the State.
Countermeasure Strategy	Decrease impaired driving motor vehicle fatalities by using a combination of high-visibility and sustained enforcement, sobriety checkpoints coupled with communication and education strategies.
Project Agreement Number	ID24-001
Amendment to Add Project Numbers	No
Subrecipient(s)	Maine State Police
Organization Type	Dept. of Public Safety-Maine State Police
Federal Funding Source(s)	405d
Eligible Use of Funds	1300.23
GTS Voucher Coding	M5HVE
Amount of Federal Funds	\$50,000.00 (PS est. \$48k/ Other IDR est. \$2k).
Planning and Administration (?) (if applicable)	No

Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

During federal fiscal year 2024, the Maine State Police SPIDRE team conducted 206.25 hours of impaired driving enforcement, which included 271 total contacts while on saturation patrol and 274 contacts at checkpoints. In addition to the impaired drivers tested, many other drivers showed signs of impairment, which led law enforcement to conduct standardized field sobriety tests. The results ultimately deemed those other motorists to be not impaired. Enforcement efforts were significantly reduced during FFY2024 due to ongoing staffing issues within the State Police. However, their efforts did lead to the following tests and/or citations:

- 14 Total Operating Under the Influence (OUI) tests
 - 10 under the influence of alcohol
 - 4 operating under the influence (OUI) Drugs
 - 38 warnings were issued after SFSTs were performed.
- 3 Operating After Suspension Citations
- 4 Speeding Citations
- 5 Distracted Driving Citations
- 15 Other Moving Violation Citations
- 2 Warrants
- 5 Defect Citations
- 1 Uninsured Motorist Citation
- 2 Drug Trafficking

Project Name	Drug Recognition Expert (DRE) and Forensic Phlebotomist (FP) Call-Out/Training
Project Description (incl. Location and Affected Communities)	<p>MeBHS recognizes the importance of specially trained law enforcement officers for drug recognition (DRE) and forensic evidence collection through forensic phlebotomy (FP). The lack of available on-duty DREs and FPs resulted in the frequent inability of officers to properly investigate OUI alcohol and drug cases. Many law enforcement agencies express a reluctance to allow overtime because of funding. Without DRE trained personnel performing OUI drug investigation, a proper foundation cannot always be established for prosecution. Furthermore, Maine law enforcement agencies have trouble obtaining qualified personnel to draw blood within a time frame that is required for effective OUI prosecution. Agencies are more inclined to allow their specialized officers to assist in these efforts if the overtime expenses are being reimbursed. Prosecutors are more likely to aggressively prosecute OUI cases when the proper evidence is gathered to create a solid legal foundation. We anticipate more law enforcement agencies will participate in the DRE Program as the issue of drug impaired driving becomes more of an issue here in our state following legalized recreational marijuana sales. This project supports a recommendation of the Maine Impaired Driving Task Force (IDTF) to increase the availability of Drug Recognition Experts (DRE) and Forensic Phlebotomy (FP) personnel by reimbursing overtime expenses when they are called-out from off-duty to assist on-duty officers investigating OUI cases. Law enforcement agencies that have invested time and resources in DRE and FP will be reimbursed for overtime associated with their officer attending other agency</p>

	<p>requests. They will also be reimbursed for their own agency, provided their DRE or FP is off-duty at the time of the call-out. In FFY2020, MeBHS partnered with Kennebec Valley Community College to develop a Forensic Phlebotomy training course for law enforcement officers. The Forensic Phlebotomy course is modeled after Arizona's Forensic Phlebotomy course. The course provides 5 weeks of online instruction followed by 3 days of classroom instruction and a clinical rotation that requires students to show proficiency in blood draws by completing 80 successful venipunctures. The first course was offered in March 2020, and 10 students successfully completed the training program in FFY2020. 22 students completed the course in FFY2021, and 7 students completed the course in FFY2022. Kennebec Valley Community College plans to offer the course at least four times in FFY2024 due to the large demand from the law enforcement community. Class size is limited to 6-10 students, and we expect to have approximately 50-80 public safety professionals trained in forensic phlebotomy in FFY2024. Kennebec Valley Community College also plans to offer the Forensic Phlebotomy refresher training course in FFY2024. The Forensic Phlebotomy refresher training course is a requirement for law enforcement FP officers two years after completing the original training course. This will ensure that Maine's Forensic Phlebotomy program remains successful and is a program that will maintain a high level of integrity.</p> <p>This project will reimburse educational fees, and necessary travel costs for law enforcement officers that attend FP training and clinicals. Anticipated costs to have approximately 50-80 public safety</p>
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	<p>professionals trained in forensic phlebotomy in FFY2024.</p> <p>MeBHS would like to create other alternate training opportunities for Forensic Phlebotomy by utilizing the already certified and trained forensic phlebotomists. One of the training opportunities would consist of a mentorship program. Interest in the training would be initiated by the law enforcement agency to sign up for the program, the officer would be matched with a forensic phlebotomist in their area or be expected to travel to complete shadowing. The timeline to complete the shadowing would need to be determined, but it would be similar to the classroom instruction days at Kennebec Valley Community College.</p> <p>Another training opportunity would create an RFP to find a company to train forensic phlebotomists in a clinical setting such as a hospital or laboratory. A plan would be created to provide forensic phlebotomists with the skills needed to perform proper evidentiary blood draws. All these activities are conducted statewide, and locations are determined by law enforcement jurisdiction. The location is listed with subrecipients below.</p>
Countermeasure Strategy	Decrease impaired driving motor vehicle fatalities by using a combination of high-visibility and sustained enforcement, sobriety checkpoints coupled with communication and education strategies.
Project Agreement Number	ID24-100+TBD
Amendment to Add Project Numbers	Yes. Project numbers will be determined when we complete contracts with subrecipients. (See List of Potential Subrecipients)
Subrecipient(s)	TBD Municipal and County Law Enforcement Agencies
Organization Type	Municipal and County Law Enforcement Agencies
Federal Funding Source(s)	405d
Eligible Use of Funds	1300.23

GTS Voucher Coding	M5BAC
Amount of Federal Funds	\$350,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Potential Subrecipients:

ID24-	Androscoggin County Sheriff's Office	Androscoggin County
ID24-	Aroostook County Sheriff's Office	Aroostook County
ID24-	Ashland Police Department	Ashland
ID24-	Auburn Police Department	Auburn
ID24-	Augusta Police Department	Augusta
ID24-	Bangor Police Department	Bangor
ID24-	Bar Harbor Police Department	Bar Harbor
ID24-	Bath Police Department	Bath
ID24-	Belfast Police Department	Belfast
ID24-	Berwick Police Department	Berwick
ID24-	Biddeford Police Department	Biddeford
ID24-	Boothbay Harbor Police Department	Boothbay Harbor
ID24-	Brewer Police Department	Brewer
ID24-	Bridgton Police Department	Bridgton
ID24-	Brunswick Police Department	Brunswick
ID24-	Bucksport Police Department	Bucksport
ID24-	Buxton Police Department	Buxton
ID24-	Camden Police Department	Camden
ID24-	Cape Elizabeth Police Department	Cape Elizabeth
ID24-	Caribou Police Department	Caribou
ID24-	Cumberland County Sheriff's Office	Cumberland County
ID24-	Cumberland Police Department	Cumberland
ID24-	Dexter Police Department	Dexter
ID24-	Dover Foxcroft Police Department	Dover Foxcroft
ID24-	East Millinocket Police Department	East Millinocket
ID24-	Eliot Police Department	Eliot
ID24-	Ellsworth Police Department	Ellsworth
ID24-	Fairfield Police Department	Fairfield
ID24-	Falmouth Police Department	Falmouth
ID24-	Farmington Police Department	Farmington
ID24-	Fort Fairfield Police Department	Fort Fairfield
ID24-	Fort Kent Police Department	Fort Kent
ID24-	Franklin County Sheriff's Office	Franklin County
ID24-	Freeport Police Department	Freeport
ID24-	Fryeburg Police Department	Fryeburg

ID24-	Gardiner Police Department	Gardiner
ID24-	Gorham Police Department	Gorham
ID24-	Hallowell Police Department	Hallowell
ID24-	Hampden Police Department	Hampden
ID24-	Hancock County Sheriff's Office	Hancock County
ID24-	Holden Police Department	Holden
ID24-	Jay Police Department	Jay
ID24-	Kennebec County Sheriff's Office	Kennebec County
ID24-	Kennebunk Police Department	Kennebunk
ID24-	Kennebunkport Police Department	Kennebunkport
ID24-	Kittery Police Department	Kittery
ID24-	Knox County Sheriff's Office	Knox County
ID24-	Lewiston Police Department	Lewiston
ID24-	Lincoln County Sheriff's Office	Lincoln County
ID24-	Lincoln Police Department	Lincoln
ID24-	Lisbon Police Department	Lisbon
ID24-	Machias Police Department	Machias
ID24-	Madawaska Police Department	Madawaska
ID24-	Maine State Police	Maine
ID24-	Maine Warden Service	Maine
ID24-	Mechanic Falls Police Department	Mechanic Falls
ID24-	Mexico Police Department	Mexico
ID24-	Monmouth Police Department	Monmouth
ID24-	Mount Desert Police Department	Mount Desert
ID24-	North Berwick Police Department	North Berwick
ID24-	Norway Police Department	Norway
ID24-	Old Orchard Beach Police Department	Old Orchard Beach
ID24-	Old Town Police Department	Old Town
ID24-	Orono Police Department	Orono
ID24-	Oxford County Sheriff's Office	Oxford County
ID24-	Oxford Police Department	Oxford
ID24-	Paris Police Department	Paris
ID24-	Penobscot County Sheriff's Office	Penobscot County
ID24-	Phippsburg Police Department	Phippsburg
ID24-	Piscataquis County Sheriff's Office	Piscataquis County
ID24-	Pittsfield Police Department	Pittsfield
ID24-	Portland Police Department	Portland
ID24-	Presque Isle Police Department	Presque Isle
ID24-	Richmond Police Department	Richmond
ID24-	Rockland Police Department	Rockland
ID24-	Rockport Police Department	Rockport
ID24-	Rumford Police Department	Rumford
ID24-	Sabattus Police Department	Sabattus
ID24-	Saco Police Department	Saco
ID24-	Sagadahoc County Sheriff's Office	Sagadahoc County

ID24-	Sanford Police Department	Sanford
ID24-	Scarborough Police Department	Scarborough
ID24-	Skowhegan Police Department	Skowhegan
ID24-	Somerset County Sheriff's Office	Somerset County
ID24-	South Portland Police Department	South Portland
ID24-	Southwest Harbor Police Department	Southwest Harbor
ID24-	Stockton Springs Police Department	Stockton Springs
ID24-	Topsham Police Department	Topsham
ID24-	University of Southern Maine Gorham Police Department	University of Southern Maine Gorham
ID24-	University of Maine Police Department	Orono
ID24-	Vassalboro Police Department	Vassalboro
ID24-	Veazie Police Department	Veazie
ID24-	Waldo County Sheriff's Office	Waldo County
ID24-	Washington County Sheriff Office	Washington County
ID24-	Waterville Police Department	Waterville
ID24-	Wells Police Department	Wells
ID24-	Westbrook Police Department	Westbrook
ID24-	Wilton Police Department	Wilton
ID24-	Windham Police Department	Windham
ID24-	Winslow Police Department	Winslow
ID24-	Winthrop Police Department	Winthrop
ID24-	Wiscasset Police Department	Wiscasset
ID24-	Yarmouth Police Department	Yarmouth
ID24-	York County Sheriff's Office	York County
ID24-	York Police Department	York

Project Performance:

The DRE/FP “call out” assistance project was successful throughout FFY2024 as Maine added 11 new DRE Law Enforcement Officers (LEOs). No (0) new LEOs were trained in Forensic Phlebotomy (FP). Even though the FP portion of this program was not as successful in adding new FP’s into the field, we did have the majority maintain their credentials and the DRE portion of the program saw some improvement. We achieved our target of increasing the complement of certified DRE LEOs in Maine by one (1), over the DRE Class of 10 in FFY2023. This program will continue to be an important part of impaired driving high visibility enforcement grant details in FFY2024.

This project provided reimbursement funding to assist law enforcement agencies with callouts for Drug Recognition Expert evaluations and Forensic Phlebotomy (FP) blood draws. During FFY2024, the DRE portion of this project provided funding so that 1 DRE training school could be held. This school produced the 11 new DRE Officers that were mentioned above. Grant funding also helped to cover travel expenses for these 11 new DRE Officers to attend DRE Field Certification Training, which was once again held at a facility in Jacksonville, FL. The experience at that facility was an overall success and the MCJA plans to send the next class of DRE Officers back to that location for FFY2024.

The statewide total of DRE Officers here in Maine is now at 86, with 2 expired DRE certifications. However, those DRE Law Enforcement Officers are working on getting recertified and at that point, Maine's total number of certified DREs will be at 88. Funding also helped to provide one DRE recertification training class that 44 DREs attended. Maine's total number of DRE instructors currently certified stands at 19.

MEBHS and the MCJA would like to note that according to national statistics, during the period of 10-1-2023 to 9-30-2024, 458 enforcement evaluations (a 21.31% decrease over FFY2023 primarily due to the decrease in overall traffic enforcement and traffic stops that began in 2020) and 130 training evaluations were conducted. This data has also been entered into the DRE national database. The MCJA hosted an annual DRE Refresher Training Day on September 4, 2024. During this training day, several awards were presented to top performing DRE Law Enforcement Officers (LEOs). The Impaired Driving Reduction Coordinator was presented with an award as the "top producer" of DRE evaluations, having performed 30 DRE enforcement evaluations during FFY2024. A total of 458 enforcement evaluations were performed throughout FFY2024 by all of Maine's Certified DRE LEOs, with the top 10 producing DRE LEOs having conducted 167 (36.46% of the 458) of them.

Forensic Phlebotomy did not have enough attendees registered for a training course in November 2023, it was cancelled. In the Spring of FFY2024, two Forensic Phlebotomy refresher courses were held. Between the two courses, 16 active Forensic Phlebotomists attended for a refreshment in skills and maintained their credentials. Without attendance of the refresher course, their credentials would have lapsed, and they would not be able to conduct evidentiary blood draws after December 31, 2024. The number of Forensic Phlebotomists statewide is now 22. The number has lowered slightly over the year due to officers relocating to other agencies where they are unable to utilize the credentials, or the officer has left law enforcement entirely. To combat the impaired driving within our state, we need more Maine LEO's trained as Forensic Phlebotomists in the field. MeBHS is extremely driven to assist with increasing the number of FPs. The past couple of years have been a bit challenging for different reasons, but we are optimistic.

The following data was gathered from reimbursements processed by Highway Safety Coordinators; reimbursement requests submitted by the 23 LEAs that partnered with BHS to receive a DRE and FP Grant Program.

- For the entirety of FFY2024, DRE LEOs were called out 124 times to perform an evaluation on motorists suspected of being impaired by drugs. FPs were called out 97 times to perform evidentiary blood draws on motorists suspected of being impaired. *NOTE: These numbers reflect the amount of "off duty" overtime callouts that the BHS reimbursed our law enforcement partners for during the 2024 grant year.

Subrecipient	Grant Number	Award
Maine State Police	ID24-101	\$20,130.58
Maine Warden Service	ID24-120	\$6,023.80
Hancock County Sheriff's Office	ID24-119	\$2,500.00
Sagadahoc County Sheriff's Office	ID24-109	\$2,880.00
Augusta Police Department	ID24-100	\$6,085.00
Bar Harbor Police Department	ID24-112	\$3,157.90
Biddeford Police Department	ID24-113	\$2,890.80
Brewer Police Department	ID24-114	\$3,157.90
Brunswick Police Department	ID24-104	\$11,316.60
Caribou Police Department	ID24-111	\$2,973.60
Ellsworth Police Department	ID24-103	\$3,015.00
Gorham Police Department	ID24-115	\$11,485.50
Holden Police Department	ID24-102	\$16,699.00
Kennebunk Police Department	ID24-105	\$4,843.20
Lewiston Police Department	ID24-106	\$9,697.00
Portland Police Department	ID24-116	\$3,533.70
Presque Isle Police Department	ID24-107	\$15,000.00
Rockport Police Department	ID24-122	\$3,135.56
Rumford Police Department	ID24-108	\$2,546.88
Scarborough Police Department	ID24-110	\$4,377.00
Wells Police Department	ID24-121	\$6,118.50
Westbrook Police Department	ID24-117	\$3,452.40
York Police Department	ID24-118	\$6,065.80

Project Name	Civilian Phlebotomist Call-Out and Travel
Project Description (incl. Location and Affected Communities)	<p>Maine law enforcement officers continue to experience challenges in obtaining evidential blood draws in impaired driving cases. While the medical community (both pre-hospital and hospital) continue to assist in rare cases, they remain reluctant to obtain non-medical related blood draws. In response to this problem, Maine created the Forensic Phlebotomy program for law enforcement officers with the Kennebec Valley Community College and we reimburse trained officers for overtime callouts (see project # ID24-100+). We do continue to maintain a small civilian phlebotomist call out reimbursement program.</p> <p>The civilian phlebotomy program is utilized to fill the gaps in geographic portions of the state where a forensic phlebotomist is not available to respond. Most forensic phlebotomists are from larger law enforcement agencies primarily in central and southern Maine. This leaves a large gap for western and northern Maine, but really is a problem statewide due to medical facilities increasingly disallowing their staff to draw forensic evidence. Civilian Phlebotomists receive a flat state-funded stipend of \$35 per call out, so this project would support additional funds (above the state stipend) for call out and travel costs associated with civilian phlebotomists to respond, on an as needed basis, to law enforcement officers requesting an evidential blood draw in impaired driving cases. The Maine Bureau of Highway Safety maintains the roster of qualified civilian phlebotomists available for call out. This list is distributed to local dispatch centers across the State of Maine. We anticipate upon roll-out of the program, that we will have up to 15 civilian phlebotomists available to be called out for evidentiary blood draws. Locations of</p>

	the civilian phlebotomist range throughout the state as far south as Biddeford to as far north as Bangor.
Countermeasure Strategy	Decrease impaired driving motor vehicle fatalities by using a combination of high-visibility and sustained enforcement, sobriety checkpoints coupled with communication and education strategies.
Project Agreement Number	ID24-013
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration of contracts
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405d and/or 405e Flexed to 402
Eligible Use of Funds	1300.23 and/or 1300.24 (d) (3)
GTS Voucher Coding	M5BAC/M8*AL B5BAC/B5TST/M8*AL
Amount of Federal Funds	\$500,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

In FFY2024, our list of active civilian phlebotomists has assisted law enforcement agencies throughout the State with collecting blood for evidence in impaired driving cases. 61 reimbursements for call outs were received in the federal fiscal year; this is an increase from FFY2023. The active list of civilian phlebotomists is 14, adding 4 new civilian phlebotomists to this FFY. MEBHS is continuously looking to add more well-qualified individuals to our civilian phlebotomist roster as this is such a crucial need to continue our safety initiatives combatting impaired driving. While the payment per blood draw call-out did not increase this year, it is on the list for FFY2025.

Project Name	DHHS HETL Chemist and Data Analyst Activities
Project Description (incl. Location and Affected Communities)	<p>This project funds the activities of four chemists at the Maine Health and Environmental Testing Lab (HETL) and one data analyst. Four chemists are tasked with analyzing blood samples for drugs. These chemists also assist with urine drug testing and the breath testing alcohol program. Training and travel costs are necessary for the chemists to remain certified toxicologists and to ensure Maine is working under, and toward, best practices and to ensure that these chemists can provide expert toxicological and pharmacological testimony for Maine prosecutors as needed. Training may include SOFT conference, Borkenstein courses, IACP DRE conference, and Web Based Courses. These chemists will also work on developing testing methods for the analytical blood and urine drug testing programs, to expand the current drug testing panels available at HETL. They will help with intake and handling of evidence submitted by law enforcement agencies, perform analytical testing of toxicology evidence, review and interpret scientific results. These chemists will interpret technical scientific results. They will prepare forensic case certificate of analysis reports, technically review other chemist's case files, and provide expert opinions. Finally, the chemists will testify as state expert witnesses before criminal, civil and administrative courts.</p> <p>Lastly, this activity will fund the necessary supplies to ensure the integrity of the blood/drug testing program. Controlled standard reference materials and certified negative blood are ongoing materials required to maintain testing. Any equipment purchased will meet BAA and will be pre-approved by NHTSA in writing as required.</p>

	<p>Additionally, the HETL has one FTE chemist assigned to the breath alcohol section. As the Breath Alcohol program improves and implements modern network interfaces for the transmittal, storage, and retrieval of breath alcohol data the necessity for a computer specialist becomes outwardly apparent. The current system of querying and collating supplement requests for discovery data is exceptionally slow and time consuming. There is an urgent need to modernize this workflow as the demands are continually increasing in number and complexity. The processing of discovery requests takes a significant portion of the chemist's time. There also has been discussion of publishing the data, section policies and procedures to a web-based self-service secure portal framework. The data from each instrument is downloaded and stored to a Microsoft SQL database. This data can be utilized by external agencies for resource allocation. The section policy and procedures are presently being revised, updated, and stored in a document control program. Funding the activities of a data analyst will consist of:</p> <p>This is professional technical work overseeing and implementing information technology for the HETL breath alcohol section. Facilitate and troubleshoot the data transmittal from the Intoxilyzer instruments to the Microsoft SQL Server Data Base using the Cobra Application. Support the Provide HETL Forensic Section Breath Alcohol with database maintenance, archival and continuous improvements to the workflow. This position is also responsible for the development and the production of metrics/ reports and providing data to assist breath testing stakeholders for resource management. Tasks include Coordinate with HETL chemist(s) on assigned IT projects and setting goals and</p>
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	objectives; Prepare SQL queries using external applications to satisfy supplemental discovery and FOIA requested information; Analyze and trouble shoot data transfer network interfaces (modem and ethernet models); Modernization of breath alcohol database management; Design queries and reports for breath alcohol data stakeholders. While HETL and its forensic chemists are in Augusta, all forensic activities are served statewide.
Countermeasure Strategy	Decrease impaired driving motor vehicle fatalities by using a combination of high-visibility and sustained enforcement, sobriety checkpoints coupled with communication and education strategies.
Project Agreement Number	ID24-006
Amendment to Add Project Numbers	No
Subrecipient(s)	Maine Department of Health and Environmental Services (DHHS) Health and Environmental Testing Laboratory (HETL)
Organization Type	Maine Health and Human Services Department
Federal Funding Source(s)	405d and/or 405e Flexed to 402
Eligible Use of Funds	1300.23 and/or 1300.24(d)(3)
GTS Voucher Coding	M5BAC/M8*AL/B5BAC/B5TST/M8*AL M8*AL
Amount of Federal Funds	\$800,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

Not all the planned goals were met this FFY due to the Forensic Laboratory Director and Acting Seized Drug Testing Supervisor position becoming vacant in May 2024. However, many of the goals were met and this project continues to be extremely successful. The Health and Environmental Testing Laboratory-Forensic Section continues to maintain its accreditation through the ANSI National Accreditation Board with the blood drug testing program being a critical and successful asset to the whole Forensic Toxicology Program.

HETL staff completed the requirements needed to perform urine drug testing and selected a supervisor to oversee all Health and Environmental Testing Laboratory Toxicology programs (blood alcohol, blood drug, urine drug, and breath alcohol), this was a slight change to the application plan due to the departure of the Forensic Laboratory Director in May 2024.

During FFY2024, the four certified chemists funded through this project were able to maintain testing of casework and eliminate the blood drug testing backlog. Chemists completed the requirements to perform blood alcohol testing and were able to start performing this casework, care has been taken to ensure that this federally funded staff member's work does not supplant the work performed by state funded staff. With chemists performing a non-supplanting amount of blood alcohol testing the laboratory has been able to eliminate its blood alcohol backlog and has also been able to divert resources to the goal of eliminating the urine drug backlog. Plans for the expansion of blood and urine testing programs are in place once all testing backlogs have been eliminated.

Due to the staffing changes at the laboratory the blood drug testing program and urine drug testing program were not able to expand with new testing methods or add drug to the existing testing menus. The laboratory continues to collaborate with Maine's Medical Examiner's office to test postmortem samples for blood alcohol and blood drug in all fatal motor vehicle crashes within the state.

The chemists attended multiple remote training courses throughout the year, including the Society of Forensic Toxicologists Conference and the Center for Forensic Science Research and Education (CFSRE) Virtual Navigating Testimonial Hearsay: Key Insights from Smith v. Arizona for Legal and Forensic Experts. One of the chemists continues to serve on the New England Area Toxicologist's Guidance Committee. In addition, chemists have also provided training and expertise to many agencies throughout the State of Maine.

In FFY2024 the Maine Health and Environmental Testing Laboratory processed:

- 733 blood samples tested for alcohol.
- 786 blood samples tested for drugs.
- 90 urine samples tested for drugs.

Project Name	Intoxilyzer 9000 Purchase Program to Support Impaired Driving HVE
Project Description (incl. Location and Affected Communities)	<p>The State of Maine utilizes breath testing devices as the primary means to obtain evidence in alcohol-impaired driving cases. The results from these breath testing devices are used as evidence in court to help prosecute OUI offenses. This project will support the NHTSA “Drive Sober or Get Pulled Over” and “Drive Sober, Maine!” campaigns as well as all high-visibility saturation patrols and publicized sobriety checkpoints as described above. Maine has 92 Evidential Breath Test (EBT) instruments that are strategically located at points throughout the State. A large majority of these State-owned EBT instruments are the model 8000 Intoxilyzer Instruments and they are 9-12 years old. They are frequently in need of repair, which is costly and can be detrimental to moving OUI investigations and cases forward in a timely manner. Thirty 9000 Intoxilyzer Instruments (Phase 1) were purchased in FFY2021 and those are scheduled to be deployed during FFY2023. Phase 2 of the 9000 Intoxilyzer Instrument rollout was originally intended for FFY2022, but due to the vendor’s inability to provide the necessary software development, MeBHS had to delay purchasing another batch of 9000 instruments. Phase 2 is now planned for FFY2024 and MeBHS plans to purchase thirty more 9000 instruments, which will replace many of the “older” 8000 instruments. This project will fund up to thirty new model 9000 EBT instruments, including gas canisters and hand-held scanners, which are needed to operate the 9000 instruments. This project will also cover associated costs for training, licensing, and reporting use of the new instruments, as part of a 5-year phased-in replacement of the model 8000 EBTs still in use. This phased approach will allow</p>

	<p>the State to maintain the integrity of its breath testing program, which is an integral part of any high-visibility enforcement and sobriety checkpoint program to function efficiently and effectively. Equipment is planned to be placed in the following locations: Androscoggin SO, Augusta PD, Bangor PD, Dexter PD, Dover-Foxcroft PD, East Millinocket PD, Fairfield PD, Franklin SO, Fryeburg PD, Gardiner PD, Holden PD, Lewiston PD, Lincoln PD, Lisbon PD, Livermore Falls PD, Newport PD, Oakland PD, Old Town PD, Orono PD, Oxford PD, Oxford SO, Penobscot SO, Piscataquis SO, Pittsfield PD, Rumford PD, Skowhegan PD, Somerset SO, Waterville PD, Winslow PD, and Winthrop PD. Any equipment purchased will meet the Buy America Act (BAA) and will be on NHTSA's "Conforming Products List". Equipment will also be pre-approved by NHTSA, in writing, as required. Equipment will be procured in the first or second quarter of the FFY to allow for deployment.</p>
Countermeasure Strategy	Decrease impaired driving motor vehicle fatalities by using a combination of high-visibility and sustained enforcement, sobriety checkpoints coupled with communication and education strategies.
Project Agreement Number	ID24-014 (Phase 2)
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration of Contract
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405e Flexed to 402
Eligible Use of Funds	1300.24 (d)(3)
GTS Voucher Coding	M8*AL
Amount of Federal Funds	\$500,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

FFY2024 was the fourth year of a five-year plan to phase in new breath testing devices in support of the “Drive Sober or Get Pulled Over” and “Drive Sober, Maine!” campaigns. Implementing this project has been a challenge for several reasons including procurement of instruments post COVID, difficult procurement processes, condition of instruments received requiring each unit to be evaluated and validated, and lack of staff at the Maine Department of Health and Human Services, Health and Environmental Testing Laboratory (DHHS HETL). In FFY2024, HETL completed the validation process required to roll out twenty-five of the initial thirty Intoxilyzer 9000. The remaining five Intoxilyzer 9000 shall be validated and deployed upon return from the manufacturer for necessary repairs. Twenty-five of the initial thirty Intoxilyzers are now deployed in the field. Getting twenty-five of the thirty instruments deployed was a success for this project during FFY2024. Progress is continuing after having had to work through many technological challenges. The Intoxilyzer 9000 transition training was conducted through the MCJA in the spring of 2023 for law enforcement officers that hold an Intox 8000 certification. Training units were sent from the lab to various locations in Southern Maine. Additionally, during FFY2024, numerous trainings given by laboratory staff were provided to law enforcement and the Bureau of Motor Vehicles. The training was regarding the updated functionality of the new Intoxilyzer 9000s.

The phase-two procurement of additional instruments has been initiated and is in progress for FFY2025. We are working through the capital equipment budget process and identifying sufficient funding for the next phase of units.

Project Name	Maine State Police Statewide Impaired Driving Coordinator
Project Description (incl. Location and Affected Communities)	<p>Impaired Driving continues to be the largest challenge facing Maine, especially with the drug and opiate crisis, and the legalization of marijuana laws driving expansion of sales for recreational and medical marijuana. A dedicated statewide impaired driving coordinator ensures that all of Maine's approaches to address impaired driving are implemented Statewide. The coordinators' purpose includes assisting the highway safety program coordinator with law enforcement training; conducting successful sobriety checkpoints; alcohol and drug testing procedures and protocols are in place; increasing the number of ARIDE and DRE trained officers; working with Law Enforcement Liaisons to increase enforcement of impaired driving; and working with the Traffic Safety Resource Prosecutors to ensure successful prosecution of OUI cases. A well-trained cadre of officers and prosecutors in impaired driving is beneficial to a state's Impaired Driving Program. Increasing ARIDE, DRE, and SFST trained officers, and well-trained prosecutors will enhance the State's overall impaired driving program.</p> <p>This project supports the continuation of the activities of one Maine State Police Trooper with the Maine State Police Traffic Safety Unit. These activities assist the MEBHS and the MSP and all Maine law enforcement agencies with the creation, administration and improvement of various traffic safety programs aimed at reducing impaired driving by alcohol and drugs. These activities support various partners and communities such as MEBHS, MCJA, BMV, Impaired Driving Task Force, LELs, and TSRPs, to deliver the best possible impaired driving</p>

	reduction projects and information that save lives. This will include, but is not limited to the DRE Program, Forensic Phlebotomy Blood Technician Program, OUI/SFST instruction, ARIDE, Impaired Driving Enforcement, educational speaking engagements, PSA's, awareness and prevention programs and monitoring of legislative issues.
Countermeasure Strategy	Decrease impaired driving motor vehicle fatalities by using a combination of high-visibility and sustained enforcement, sobriety checkpoints coupled with communication and education strategies.
Project Agreement Number	ID24-009
Amendment to Add Project Numbers	No
Subrecipient(s)	Maine State Police
Organization Type	Public Safety State Police Agency
Federal Funding Source(s)	405d
Eligible Use of Funds	1300.23
GTS Voucher Coding	M5IDC
Amount of Federal Funds	\$150,000.00 (PS est. \$145k/TR est. \$5k/ OTH est. \$2,500 and includes ICR for MSP).
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

The Maine State Police Impaired Driving Reduction Trooper (IDRT) position provided lead instruction for Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Recognition Expert (DRE) training at the Maine Criminal Justice Academy (MCJA). No program adjustments have been necessary to successfully accomplish all the tasks that come along with this position. The IDRT continues to be actively involved with ensuring the success of Maine's Drug Recognition Expert (DRE) program and is often utilized by prosecutors as an expert witness in impaired driving enforcement cases. During FFY2024, the IDRT assisted Maine's two TSRPs to conduct enhanced SFST refresher training courses at various locations around the state, which included case law discussion and courtroom testimony training provided by the TSRPs. In FFY2024, the IDRT continued to coordinate activities conducted by the Maine State Police SPIDRE team. The IDRT also attended the

International Association of Chiefs of Police Annual Training Conference on Drugs, Alcohol and Impaired Driving in Washington D.C., which was held in August. He helped to bring back relevant, up to date, information to enhance Maine's impaired driving training program. The IDRT also attended the Maine Impaired Driving Summit and attended multiple Florida TSRP Webinar training courses that were relevant to enhancing DRE or impaired driving training and disseminated the Webinar's throughout the state. The IDRT continues to act as the Breath Testing Device (BTD) site coordinator for the MEBHS Roadside Testing Vehicle (RTV), as well as the Maine State Police (Troop I Barracks). The IDRT sits on the BTD subcommittee, which is responsible for testing, writing and revising the BTD manual, training BTD operators, and the installation of the Intoxilyzer 9000 Instruments.

Project Name	Maine Criminal Justice Academy (MCJA) Specialized Impaired Driving Law Enforcement Training
Project Description (incl. Location and Affected Communities)	<p>Expertly trained law enforcement in DRE, SFST, and ARIDE increase the likelihood that police officers will successfully detect impaired drivers during enforcement activities or traffic stops.</p> <p>This project funds the specialized training and supplies necessary for law enforcement officers to detect, apprehend, and prosecute motorists suspected of operating under the influence of alcohol and/or drugs. The Maine Impaired Driving Task Force has identified that the best practice methodology for OUI investigation dictates a three-pronged approach: (1) the NHTSA approved curriculum in Standardized Field Sobriety Testing (SFST) and Introduction to Drugged Driving, which is included for all new police officers trained at the Maine Criminal Justice Academy's mandatory Basic Law Enforcement Training Program. (2) the Advanced Roadside Impaired Driving Enforcement (ARIDE) program offered to experienced patrol officers who desire better awareness of OUI drug cases; and (3) The Drug Recognition Expert (DRE) program for those police officers who excel in OUI Enforcement. The MeBHS recognizes the need to increase the amount of trained DREs in the State and is actively working toward that goal by funding both DRE Schools and DRE Instructor Schools.</p> <p>To ensure that DRE candidates meet the proficiency requirements without undue delay, these individuals may travel out of state for their certification requirements. This project provides travel expenses for DRE candidates to complete field certifications in more densely populated states. This project funds selected attendance at the annual IACP Impaired Driving and Traffic Safety Conference</p>

	which is critical for keeping DRE's current and proficient utilizing best practices. We expect to train 80-100 new officers for ARIDE, and the goal is to add/train at least 15 new Drug Recognition Experts in FFY2024. Many successful OUI cases hinge on an accurate breath test to confirm the amount of alcohol in a motorist suspected of operating under the influence. Funding is also provided to train Breath Testing Device (BTD) Instructors who are responsible for training Maine's 2000 plus BTD operators. These projects are administered jointly with the Maine DRE and Impaired Driving Training Coordinator at the Maine Criminal Justice Academy (MCJA). Training activities at the MCJA serve all Maine law enforcement agencies statewide.
Countermeasure Strategy	Decrease impaired driving motor vehicle fatalities by using a combination of high-visibility and sustained enforcement, sobriety checkpoints coupled with communication and education strategies.
Project Agreement Number	ID24-010
Amendment to Add Project Numbers	No
Subrecipient(s)	Maine Criminal Justice Academy
Organization Type	State Law Enforcement Training Academy
Federal Funding Source(s)	402 and/or 405d and/or 405e Flexed to 402
Eligible Use of Funds	23 USC 402 and/or 1300.23 and/or 1300.24 (d)(3)
GTS Voucher Coding	402AL/M5PEM/M8*AL/B5PEM
Amount of Federal Funds	\$100,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

The Maine Criminal Justice Academy (MCJA) was able to utilize grant funds in the federal fiscal year 2024 to successfully provide advanced courses and educational materials for impaired driving enforcement activities. The MCJA did not expend all their

awarded funding for FFY2024, but still produced a fair amount of success in meeting their training goals. The MCJA offered 3 ARIDE classes statewide with a total of 45 students attending, decreases of 40% and 21% respectively, over the numbers from FFY2023. MCJA provided Breath Testing Device (BTD) Instructor updates and Intoxilyzer 9000 instrument transition training for lead BTD instructors. The MCJA also ran a BTD Instructor School with 14 students in attendance. Of the 14, 13 were new instructor students, representing 10 different law enforcement agencies. Those 13 new instructors completed the training and are now instructing. Maine currently has 110 BTD instructors throughout the state. In the MCJA 18-week Basic Law Enforcement Training Program (BLETP), 141 new law enforcement officers were trained in the NHTSA SFST curriculum during FFY2024. There were an additional five officers, who attended full-time academies out of state, where they received SFST training. All total, there were 11 SFST training classes, held during FFY2024. Maine currently has a total of 72 SFST instructors statewide. This grant also provided funding for our State's Drug Evaluation and Classification Coordinator (DEC) Edwin D. Finnegan to attend the International Association of Chiefs of Police Annual Training Conference on Impaired Driving and Traffic Safety. Mr. Finnegan brought back information to enhance Maine's impaired driving training program, to include Maine's DRE program. The conference was held in Washington D.C., in August 2024. Edwin D. Finnegan was once again able to attend this annual conference to gather recent, up to date information, that helps to strengthen Maine's DRE Program.

Project Name	Traffic Safety Resource Prosecutor Activities
Project Description (incl. Location and Affected Communities)	<p>Traffic Safety Resource Prosecutors: Funding the Maine Traffic Safety Resource Prosecutor(s) (TSRPs) will ensure that we continue to maintain a coordinated, multidisciplinary approach to the prosecution of impaired driving and other traffic crimes. TSRPs provide training, education, and technical support to traffic crimes prosecutors and law enforcement personnel throughout their states. Traffic crimes and safety issues include alcohol and/or drug impaired driving distracted driving, vehicular homicide, occupant restraint, and other highway safety issues. Some state TSRPs prosecute cases.</p> <p>A Traffic Safety Resource Prosecutor facilitates a coordinated, multi-disciplinary approach to the prosecution of traffic crimes with a strong focus on impaired driving. Funds will continue to support the TSRP services contract, which assists Maine law enforcement agencies, prosecutors, motor vehicle hearings examiners, DHHS lab technicians, and other State agencies with training, investigation and prosecution of traffic safety and impaired driving-related crimes. The TSRP is encouraged by NHTSA and proven effective in the fight against impaired driving. The TSRPs disseminate, among other things, training schedules, case law updates, new trial tactics, and new resource material to help keep prosecutors, judges, and law enforcement officers, and other interested parties current and informed. This project will fund printing costs of various training materials.</p> <p>Training: This project supports Maine's Traffic Safety Resource Prosecutor training projects for Maine prosecutors, law enforcement and others. The project funding covers the following classes: (1)</p>

	<p>OUI Investigation Review (2) Prosecutor and Toxicologist Expert Testimony in Impaired Driving Cases; (3) Cops in Court; (4) Implied Consent Law; (6) Prosecutor Presentations; and (7) Un-Masking CDL. (7) Maine Criminal Justice Academy (MCJA) Trainings. These classes have been chosen by the Maine TSRPs after reviewing the current landscape in Maine's impaired driving investigation and enforcement and assessing the needs of police officers, prosecutors, the Bureau of Motor Vehicles Hearings Examiners, and the Health and Environmental Testing Chemists over the past year. The classes are designed to deliver the best and most current impaired driving investigation and prosecution information to the practitioners needed as efficiently as possible. The following are brief descriptions of each class:</p> <p>OUI Investigation Review: This class presents the concepts and principles employed by law enforcement officers in OUI investigation; including alcohol and drug impairment, chemical testing, fatal motor vehicle investigation and relevant Maine case law. The class has been accredited by the Maine Board of Bar Overseers for continuing legal education credits. This is a one-day class.</p> <p>Prosecutor and Chemist Expert Testimony in Impaired Driving Cases: As chemical testing in impaired driving investigation becomes more complicated with caselaw and the addition of drug blood testing capabilities at the Maine HETL laboratory and the addition of specialized expert staff and recreational cannabis becomes more widely popular, the frequency and need for expert testimony in drug impaired driving cases will be needed. These professionals will benefit from specific training designed to teach them better courtroom communication skills. This is a one-day class.</p>
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	<p>Cops in Court: This NTLC created class is intended to teach report writing and courtroom testifying to line officers who are involved in impaired driving enforcement. Maine's TSRP Scot Mattox assisted the NTLC and NHTSA in updating this curriculum in early 2000. He and TSRP Josh Saucier have further amended this training to include new prosecutors to obtain more joint training and moot court exercises. This class is for one day.</p> <p>Implied Consent: Maine's Implied Consent law and the relevant chemical testing procedures are an area of dynamic change in both statutory and case law around impaired driving investigations. Recent changes to Maine statutory law, the HETL procedures, as well as important cases handed down from both the SCOTUS and the Maine Law Court affect chemical testing collection and their subsequent admissibility. This is especially relevant for OUI drug investigations and blood testing. Course discussion topics include Constitutional Rights and Chemical Testing; Implied Consent and Chemical Testing; How Implied Consent and Constitutional Rights Intersect; DRE Evaluations and Chemical Testing; Chemical Testing for drug OUI's when a DRE is not available; and Maine's Good Samaritan Law. This is a one-day class.</p> <p>Prosecutor's Association Annual Conference Presentation: The TSRP either attends or makes presentations at the annual Maine Prosecutors Conference held in Bar Harbor every October. This project would reimburse travel and lodging for the Maine TSRPs or other relevant experts (approved by Maine BHS) who are presenting to the Maine Prosecutors Association at this conference.</p>
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	<p>Un-Masking CDL Masking: Action Plan for Improved CDL Enforcement and Masking Avoidance: This project would support the Maine TSRP making a joint presentation with the National Traffic Law Center for Maine prosecutors and judiciary on CDL laws. This presentation would take place either via zoom or live in Maine at either the Maine Prosecutors or Impaired Driving Conference. CDL holders have the privilege of operating 80,000-pound vehicles, and with that privilege comes greater training, licensing expectations and responsibility. Federal and most state law prohibits the “Masking” of convictions. Misconceptions continue to persist surrounding this statute’s mandate requiring the reporting of CDL/CMV violations and convictions and prosecutors’ discretion to negotiate these cases. This presentation will analyze the rules and regulations about CDL operators and the legal, as well as the often deadly, practical consequences of what happens when unsafe CDL drivers are allowed to operate commercial motor vehicles.</p> <p>Maine Criminal Justice Academy Trainings: This project supports the Maine TSRPs teaching for the MCJA. The classes the TSRPs typical teach are:</p> <ul style="list-style-type: none"> •The MCJA Basic Law Enforcement Training Program OUI Week: Maine’s basic police academy holds a 40-hour week on fundamental OUI investigation training. The TSRPs assist with several classes during this week including” Maine OUI Law; Administrative law; and Report Writing and Courtroom Testifying. This occurs twice annually. •Advanced Roadside Impaired Driving Enforcement: MCJA teaches several of these classes annually in various locations throughout Maine. The TSRPs assist with these classes whenever their schedule allows.
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	<ul style="list-style-type: none"> •Breath Testing Device Operator MCJA provides these certification classes at various times and locations throughout Maine. The TSRP assists when possible. •Drug Recognition Expert School MCJA holds this certification training annually. The TSRP assists with several blocks of instruction at this school. •DRE Refresher MCJA holds this re-certification training annually. The TSRP assists with several blocks of instruction at this school. <p>This project is designed to provide this high-quality training – at no cost – to all prosecutorial districts in Maine that they would otherwise not be able to obtain. Project funding is intended to include the expenses associated with delivery of the above trainings including printing/materials, travel, lodging, lunch on site, and registration fees (if applicable) for the training staff (including expenses for out of state subject matter experts) and prosecutors, law enforcement, and HETL and BMV staff attending.</p> <p>Due to changing staffing levels amongst agencies in Maine, the location, date, and time of the training will be determined by TSRPs in accordance with the needs of law enforcement and prosecutorial districts as assessed by the TSRPs at the time training is offered. Emphasis will be placed on holding the training courses at different locations so that the greatest number of participants can attend. Some classes may be live streamed and/or recorded for on-demand video when appropriate.</p> <p>The goal is to provide at least one of each class during FFY2024 throughout the State. A survey instrument will be sent out after each class to provide the SHSO with data on how the class is received and</p>
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	what the needs are for future training. Additional classes (up to 2 of each) will be scheduled in conjunction with the SHSO if needed throughout the year. It should also be noted that some of the classes may be combined into three-day long "boot camp" style classes. This was an idea that the TSRPs began in FFY2022, and it was well received. Traffic Safety Resource Prosecutors serve all law enforcement and prosecutorial agencies statewide.
Countermeasure Strategy	Decrease impaired driving motor vehicle fatalities by ensuring that prosecutors have the training, education, and guidance needed to ensure that highly complex impaired driving cases are successfully prosecuted.
Project Agreement Number	ID24-011
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration of Contract
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405d and/or 405e Flexed to 402
Eligible Use of Funds	1300.23 and/or 1300.24(d)(3)
GTS Voucher Coding	M5CS/M8*AL/B5CS
Amount of Federal Funds	\$650,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

Maine has two Traffic Safety Resource Prosecutor's, one Senior TSRP and one Assistant TSRP. They are tremendous resources for MEBHS, law enforcement and prosecutors within the state, and partnerships with HETL, MCJA.

Maine TSRPs collectively attended 61 full or partial days of training during FFY2024 on various traffic safety related topics. The highlights include:

- TSRP National Conference (3-day)
- Maine Prosecutors Conference (2-days attended)
- Maine Impaired Driving Summit
- DRE Annual Refresher Training
- Multiple trainings related to cannabis, cannabis toxicology, and the effects of cannabis on the eyes, including one presentation by Dr. Heustis.

- International Association of Chiefs of Police’s Impaired Driving and Traffic Safety Conference (3-day)
- Lifesavers (3-day)

Training Held or Assisted With:

Maine TSRPs collectively presented or assisted with over 45 full or partial days training during the year FY2024 on various traffic safety crimes related topics. The highlights include:

- Maine’s Basic Law Enforcement Training Program (BLETP) OUI Week “Legal Environment”
- BLETP OUI Week “Moot Court”
- BLETP OUI Week “Administrative Law”
- OUI Bootcamp (3-day course)
- Impaired Driving Summit: How Well Do You Know Maine Case Law?
- Cannabis Studies and What Traffic Safety Professionals Need to Know About Them; Note: this presentation has become popular and was presented at the Impaired Driving and Traffic Safety Conference, in Missouri at “Meeting of the Minds,” and for New York State
- DRE School: Cannabis, CVs, Drug Combos
- Expert Witness and OUI: HETL Witnesses form Discovery Through Trial (Presented at Maine’s Forensic Laboratory)
- DRE Refresher Training: Caselaw Update and Statutory Review
- ARIDE: Cannabis
- Forensic Phlebotomy Refresher: Chemical Testing Law
- Forensic Phlebotomy Course: Chemical Testing Law
- Anti-masking
- Maine’s Good Samaritan Law
- Held first ever webinar for the Maine TSRP Program (*Olenowski*).
- Law-Enforcement Pre-Service OUI Law.

Maine TSRPs collectively attended 23 Committee Meetings during the year FY2024 on various traffic safety crimes related topics. The highlights include:

- Impaired Driving Task Force (4)
- Law Enforcement Workgroup: Office of Cannabis Policy (3)
- Maine Transportation Safety Coalition (3)
- Impaired Driving Summit Planning Meetings
- National TSRP Conference Planning Meetings
- Cannabis Hospitality Taskforce (One of the Highway Safety Representatives)
- Forensic Phlebotomy Subcommittee (of IDTF) (3)

The TSRPs collectively contributed to the quarterly Maine BHS Newsletter in the “TSRP Talk” section. For FY2024, the TSRPs contributed one article, which was on cannabis violations while driving. In addition, the senior TSRP created a useable spreadsheet illustrating, complete with citations, cannabis violations related to motor vehicle use.

The TSRPs collectively updated, edited, and distributed the 2024 version of The Maine OUI Guide. The guide was distributed electronically to all of Maine law enforcement and prosecutors. 600 copies of the 2024 Maine OUI Guide were printed by the Maine Bureau of Highway Safety, and they are currently being distributed. It is anticipated that they will be distributed to prosecutors, officers, the Maine Bureau of Motor Vehicles, and the judiciary.

Individual Requests for Assistance with Traffic Safety Crimes Related Questions:

The TSRPs provided legal research, technical expertise, various resources and other support to law enforcement and prosecutors via email, phone calls, or in person, approximately 112 times during this year on various issues associated with impaired driving to law enforcement and prosecutors. All these trainings, whether they were only attended or spoken at, are a sign of a successful federal year with achieving targets and goals. To continue further improving, TSRPs will maintain the availability to the law enforcement community, expand their knowledge, and establish new connections.

Miscellaneous Traffic Safety Crimes Related Projects:

The following additional items of note were completed by the TSRPs

- Distributed approximately 32 electronic mailings throughout the year on various important traffic safety issues to Maine law enforcement and prosecutors through the Maine OUI Enforcement Newsgroup and other list serves. This includes opportunities for Impaired Driving related on-line training from various out-of-state groups.
- Meetings with various elected DAs.
- Reviewed various state statutes and regulations regarding their effects on traffic safety.
- Presented factual testimony to the legislature regarding a bill's potential effects.
- Worked to get BMV to suspend for more drug OUIs (still working on).
 - Worked on potential legislation to require BMV to suspend for blood draw refusals after someone submitted to an Intoxilyzer test.
- Began/partook in talks discussion fatal crash response teams.
- Assisted District VI with review of fatal crash prosecutions; Assisted District VI with active fatal crash investigations/charging decisions.

Note: The numbers represented above are sums of the TSRPs' activities, which each tracks individually. If each TSRP taught at the same training, attended the same training, or attended the same committee meeting, it is counted as two trainings or meetings.

Project Name	MeBHS Impaired Driving Summit
Project Description (incl. Location and Affected Communities)	<p>MeBHS, in partnership with AAA Northern New England (AAA NNE), and other highway safety partners, intend to increase awareness of the growing issue of drug impaired driving by hosting another annual summit due to previous summits having been so successful. The date and location of the annual summit will be determined upon contract negotiation with AAA NNE. These specialized Impaired Driving Summits typically see attendance of over 200 people consisting of law enforcement officers, prosecutors, toxicologists, and other highway safety professionals. Several impaired driving experts from around the country present at the summit each year as well. For AAA NNE to continue to provide the level of instruction and demonstration necessary to continue attracting attendees, and for CEU's to be granted to eligible participants in the legal field, it is imperative to Maine's Impaired Driving Program that AAA NNE representatives attend other national conferences. By doing this, it allows them the opportunity to network with other highway safety professionals, see and hear other topnotch speakers and secure them for our annual summits. The goal is always to increase the attendance of the Impaired Driving Summits and to encourage greater judicial and legislative attendance. The summits generate a significant amount of earned media and the after-event surveys provide useful recommendations for ongoing annual summits in Maine. The location for the 2024 summit is TBD, however it will likely be in Portland. This helps to ensure that we meet the needs of Northern, Central and Southern Maine on an annual rotating basis.</p>
Countermeasure Strategy	Decrease impaired driving motor vehicle fatalities by ensuring that the state carries out a well-developed and comprehensive

	communications program that supports the impaired driving prevention activities, including paid and earned media and public affairs with strategies focused on increasing knowledge and awareness.
Project Agreement Number	YD24-003 (same as DE Summit)
Amendment to Add Project Numbers	No
Subrecipient(s)	AAA of Northern New England
Organization Type	Motor Vehicle Club
Federal Funding Source(s)	402, 405d and/or 405e Flexed to 402
Eligible Use of Funds	23 USC 402 and/or 1300.24(d)(3)
GTS Voucher Coding	402 AL/M5TR/ M8*AL
Amount of Federal Funds	\$50,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

The 2024 Maine Impaired Driving Summit was held in Portland, ME at the Holiday Inn by the Bay and was attended in-person by approximately 250 people consisting of law enforcement, prosecutors, health care professionals, traffic safety professionals, medical community, and others from various New England states. This was a significant increase over the attendance for the FFY2023 Summit, and one of the most attended summits in the 12 years we have been holding this summit. Maine BHS and our partner AAA Northern New England (AAA NNE) exceeded our target number of 200, for attendance. We also meet our goal for holding multiple sessions and aimed at better training law enforcement, prosecutors, and the medical/toxicology community in OUI trials and cases. Technology within the impaired driving world was a big topic this year, learning what is being created and how to utilize it.

The summit included the following sessions:

- Under the Influence, Over the Limit: Combatting Substance Impaired Driving, presented by: Jake Nelson, Director of Traffic Safety Advocacy and Research, AAA National Office
- Case Studies: Reconstructing Impaired Driving Fatal Crashes, presented by: Sgt. Darren Foster of the Maine State Police
- DRE Drug Impairment, Employee Wellness, and Leadership presented by: Corporal Ryan Hutton of the Missouri State Highway Patrol
- Forensic Toxicology: Testing and Testimony, presented by: Jennifer Limoges, Associate Director of Toxicology, NY State Police Investigation Center
- Technology, Tools, and Resources to Combat Impaired Driving Cases, presented by: Erin Inman, Staff Attorney at the National Traffic Law Center
- How Well Do You Know Maine Case Law

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

MOTORCYCLE SAFETY PROGRAM

Project Name	Motorcycle Safety Community Engagement Coordinator Activities
Project Description (incl. Location and Affected Communities)	<p>In early 2023, at the state's request, the National Highway Traffic Safety Administration comprehensively assessed Maine's motorcycle safety program. The assessment report specifically highlighted the need for Maine to expand outreach efforts to the state's riding population for the purposes of encouraging safer riding behaviors and increased safety awareness.</p> <p>Given seasonal weather patterns in Maine, the annual motorcycle riding season is generally limited to May through October. As a result, the state has typically avoided hiring additional full-time employees dedicated solely to motorcycle safety out of a sense of good stewardship of public funds.</p> <p>Currently, Maine employs a single Motorcycle Safety Program Coordinator whose primary responsibility is oversight of rider education schools statewide. That seasoned employee works in the Bureau of Motor Vehicles. This employee is a seasoned rider himself and does indeed carry safety messages when out working with the schools and has on multiple occasions been the face and voice of the state's public safety messages on television and radio. He does not, however, have time during Maine's condensed riding season to also engage at social or fundraising gatherings hosted by the riding community. This request proposes to use federal grant funding to contract up to two seasoned, professional, safety-minded motorcycle riders to project state government motorcycle safety messages at various events throughout the peak riding season. The Maine Bureau of Highway Safety will provide messages and products and will track engagement data to measure effects. The</p>

	scheduling of these contractors will be overseen by the Motorcycle Safety Program Coordinator in the Bureau of Motor Vehicles. These coordinators will concentrate on high-crash counties such as York and Cumberland, however community activities will be conducted statewide.
Countermeasure Strategy	Decrease motorcyclist fatalities and unhelmeted motorcyclist fatalities by utilizing share the road safety messaging together with dedicated public outreach and community engagement specific to proper riding gear and sober riding.
Project Agreement Number	MC24-001
Amendment to Add Project Numbers	No
Subrecipient(s)	Maine Bureau of Motor Vehicles
Organization Type	Office of the Secretary of State
Federal Funding Source(s)	405e Flexed to 402
Eligible Use of Funds	1300.24(d)(3)
GTS Voucher Coding	M8*MC
Amount of Federal Funds	\$6,000.00 (PS est. \$5k/TR (MC fuel est. \$1k)
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

The Maine Bureau of Highway Safety (BHS) awarded grant funding to the Office of the Secretary of State's Bureau of Motor Vehicles (BMV), during Federal Fiscal Year 2024 (FFY2024). The BMV oversees all the motorcycle safety training courses in the State, and they work collaboratively with MeBHS. The grant we awarded to the BMV for FFY2024 was for conducting a first-time pilot Community Motorcycle Safety Outreach Project. Motorcycle Safety Outreach activities consisted of the BMV's training coordinators attending six (6) public events from June through September 2024. The team of coordinators set up an information booth at each of the six events, along with displaying their own personal motorcycles, helmets, and other riding safety gear. The knowledgeable and skilled riding coordinators provided various motorcycle safety print materials to include a Maine Motorcycle Riding Map (provided by the Bureau of Motor Vehicles), a Maine Smart Riding Guide, along with a variety of motorcycle safety posters. Further, the safety coordinators provided a list of all the current motorcycle

riding safety schools in Maine, to the community members they spoke with at each event.

The training coordinator team consisted of two (2) well trained and experienced motorcycle riders that are “certified” as Motorcycle Safety Foundation (MSF) Rider Coaches. They are also licensed motorcycle safety instructors here in Maine. These two coordinators were able to effectively answer questions for community members regarding the curriculum offered by Maine Motorcycle Safety Training Courses. They also successfully engaged in safety-oriented conversations with various ages and genders of motorcycle riders.

The training coordinators learned that their information booth was “more welcomed” at family-oriented type events. This is opposed to them attending events that were mostly attended by “motorcycle clubs”. They found their efforts to promote motorcycle safety training courses and the use of riding safety gear (like helmets) not very well received by riders that tend to be more “seasoned” when it comes to motorcycle riding. This is not surprising given that Maine does not have an all-rider helmet law.

Overall, BHS and BMV found this project to be a successful way to engage community members, and not just motorcycle riders, but all motorists. The focus was to increase awareness of “sharing the roads” with motorcycles and to promote motorcycle safety. BHS is planning to award funding to the BMV again in FFY2025, to conduct this same project, so that we can continue our efforts to improve awareness and safety for the motorcycling community. Public Events will be more carefully selected to attend, based on what was learned during FFY2024.

Due to the increase in motorcycle fatalities for FFY2024, BHS also plans to again work with the United Bikers of Maine to have motorcycle safety “yard signs” created and distributed. These yard signs are very popular with Maine’s Motorcycle Community and have been very well received by riders over the past two federal fiscal years. BHS Staff, along with their family and friends, post these signs in their yards and have reported seeing them in yards all around Maine. Furthermore, BHS will continue to run TV and radio Motorcycle Safety Public Service Announcements (PSAs), to continue our efforts to increase awareness and promote safety.

BHS will continue to host Motorcycle Safety Task Force Meetings with several stakeholders that include BMV, Maine Dept. of Transportation, Maine State Police, UBM, a few members of municipal law enforcement agencies and a few “private citizens” from the community. The task force will also be working to create ideas to help improve motorcycle safety, awareness of motorcycles on Maine roadways, and to reduce motorcycle related fatalities. The goal is to ultimately benefit Maine’s overall Motorcycle Safety Program.

OCCUPANT PROTECTION and CHILD PASSENGER SAFETY PROGRAM

Project Name	Occupant Protection Program Management
Project Description (incl. Location and Affected Communities)	This project funds costs associated with the maintenance and activities of highway safety program coordinators, highway safety demonstration vehicles and existing equipment used for occupant protection and traffic safety education programs. Vehicles and equipment include: the CPS trailers, and both the Convincer and Rollover Simulators.
Countermeasure Strategy	Uniform Guideline #20 Program Management
Project Agreement Number	OP24-001
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402 or 405e flexed to 402
Eligible Use of Funds	23 USC 402 and 1300.24
GTS Voucher Coding	402OP/M8*OP
Amount of Federal Funds	\$300,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

Administration and Outreach

In 2022, the Maine Bureau of Highway Safety (MeBHS) formally reestablished the Maine Occupant Protection Task Force (OPTF) using Uniform Guideline #20 to identify Occupant Protection issues, review proven strategies, discuss changes to materials, policies, programs, and more. The Occupant Protection Task Force consists of professionals representing law enforcement, administration, emergency services, child services, and other closely related fields that are important to the success of this initiative. The task force began with monthly meetings and now meets on a quarterly basis. During FFY2024, OPTF held five meetings. During these meetings, invested stakeholders discuss important issues like occupant protection laws, gaining more Child Passenger Safety Technicians and Instructors, how to increase seat belt usage both day and nighttime, unbelted fatality statistics, and much more. The mission of the Maine

Occupant Protection Task Force is to reduce the number of fatalities and serious injuries on Maine roadways due to unbelted crashes. The Maine Occupant Protection Task Force works together with other stakeholders invested in the following matters:

1. To educate the public on the importance of seat belts and the dangers of not using them
2. To increase seat belt usage on Maine roadways
3. To identify any obstacles or challenges regarding seat belt usage
4. To provide a network of communication and cooperation among the stakeholders invested.

As part of the efforts to educate the public regarding the importance of child passenger safety, MeBHS sent a variety of handouts and materials to the New England School Nurse Conference on May 4th and 5th in Freeport, ME. These materials included information regarding Maine's child restraint laws, the importance of heatstroke prevention and unattended passengers, becoming a CPST, and much more. By partnering with the New England School Nurse Conference, the Maine Bureau of Highway Safety can reach a wide audience of healthcare professionals who can in turn educate their students and families about the importance of child passenger safety and road safety.

Unattended Passengers

To raise awareness and prevent tragic incidents like heatstroke in a motor vehicle, the MeBHS created an ad to be included in the "Summer in Maine" Guide. This served as a reminder of the dangers of heatstroke and the importance of prevention. It emphasizes the need for parents to always check the back seat before locking the car, as well as the importance of never leaving a child or other passengers unattended in a vehicle. By raising awareness through initiatives like this ad, we can help to prevent traffic incidents and keep children safe during the hot summer months.

MeBHS distributed a new handout in FFY2024 regarding heatstroke prevention and childproofing your vehicle. This handout contains crucial information about the dangers of leaving children unattended in hot cars, as well as tips on how to protect your child in and around vehicles. The handout was distributed to all partner car seat distribution and inspection sites and various other agencies as requested. The most important tip emphasized in the handout is to never leave a child alone in a vehicle unattended. The issue of children being left unattended in hot cars is a serious and potentially deadly one. These tragedies are entirely preventable, and it is essential for parents and caregivers to be aware of the risks and take proactive measures to ensure the safety of children in and around vehicles.

The Maine Bureau of Highway Safety sent out press releases to the media regarding two important campaigns: 2024 Heatstroke Prevention and National Child Passenger Safety Week. These campaigns are crucial in promoting the safety of children and preventing injuries and fatalities on the road. The press releases highlighted the importance of child passenger safety, reminding parents and caregivers of the necessity of using proper car seats, booster seats, and seat belt for children of all ages.

Heatstroke prevention tips were provided in the press release, such as always checking the backseat before leaving the car and leaving a reminder, such as a purse, in the backseat to always check. By raising awareness through press releases and campaigns like National Child Passenger Safety Week and heatstroke prevention, the Bureau hopes to reduce the number preventable accidents and keep children safe on the road.

Training

The CPS Coordinator created informational fliers for all five CPST Certification Courses and one Renewal Course that was held in FFY2024. These fliers were then sent out to businesses and agencies across Maine as well as posted across social media platforms to advertise and gain participation for the upcoming training. The CPS Coordinator reached out to every technician throughout the State that had an upcoming expiration date for their CPST recertification and provided them with the appropriate resources needed. During FFY2024, the CPS Coordinator conducted one televised news interview about the importance of heatstroke prevention and unattended passengers. The CPS Coordinator also conducted one radio interview regarding National Child Passenger Safety Week.

The Child Passenger Safety Coordinator and other certified instructors had the opportunity to attend the Kidz in Motion Conference in Orlando, Florida, this past August. This conference was a great way for these professionals to learn about the latest updates in the field of child passenger safety and to connect with other highway safety experts. The Kidz in Motion Conference proved to be a valuable experience for the Child Passenger Safety Coordinator and instructors.

This year has been incredibly successful for our organization as we have been able to make significant strides in our efforts to educate families across Maine about the importance of heatstroke prevention and the dangers of leaving children unattended. The accomplishments of this year have been rewarding, as we have not only been able to create impactful programs but also had the chance to further our knowledge and skills through conferences like Kidz in Motion. Moving forward, we are excited to continue our mission of promoting child passenger safety and preventing heatstroke incidents. We are confident that the success of this year will serve as a strong foundation for our future endeavors. Successful overall administration of this program ensures that the Bureau remains on target to meet its stated performance measures and targets.

Project Name	NHTSA Click It or Ticket (CIOT) HVE and ME Buckle Up. No Excuses (BUNE) Sustained Enforcement and Education
Project Description (incl. Location and Affected Communities)	Funds will support overtime enforcement and community education activities for law enforcement to conduct patrols for the NHTSA National <i>Click It or Ticket</i> high-visibility campaign and for qualifying agencies to conduct sustained enforcement under the state Buckle Up. No Excuses! campaign. In addition to enforcement, subrecipients will include community education as part of their seat belt safety activities. Law enforcement overtime activities will increase the seat belt usage rate, voluntary compliance, and will decrease unbelted passenger fatalities. Selected law enforcement agencies will be awarded grants following Maine's standard process for subrecipient contracting and will follow the data analysis process described in the Triennial Highway Safety Plan. Participating law enforcement agencies often incorporate an educational component to their CIOT activities through school events, MeBHS marketing events, and community PP&E events. Activity location is determined by subrecipient jurisdiction.
Countermeasure Strategy	Decrease unrestrained motor vehicle fatalities by using high-visibility and sustained enforcement activities coupled with communication and education strategies.
Project Agreement Number	OP24-002+ and HV24-001+ (see list of subrecipients)
Amendment to Add Project Numbers	Yes. Each Law Enforcement Agency receiving funds for HVE will get a project agreement number beginning with OPB24-010 and ending TBD.
Subrecipient(s)	Various Municipal and County Law Enforcement Agencies.
Organization Type	Municipal and County Law Enforcement Agencies
Federal Funding Source(s)	402

Eligible Use of Funds	23 USC 402
GTS Voucher Coding	402OP
Amount of Federal Funds	\$350,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Potential Subrecipients:

OP24-	Androscoggin County Sheriff's Office	Androscoggin County
OP24-	Aroostook County Sheriff's Office	Aroostook County
OP24-	Ashland Police Department	Ashland
OP24-	Auburn Police Department	Auburn
OP24-	Augusta Police Department	Augusta
OP24-	Bangor Police Department	Bangor
OP24-	Bar Harbor Police Department	Bar Harbor
OP24-	Bath Police Department	Bath
OP24-	Belfast Police Department	Belfast
OP24-	Berwick Police Department	Berwick
OP24-	Biddeford Police Department	Biddeford
OP24-	Boothbay Harbor Police Department	Boothbay Harbor
OP24-	Brewer Police Department	Brewer
OP24-	Bridgton Police Department	Bridgton
OP24-	Brunswick Police Department	Brunswick
OP24-	Bucksport Police Department	Bucksport
OP24-	Buxton Police Department	Buxton
OP24-	Camden Police Department	Camden
OP24-	Cape Elizabeth Police Department	Cape Elizabeth
OP24-	Caribou Police Department	Caribou
OP24-	Cumberland County Sheriff's Office	Cumberland County
OP24-	Cumberland Police Department	Cumberland
OP24-	Dexter Police Department	Dexter
OP24-	Dover Foxcroft Police Department	Dover Foxcroft
OP24-	East Millinocket Police Department	East Millinocket
OP24-	Eliot Police Department	Eliot
OP24-	Ellsworth Police Department	Ellsworth
OP24-	Fairfield Police Department	Fairfield
OP24-	Falmouth Police Department	Falmouth
OP24-	Farmington Police Department	Farmington
OP24-	Fort Fairfield Police Department	Fort Fairfield
OP24-	Fort Kent Police Department	Fort Kent
OP24-	Franklin County Sheriff's Office	Franklin County

OP24-	Freeport Police Department	Freeport
OP24-	Fryeburg Police Department	Fryeburg
OP24-	Gardiner Police Department	Gardiner
OP24-	Gorham Police Department	Gorham
OP24-	Hallowell Police Department	Hallowell
OP24-	Hampden Police Department	Hampden
OP24-	Hancock County Sheriff's Office	Hancock County
OP24-	Holden Police Department	Holden
OP24-	Jay Police Department	Jay
OP24-	Kennebec County Sheriff's Office	Kennebec County
OP24-	Kennebunk Police Department	Kennebunk
OP24-	Kennebunkport Police Department	Kennebunkport
OP24-	Kittery Police Department	Kittery
OP24-	Knox County Sheriff's Office	Knox County
OP24-	Lewiston Police Department	Lewiston
OP24-	Lincoln County Sheriff's Office	Lincoln County
OP24-	Lincoln Police Department	Lincoln
OP24-	Lisbon Police Department	Lisbon
OP24-	Machias Police Department	Machias
OP24-	Madawaska Police Department	Madawaska
OP24-	Maine State Police	Maine
OP24-	Maine Warden Service	Maine
OP24-	Mechanic Falls Police Department	Mechanic Falls
OP24-	Mexico Police Department	Mexico
OP24-	Monmouth Police Department	Monmouth
OP24-	Mount Desert Police Department	Mount Desert
OP24-	North Berwick Police Department	North Berwick
OP24-	Norway Police Department	Norway
OP24-	Old Orchard Beach Police Department	Old Orchard Beach
OP24-	Old Town Police Department	Old Town
OP24-	Orono Police Department	Orono
OP24-	Oxford County Sheriff's Office	Oxford County
OP24-	Oxford Police Department	Oxford
OP24-	Paris Police Department	Paris
OP24-	Penobscot County Sheriff's Office	Penobscot County
OP24-	Phippsburg Police Department	Phippsburg
OP24-	Piscataquis County Sheriff's Office	Piscataquis County
OP24-	Pittsfield Police Department	Pittsfield
OP24-	Portland Police Department	Portland
OP24-	Presque Isle Police Department	Presque Isle
OP24-	Richmond Police Department	Richmond
OP24-	Rockland Police Department	Rockland
OP24-	Rockport Police Department	Rockport
OP24-	Rumford Police Department	Rumford
OP24-	Sabattus Police Department	Sabattus

OP24-	Saco Police Department	Saco
OP24-	Sagadahoc County Sheriff's Office	Sagadahoc County
OP24-	Sanford Police Department	Sanford
OP24-	Scarborough Police Department	Scarborough
OP24-	Skowhegan Police Department	Skowhegan
OP24-	Somerset County Sheriff's Office	Somerset County
OP24-	South Portland Police Department	South Portland
OP24-	Southwest Harbor Police Department	Southwest Harbor
OP24-	Stockton Springs Police Department	Stockton Springs
OP24-	Topsham Police Department	Topsham
OP24-	University of Southern Maine Gorham Police Department	University of Southern Maine Gorham
OP24-	University of Maine Police Department	Orono
OP24-	Vassalboro Police Department	Vassalboro
OP24-	Veazie Police Department	Veazie
OP24-	Waldo County Sheriff's Office	Waldo County
OP24-	Washington County Sheriff Office	Washington County
OP24-	Waterville Police Department	Waterville
OP24-	Wells Police Department	Wells
OP24-	Westbrook Police Department	Westbrook
OP24-	Wilton Police Department	Wilton
OP24-	Windham Police Department	Windham
OP24-	Winslow Police Department	Winslow
OP24-	Winthrop Police Department	Winthrop
OP24-	Wiscasset Police Department	Wiscasset
OP24-	Yarmouth Police Department	Yarmouth
OP24-	York County Sheriff's Office	York County
OP24-	York Police Department	York

Project Performance:

Consistent use of seat belts has been proven time and time again to save lives in the event of a car crash. Despite this fact, there are still individuals who choose not to wear their seat belts while driving or riding in a vehicle. To combat this dangerous behavior, the Maine Bureau of Highway Safety provides grant funding to law enforcement agencies to conduct overtime patrols to enforce Maine's occupant protection law and to participate in the NHTSA National Click It or Ticket Enforcement Mobilization. The twenty-three law enforcement agencies listed below applied for overtime grants and have taken a proactive approach to seat belt enforcement by conducting a total of 1,811.50 hours of overtime specifically dedicated to this issue.

Additionally, these agencies have stopped 2,484 vehicles while on patrol, demonstrating their commitment to enforcing seat belt laws. During these stops, the agencies wrote 554 citations for non-seat belt use and gave 715 warnings.

There was a significant drop in observed nighttime seat belt usage in the state from 84.8% in 2022 to 77.5% in 2023. This is especially concerning as driving at night already poses inherent risks due to reduced visibility and other factors. The lack of seat belt usage at night only increases these risks and puts individuals in even greater danger on the road. In response to this downward trend, the Maine Bureau of Highway Safety has emphasized the importance of nighttime enforcement to all participating agencies. This decrease in nighttime usage prompted immediate action from the Maine Bureau of Highway Safety and our law enforcement liaisons. We collaborated to create a letter requesting that all law enforcement agencies conduct some nighttime enforcement beginning at 6:00 p.m., and that those patrolling in the three lowest usage counties (Kennebec County (91.8%), Waldo County (89.8%) and Aroostook County (78.7%)) take action to increase enforcement, awareness, and promotion of seat belt safety on our roads. We requested they implement a “Buckle Up” safety message on speed trailers or message boards around town during the *Click It or Ticket* Campaign. By strategically placing these messages in areas with low seat belt usage rates, the hope is to increase visibility and promote safer driving habits among community members.

Aside from conducting additional patrols, it is also important for agencies to engage in community collaboration and to highlight the importance of seat belt usage, particularly at night. By dedicating time and resources to this important issue, they are helping to make our roads safer for everyone. Seat belt usage is a simple yet effective way to prevent serious injuries and save lives, and it is important that all drivers and passengers make it a priority. This year, approximately 37 law enforcement agencies engaged with their communities and spread awareness about various traffic safety issues. One agency in particular, Scarborough Police Department, took a proactive stance by utilizing their seat belt convincer at a local event. By allowing members of the public to experience firsthand the potential consequences of not wearing a seat belt, the Scarborough Police Department was able to effectively convey the message of safety to attendees and hear their feedback and incorporate the feedback through additional demonstrations in the community. This hands-on approach to collaborating with the public is a powerful way to understand why some people choose not to wear a seat belt, despite the law, and to highlight the importance of wearing a seat belt every time you get into a vehicle.

Further community collaboration with education involved the Brunswick Police Department. Brunswick PD hosted a public car seat check event. This event not only provided an opportunity for community members to have their car seats inspected for proper installation, but also allowed officers to engage with attendees and distribute pamphlets and information on seat belt safety and other traffic safety issues.

This project was a successful and impactful initiative. While we did not receive grant applications from all intended subrecipients, one key measure of success for the project was the increase in the number of law enforcement agencies conducting occupant protection details. This year, 23 agencies participated, compared to just 19 the previous year. This increase in participation demonstrates a growing commitment among law

enforcement agencies to prioritize occupant protection and make it a focus of their enforcement efforts.

Subrecipient	Grant Number	Award
Maine State Police	OPB24-002	\$43,578.10
Capitol Police	HV24-034	\$4,272.00
Sagadahoc County Sheriff's Office	HV24-010	\$4,032.00
Augusta Police Department	HV24-001	\$6,000.00
Bath Police Department	HV24-004	\$8,018.00
Berwick Police Department	HV24-018	\$11,867.00
Bridgton Police Department	HV24-020	\$1,019.00
Buxton Police Department	HV24-021	\$2,580.00
Cape Elizabeth Police Department	OP24-002	\$8,000.00
Ellsworth Police Department	HV24-016	\$5,000.00
Fort Kent Police Department	HV24-005	\$1,276.80
Gorham Police Department	HV24-023	\$3,807.00
Holden Police Department	HV24-003	\$5,100.00
Kennebunk Police Department	HV24-006	\$12,348.00
Lewiston Police Department	HV24-007	\$12,768.00
Madawaska Police Department	HV24-024	\$11,001.78
Oxford Police Department	HV24-026	\$8,480.16
Presque Isle Police Department	HV24-008	\$12,000.00
Rumford Police Department	HV24-009	\$10,959.52
Scarborough Police Department	HV24-011	\$3,750.00
Wells Police Department	HV24-035	\$5,363.60
Wiscasset Police Department	HV24-012	\$3,991.12
York Police Department	HV24-031	\$3,145.60

Additionally, law enforcement officers stopped more vehicles this year compared to last year, indicating a higher level of engagement and enforcement activity. In 2023, there were 2,335 vehicles stopped during patrols versus an increase in 2024 to 2,505. We also saw an increase in hours worked on occupant protection details. This year, law enforcement officers worked 538.75 more hours on occupant protection details compared to the previous year. By increasing enforcement activity and engagement with the community, law enforcement agencies were able to make an impact on occupant protection and promote safer driving practices.

Project Name	Maine State Police Targeted Occupant Protection Awareness Zones (TOPAZ)
Project Description (incl. Location and Affected Communities)	The Maine State Police Targeted Occupant Protection Awareness Zone (TOPAZ) project will consist of overtime HVE during the NHTSA CIOT and sustained enforcement of seat belt laws year-round to increase seat belt compliance and decrease unrestrained fatalities. The TOPAZ team of trained troopers focus on seat belt enforcement in previously identified (using up to date data analysis) zones with the highest unbelted fatalities and serious injuries. The annual observational study has helped the MeBHS determine not only where unbelted driving is primarily occurring, it has also identified the times (day and night) at which unbelted driving tends to occur. The MSP TOPAZ team will work the specific days, times and zones and will focus on those drivers least likely to voluntarily buckle up. The Maine State Police focus on high-crash locations but serve statewide based on their Troop and Barrack locations. Activity locations include those communities served by Troops in Alfred, Gray, Augusta, Skowhegan, Bangor, Ellsworth, and Houlton.
Countermeasure Strategy	Decrease unrestrained motor vehicle fatalities by using high-visibility and sustained enforcement activities coupled with communication and education strategies.
Project Agreement Number	OPB24-002
Amendment to Add Project Numbers	No
Subrecipient(s)	Maine State Police
Organization Type	Dept. of Public Safety-State Police
Federal Funding Source(s)	405b
Eligible Use of Funds	1300.21-405b HVE
GTS Voucher Coding	M1HVE
Amount of Federal Funds	\$100,000.00

Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

The primary goal of the Maine State Police with this project is to encourage and increase the use of occupant protection measures and reduce unrestrained fatalities and injuries. During the project, the Maine State Police TOPAZ Team (Central Field Troop, Northern Field Troop, Southern Field Troop, Troop G (turnpike), Troop I (interstate), Troop F (Aroostook County), and Troop K (Commercial Vehicle Enforcement)) conducted 180 overtime hours on patrol and made 268 contacts. During FFY2024, Maine State Police wrote 66 seat belt summonses and 116 warnings. One detail resulted in an arrest due to drug possession, one detail resulted in an arrest warrant, and eight details resulted in operating under suspension. There was one child restraint warning given out as well. The Maine State Police TOPAZ Team were able to conduct successful occupant protection details in FY2024.

Project Name	Annual Seat Belt and CPS Observational Data Surveys
Project Description (incl. Location and Affected Communities)	This project funds the contract for the MeBHS annual observational, attitudinal and Child Passenger Safety surveys. These surveys are usually conducted following the May/June <i>Click It or Ticket</i> HVE enforcement campaign. Results of surveys are certified and provided to NHTSA upon completion. Maine certified a 93.4% belt use rate in FFY2022. A FY2023 survey is currently underway and this project funds the FFY2024 survey contract. A CPS misuse survey was conducted in 2023, as a recommendation in the most recent OP Assessment. Results are TBD. Locations are selected based on NHTSA certified survey selection sites. Locations include the counties of Androscoggin, Aroostook, Cumberland, Hancock, Kennebec, Lincoln, Oxford, Penobscot, Somerset, Waldo, Washington, and York.
Countermeasure Strategy	Decrease unrestrained motor vehicle fatalities and increase seat belt usage rate by conducting and publicizing an annual statewide observational survey for adult seat belt usage and child passenger safety use.
Project Agreement Number	OPB24-003
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration of Contract
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405e Flexed to 402
Eligible Use of Funds	1300.24 (d)(3)
GTS Voucher Coding	M8*OP
Amount of Federal Funds	\$150,000.00 \$222,105.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

The MeBHS contracted with the University of Southern Maine, Muskie School of Public Service, Survey Research Center for both the NHTSA required annual observational survey of seat belt usage (day and night), child occupant protection use and misuse, and the optional but valuable attitudinal survey. Nationally, seat belts saved the lives of 14,955 people aged 5 and older in 2017. In Maine, seat belts saved approximately 69 lives a year over one decade, a total of 688 lives, and could have saved 204 more if all occupants were belted. In 2023, Maine ranked 7th in the nation, with a rate of 94.5% compared to the national average of 91.9%. In FFY2024, according to the Maine Seat Belt Use Study, 93.8% of occupants were belted. This is a statistically insignificant decrease, but the MeBHS will continue to encourage additional enforcement and will implement a Traffic Safety Educator position in FFY2025 to help ensure an increase in usage.

According to the FFY2024 overall survey, female occupants were more likely to use seat belts than male occupants; 92.5% of male occupants were belted, compared to 95.7% of female occupants. Drivers appeared less likely to use seat belts than passengers; 93.3% of drivers were belted, compared to 97.0% of passengers. There was a small difference in seat belt use by urban/rural designation; 94.8% of occupants were belted in rural sites, compared to 93.8% of occupants in urban locations. Drivers of SUV's were the most likely to be belted at 95.2%, followed by drivers of vans at a rate of 94.1%, and drivers of cars at 93.5%. Drivers of pickup trucks were the least likely to be belted at 89.5%.

According to the Night Seat Belt Use Survey, there were 1,088 passenger vehicle drivers observed along with 260 passengers, for a total of 1,228 vehicle occupants. In FFY2024, the overall nighttime statewide belt use rate was 89.6%. Due to our hard work, this rate has increased since the 2023 Night Seat Belt Use Survey where the rate was 77.5%, the lowest in 12 years to 89.6%. This improvement is a testament to the efforts of our agency and other various law enforcement agencies that have been working to promote seat belt usage and increase road safety. The efforts of our agency and partners have clearly paid off, as evidenced by the significant increase in the nighttime belt use rate from 2023 to 2024. Female occupants had significantly higher nighttime use rates (93.5%) than male occupants (84.6%). Both the daytime and nighttime observations showed lower use among men and pickup truck drivers. The 2024 observed nighttime seat belt use rate in 2024 is the highest since 2019. However, our work is far from over, and we remain committed to further increasing seat belt usage and promoting road safety.

A Child Safety Restraint Use Study was conducted in 2024. A total of 1,628 individual children were observed for child safety restraint use. Of the observations that were conclusive, 96.9% of the children observed were restrained while 3.1% were not. This year's rate is not statistically significantly different from last year's rate of 96.5%. Vehicles observed on weekends were more likely to be carrying restrained occupants than those observed on weekdays, at 98.4% and 94.9%, respectively. The county with

the lowest child restraint use rate was Aroostook County with 78.2%, followed by Washington County with 86.1%. The counties with the highest restraint use were Androscoggin, Cumberland, Oxford, Somerset and York with 100%.

Despite our combined efforts we are not on target to meet our set target of 93.9% for seat belt use in passenger vehicles. To address this issue, we will collaborate with various stakeholders, including nonprofits, businesses, and law enforcement agencies, to develop effective strategies to increase seat belt usage. One potential partner in this effort may be the Salvation Army. By working with the Salvation Army, we can host/join classes for New Mainers to educate them on the rules of the road and the importance of wearing seat belts. Additionally, we will work to include a more diverse Occupant Protection Task Force. By including a diverse range of perspectives and ideas, we can develop comprehensive strategies to increase seat belt usage. This collaborative approach will allow us to leverage the expertise and resources of different organizations to effectively address this issue.

Project Name	Child Passenger Safety Technician and Instructor (CPSTI) Training and Inspection Site Activities
Project Description (incl. Location and Affected Communities)	<p>This project will support the new certification training costs (and possible conference attendance) for Child Passenger Safety (CPS) technicians and instructors. It will also provide for recertification for those with expired credentials. Child Passenger Safety Technicians participating in MeBHS authorized and sponsored events and Maine CPS Instructors receive a set-fee stipend for activities associated with seat installations, check-up events, and training classes provided they are not already paid by an employer for such activities.</p> <p>MeBHS anticipates at least four certification classes and at least one certification renewal class in the federal fiscal year 2024 resulting in up to 80 newly certified technicians.</p> <p>Certification courses will be planned to be held in each large region of the State of Maine: Northern Central Maine, Northern Maine (County), Central Maine and Down East, however exact locations and dates for the training will be determined in the fall and spring to ensure that we meet the needs of potential trainees (as received by requests) and that we are assured full class registrations.</p> <p>Additionally, MeBHS will host a one-day CEU training course for technicians and instructors at a centrally located venue (TBD). We expect attendance of up to 100. Costs will include speaker fees, venue rental, food, and other allowable costs as determined.</p> <p>In FFY2024, MeBHS will host a CPS Conference for technicians and instructors. The CPS Conference would be a one- or two-day event at a centrally located venue. This conference would host national CPS speakers, provide CEU credits, seat signoffs for technicians and</p>

	<p>more. It would be an excellent opportunity for technicians to receive all their recertification requirements in just one or two days. This would also help the State of Maine CPS technician retention rate as well as provide an opportunity for technicians to build relationships with one another and allow for collaborations in the future (car seat check events, etc.).</p> <p>Certified instructors in partnership with MeBHS will provide an updated CPS Basic Awareness Training to be delivered to Department of Health and Human Services licensed childcare providers and transporters. This updated training will ensure young passengers are properly restrained during transit by caregivers. Over FFY2024, we expect to train up to 50 or more providers.</p> <p>Additionally, certified CPS Instructors and the CPS Highway Safety Coordinator will train law enforcement in the Maine Criminal Justice Basic Law Enforcement Academy regarding basic child passenger safety to ensure informed traffic stops and to increase enforcement of child passenger laws. Maine law enforcement does well in the enforcement of OP laws for adult drivers and passengers, but more needs to be done to ensure that child OP laws are enforced also. Child Passenger safety activities are conducted statewide and primarily affect lower income and underserved communities.</p>
Countermeasure Strategy	Decrease unrestrained motor vehicle fatalities by ensuring parents and caregivers are trained in properly transporting children, including education of laws, proper fitting of child safety seats, and access to seats for income eligible children.
Project Agreement Number	OPB24-001
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405b

Eligible Use of Funds	1300.21
GTS Voucher Coding	M1TR/M1PE/M1CPS
Amount of Federal Funds	\$100,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

In Federal Fiscal Year 2024, the state of Maine saw a significant increase in the number of child passenger safety technicians (CPSTs) by hosting five certification courses throughout the state. These courses, held in Old Orchard Beach, Lewiston, Gorham, Bangor and Waterville, created 79 new CPSTs, ensuring that more children are kept safe on the roads. The course in Waterville was a specific “First Responders Only” course pertaining to EMS, Law Enforcement, Fire, etc. Child Passenger Safety Technicians play a critical role in ensuring the safety of children in vehicles. This first responder course was specifically in response to 1300.21 (g) (v) (A): to recruit and train nationally certified CPST among police officers, fire and other first responders, emergency medical personal and other individuals or organizations serving low-income and underserved populations.

Technicians are trained to properly install car seats, booster seats, and seat belts, as well as to educate parents and caregivers on best practices for keeping children safe while traveling by car. By becoming certificated CPSTs, individuals are equipped with the knowledge and skills necessary to provide valuable guidance and assistance to families in their communities. By offering training opportunities to individuals from different regions, more communities can benefit from having CPSTs available to help ensure that children are properly secure in vehicles. This in turn can lead to a decrease in the number of injuries and fatalities resulting from car crashes, ultimately making Maine’s roads safer for everyone.

MeBHS also conducted a CPST Renewal training that was held in Augusta. This training is for technicians whose certifications have expired but they wish to become a CPST again. This will allow them to continue providing education to families, while helping save children’s lives. The recertification training resulted in 6 recertified technicians. To date, we have 256 technicians certified in Maine.

In FFY2024, MeBHS conducted twelve DHHS Childcare Provider/Basic Awareness Trainings. The trainings were held in Portland, Lewiston, Gorham, Bangor, Norway, Brewer and Presque Isle. These trainings were designed to equip childcare providers/caseworkers with basic knowledge and skills to ensure the safety and well-being of children in their care. The training was offered in both hybrid and in-person formats, allowing participants to choose the option that best suited their learning

preferences. The DHHS Childcare Provider/Basic Awareness Trainings in 2024 were a valuable resource for childcare providers looking to enhance their knowledge regarding child passenger safety and directly support low-income and underserved populations already being served by the State Department of Health and Human Services.

The Maine Bureau of Highway Safety sponsored eight public car seat check events across various cities in the state. These events were held in Machias, Portland, Bath, Sanford, Bangor, Dover-Foxcroft, Pittsfield, and Gorham. The primary purpose of these events is to ensure that children are safely secure in their car seats while traveling, as well as to educate parents on the importance of proper car seat installation. During the check events, trained technicians were on hand to inspect the car seats of participating families and ensure that they were installed correctly. Overall, the events were a great success, with over 41 children having their car seats checked and properly installed.

The Maine Child Passenger Safety Summit is an important event that is designed to educate and raise awareness about the importance of ensuring the safety of children in vehicles and allow Maine certified technicians to receive all credits needed to recertify as a technician for another two years. The bureau contracted with GHSA CSI to help with the logistics of the conference, but unfortunately primarily due to Request for Proposal timelines and other purchasing constraints, the event that was initially planned for September 2024 had to be postponed until spring of 2025. Despite this setback, organizers are determined to host a successful CPS Summit in 2025 with an estimated attendance of 200 people and we are well into the RFP process to secure a safe, centrally located, easily accessible, and spacious site.

Overall, this project was very successful this year. Through our training sessions, we were able to equip a significant number of individuals with the knowledge and skills needed to ensure the safety of children in cars. In addition to training technicians, this project also focused on educating caseworkers and childcare providers on best practices for installing and using safety seats. By doing so, we were able to expand our reach and ensure that children in various care settings were protected while on the road. The success of this project can be attributed to the dedication and hard work of all those involved. From the instructors who shared their expertise to the participants who eagerly absorbed the information, everyone played a crucial role in furthering the cause of child passenger safety.

Project Name	Refugee and Immigrant Occupant Protection Education and CSS Distribution Program Occupant Protection Outreach and Education and CSS Distribution Program
Project Description (incl. Location and Affected Communities)	<p>This project supports partnering with multiple entities, organizations, and other businesses “In Her Presence” to provide outreach and education on the importance of Occupant Protection and Child Passenger Safety to any underserved or minority populations throughout Maine. We expect to inspect and/or distribute child safety seats for Maine families at these agencies In Her Presence, once they have at least one CPS Technician certified. This will allow distribution/inspection agencies to conduct more community education by hosting more car seat checks, events, etc. Included in this project may be necessary In Her Presence will provide interpreter services for families that speak various languages, at the location where the child safety seat inspection appointment is held. In Her Presence Agencies will help translate and promote cultural and linguistically appropriate educational messaging and/or resources to their communities regarding the importance of occupant protection. In Her Presence is an organization residing in Westbrook and serving the Southern Maine communities of immigrants. The potential organizations we would partner with are serving the Southern Maine communities and New Mainers/Refugees, and Immigrants.</p>
Countermeasure Strategy	Decrease unrestrained motor vehicle fatalities by ensuring parents and caregivers are trained in properly transporting children, including education of laws, proper fitting of child safety seats, and access to seats for income eligible children.

Project Agreement Number	OPB24-004-006
Amendment to Add Project Numbers	No
Subrecipient(s)	In Her Presence/Woodfords Family/Various
Organization Type	Non-Profit supporting income eligible
Federal Funding Source(s)	405b
Eligible Use of Funds	1300.21
GTS Voucher Coding	M1TR/M1PE/M1CPS/MICSS/B1CPS_US
Amount of Federal Funds	\$50,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

The Maine Bureau of Highway Safety planned for a partnership with In Her Presence (IHP) in FFY2024. IHP is a well-respected 501c3 non-profit organization located in Portland, Maine. Their mission is to work with immigrant families, with a particular focus on women, to bridge cultural divides and harness the strengths of both communities. MeBHS was hoping the partnership would be an excellent way to increase safety awareness, especially regarding Child Passenger Safety and Occupant Protection, and promote positive outcomes for immigrant families in Maine. Unfortunately, IHP decided to withdraw their application.

While the partnership with IHP did not come to fruition as planned in FFY2024, the Bureau continued to explore opportunities for collaboration with other organizations that share their commitment to safety and community empowerment. MeBHS amended the project during the fiscal year to grant with other service organizations reaching the underserved community in Portland and were successful in awarding funds in FFY2025. The Maine Bureau of Highway Safety is pleased to work with Woodford's Family Services, another 501c3 non-profit organization located in Westbrook, Maine in the federal fiscal year 2025.

On September 17th, one of the Maine Bureau of Highway Safety's Law Enforcement Liaisons and the OP Highway Safety Coordinator presented at the Salvation Army Tools for Life class. They were asked to be a part of the speaker group by the Salvation Army's Tools for Life Director. The session focused on the important topics of "Maine Motor Vehicle Law, Community Responsibility, and Safety" and was attended by 32 New Mainers who were looking to gain a better understanding of how to obtain a Maine license and how to stay safe on the road. The presentation was a valuable opportunity for these individuals, many of whom may be new to the area, to learn more about the laws and regulations of the roads in Maine. By understanding the rules of the road and following them diligently, drivers can help to reduce the risk of crashes and keep

themselves and others safe on the road. Interpreters were on hand at the event to assist with communication for both French and Portuguese speakers, ensuring that all attendees were able to fully participate in the presentation. This commitment to inclusivity and accessibility reflects the Bureau's dedication to serving all members of the community and providing them with information and resources they need to stay safe on the road. Other speakers and translators in attendance were District Attorneys, Portland Police Officers, Community Outreach Coordinators from Mercy Northern Light, representatives from Spurwick, a CCBHC Cultural Broker, and an Interpreter and Community Leader from the area, and a representative from the Bureau of Motor Vehicles, and many more. With the guidance of knowledgeable speakers, New Mainers were able to gain insights into important topics such as speed limits, child passenger safety, obtaining a license, driver license exams practices, and much more. Through the informative presentation, the speakers have empowered these individuals with the knowledge they need to make responsible decisions on the road and to become active participants in promoting traffic safety. By collaborating with organizations such as the Salvation Army, we can reach a wider audience and make a positive impact on the community. Together, we are working towards creating a safer community for all residents of Maine.

By developing culturally sensitive educational materials, organizing community events, and collaborating with local organizations, the Bureau can ensure that the New Mainer communities receive adequate education regarding traffic safety issues and have their needs met. Ultimately, these efforts can help reduce traffic crashes, injuries, and fatalities among the New Mainer populations and contribute to a safer road environment for all residents of Maine.

Project Name	Child Safety Seats (CSS) Inspection and Distribution for Income Eligible Families
Project Description (incl. Location and Affected Communities)	<p>This project supports the purchase and distribution of child safety seats (convertible and/or booster) for Maine income eligible families that are issued through partner CPS distribution sites having at least one certified technician on staff and various Inspection Stations located around the state. Every distribution and inspection station are staffed with certified child passenger safety technicians. We expect to distribute more than 600 seats to income eligible children in FFY2024 through our current and active distributions sites. Inspection stations and distribution stations are located around the State of Maine and serve 70% of the State. Most Maine counties offer car seat inspection services. Underserved communities are the rural towns throughout the State of Maine. Essential services are provided in larger towns/cities where smaller underserved communities seek services. There are 100% of Maine residents that have access to car seat inspection/educational services, consistent services are offered in each county/larger service area across Maine. Minority populations/refugees are served through these service locations/centers and are directed to services upon entry to the State. The MeBHS and our partners plan the following number of inspection events:</p> <p>Population Served - urban 18 Population Served - rural 16 Population Served- at risk 20</p> <p>The State's distribution partner sites conduct outreach in their own communities as well. This project will also include some necessary inspection station and technician supplies, and educational</p>

	materials required for distribution if pre-approved by MeBHS. Distribution sites and Inspection Stations can be found on the MeBHS website. Maine's population by county is listed in the (3) section below.
Countermeasure Strategy	Decrease unrestrained motor vehicle fatalities by using extensive statewide and community involvement in occupant protection education by involving individuals and organizations outside the traditional highway safety community.
Project Agreement Number	CR24-001
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405b (5%) FA and 405b (10%) BIL; 402
Eligible Use of Funds	1300.21/23USC 402
GTS Voucher Coding	M1CSS/MIPE/MICPS/402CR/B1CPS_US
Amount of Federal Funds	\$150,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

From October 2023 to September 2024, there were 307 car seat inspection checks completed utilizing the National Digital Check Form (NDCF). According to the NDCF, there is currently a 70% postnatal misuse rate. The highest overall misuse by type was seatbelt (63.9%), followed by tether (47.2%). For the seats utilizing the seatbelt method that were inspected, majority of them had the seatbelt too loose or used the seatbelt with lower anchors. For the tether, it was most misused because the tether was not being used. In 2024, the misuse rate for rear-facing convertible seats was 76%.

Distribution sites offer proper car seat installation education with hands-on techniques and if income eligibility has been determined, a no-cost car seat may be issued to a child. Caregivers need to know how to install that car seat properly and correctly and demonstrate their understanding before a child seat is provided. In FFY2024, 660 car seats were distributed to income eligible children in Maine and 541 parents and caregivers received education on proper transportation of children.

When families go to a distribution and/or inspection agency, they receive an education regarding their child's car seat but also receive many educational handouts regarding child passenger safety. One handout that is given to the children is traffic safety-related

coloring books. These books contain age-appropriate safety activities and coloring pages for children to learn about child passenger safety. It teaches children how to correctly wear their seat belt, the importance of wearing your seat belt, and much more. They also receive a Child Passenger Safety pictorial booklet to aid in those who are non-English speaking. The pictorial booklets are provided to caregivers and families so they can utilize them as helpful reminders when installing their child's car seat.

This federal fiscal year, we are proud to announce that we have expanded our car seat distribution program to include 14 new locations across the state. This expansion means that we are now able to serve 100% of the state, reaching every county and providing access to life-saving car seats for families in need. Car seat distribution programs play a crucial role in ensuring the safety of children while traveling in vehicles.

This accomplishment would not have been possible without the support of our dedicated partners who have helped us make this expansion a reality. Our newest partner agency, Help Me Grow, has proven to be an invaluable asset in our efforts to ensure the safety of children and families across Maine. Help Me Grow operates four car seat distribution and inspection locations throughout the state and recently certified five Child Passenger Safety Technicians this fiscal year. One of the most impressive aspects of Help Me Grow's team is the diverse skill set they bring to the table, including the ability to communicate in multiple languages. One technician on their team can speak five different languages, enabling them to provide vital information and education to families who may have previously been unable to access these resources. By breaking down language barriers, this technician is ensuring that all families have equal access to life-saving information about child passenger safety. Help Me Grow's commitment to providing culturally sensitive education and outreach is a shining example of how partnerships can make a real difference in the lives of those we serve and how the Bureau's commitment to public participation and engagement has allowed us to partner with new organizations that will help us reach the underserved populations desperately needing our services. Together, we are making a difference in the lives of families and children across the state, and we are committed to continuing our efforts to promote child safety and well-being on the road.

PEDESTRIAN and BICYCLE SAFETY PROGRAM

Project Name	Pedestrian and Motor Vehicle Enforcement and Education Program
Project Description (incl. Location and Affected Communities)	<p>Focused enforcement (in high pedestrian crash locations) will continue to be utilized to reduce the number of pedestrian crashes and fatalities in the State of Maine. Agencies will be selected based on crash, injury, geographic and socioeconomic data. If not all the identified agencies accept an award, the MeBHS will use our data-analysis to select additional subrecipients in surrounding areas to impact those towns/cities. MeBHS anticipates 10-15 subrecipients for pedestrian-related enforcement activities. The Maine DOT Pedestrian Safety Working Group is known to work with those that are homeless, older adults, and those whose primary language is not English and who may be representative of pedestrian crashes and injuries and the MeBHS will connect with agencies in those communities to offer motor vehicle-pedestrian enforcement and education. Locations and affected communities are determined by law enforcement jurisdiction. Potential subrecipients are listed below.</p>
Countermeasure Strategy	Decrease pedestrian and bicyclist fatalities
Project Agreement Number	PS24-001 and HV-001+
Amendment to Add Project Numbers	Yes (see list of potential subrecipients below)
Subrecipient(s)	TBD
Organization Type	Municipal and County Law Enforcement Agencies
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC 402
GTS Voucher Coding	M8*PS
Amount of Federal Funds	\$250,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No

1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024
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Potential Subrecipients:

PS24-	Androscoggin County Sheriff's Office	Androscoggin County
PS24-	Aroostook County Sheriff's Office	Aroostook County
PS24-	Ashland Police Department	Ashland
PS24-	Auburn Police Department	Auburn
PS24-	Augusta Police Department	Augusta
PS24-	Bangor Police Department	Bangor
PS24-	Bar Harbor Police Department	Bar Harbor
PS24-	Bath Police Department	Bath
PS24-	Belfast Police Department	Belfast
PS24-	Berwick Police Department	Berwick
PS24-	Biddeford Police Department	Biddeford
PS24-	Boothbay Harbor Police Department	Boothbay Harbor
PS24-	Brewer Police Department	Brewer
PS24-	Bridgton Police Department	Bridgton
PS24-	Brunswick Police Department	Brunswick
PS24-	Bucksport Police Department	Bucksport
PS24-	Buxton Police Department	Buxton
PS24-	Camden Police Department	Camden
PS24-	Cape Elizabeth Police Department	Cape Elizabeth
PS24-	Caribou Police Department	Caribou
PS24-	Cumberland County Sheriff's Office	Cumberland County
PS24-	Cumberland Police Department	Cumberland
PS24-	Dexter Police Department	Dexter
PS24-	Dover Foxcroft Police Department	Dover Foxcroft
PS24-	East Millinocket Police Department	East Millinocket
PS24-	Eliot Police Department	Eliot
PS24-	Ellsworth Police Department	Ellsworth
PS24-	Fairfield Police Department	Fairfield
PS24-	Falmouth Police Department	Falmouth
PS24-	Farmington Police Department	Farmington
PS24-	Fort Fairfield Police Department	Fort Fairfield
PS24-	Fort Kent Police Department	Fort Kent
PS24-	Franklin County Sheriff's Office	Franklin County
PS24-	Freeport Police Department	Freeport
PS24-	Fryeburg Police Department	Fryeburg
PS24-	Gardiner Police Department	Gardiner
PS24-	Gorham Police Department	Gorham
PS24-	Hallowell Police Department	Hallowell

PS24-	Hampden Police Department	Hampden
PS24-	Hancock County Sheriff's Office	Hancock County
PS24-	Holden Police Department	Holden
PS24-	Jay Police Department	Jay
PS24-	Kennebec County Sheriff's Office	Kennebec County
PS24-	Kennebunk Police Department	Kennebunk
PS24-	Kennebunkport Police Department	Kennebunkport
PS24-	Kittery Police Department	Kittery
PS24-	Knox County Sheriff's Office	Knox County
PS24-	Lewiston Police Department	Lewiston
PS24-	Lincoln County Sheriff's Office	Lincoln County
PS24-	Lincoln Police Department	Lincoln
PS24-	Lisbon Police Department	Lisbon
PS24-	Machias Police Department	Machias
PS24-	Madawaska Police Department	Madawaska
PS24-	Maine State Police	Maine
PS24-	Maine Warden Service	Maine
PS24-	Maine Capitol Security Police Department	Maine
PS24-	Mechanic Falls Police Department	Mechanic Falls
PS24-	Mexico Police Department	Mexico
PS24-	Monmouth Police Department	Monmouth
PS24-	Mount Desert Police Department	Mount Desert
PS24-	North Berwick Police Department	North Berwick
PS24-	Norway Police Department	Norway
PS24-	Old Orchard Beach Police Department	Old Orchard Beach
PS24-	Old Town Police Department	Old Town
PS24-	Orono Police Department	Orono
PS24-	Oxford County Sheriff's Office	Oxford County
PS24-	Oxford Police Department	Oxford
PS24-	Paris Police Department	Paris
PS24-	Penobscot County Sheriff's Office	Penobscot County
PS24-	Phippsburg Police Department	Phippsburg
PS24-	Piscataquis County Sheriff's Office	Piscataquis County
PS24-	Pittsfield Police Department	Pittsfield
PS24-	Portland Police Department	Portland
PS24-	Presque Isle Police Department	Presque Isle
PS24-	Richmond Police Department	Richmond
PS24-	Rockland Police Department	Rockland
PS24-	Rockport Police Department	Rockport
PS24-	Rumford Police Department	Rumford
PS24-	Sabattus Police Department	Sabattus
PS24-	Saco Police Department	Saco
PS24-	Sagadahoc County Sheriff's Office	Sagadahoc County
PS24-	Sanford Police Department	Sanford
PS24-	Scarborough Police Department	Scarborough

PS24-	Skowhegan Police Department	Skowhegan
PS24-	Somerset County Sheriff's Office	Somerset County
PS24-	South Portland Police Department	South Portland
PS24-	Southwest Harbor Police Department	Southwest Harbor
PS24-	Stockton Springs Police Department	Stockton Springs
PS24-	Topsham Police Department	Topsham
PS24-	University of Southern Maine Gorham Police Department	University of Southern Maine Gorham
PS24-	University of Maine Police Department	Orono
PS24-	Vassalboro Police Department	Vassalboro
PS24-	Veazie Police Department	Veazie
PS24-	Waldo County Sheriff's Office	Waldo County
PS24-	Washington County Sheriff Office	Washington County
PS24-	Waterville Police Department	Waterville
PS24-	Wells Police Department	Wells
PS24-	Westbrook Police Department	Westbrook
PS24-	Wilton Police Department	Wilton
PS24-	Windham Police Department	Windham
PS24-	Winslow Police Department	Winslow
PS24-	Winthrop Police Department	Winthrop
PS24-	Wiscasset Police Department	Wiscasset
PS24-	Yarmouth Police Department	Yarmouth
PS24-	York County Sheriff's Office	York County
PS24-	York Police Department	York

Project Performance:

During FFY2024 we continued offering grants for High Visibility Enforcement efforts for pedestrian safety. Five out of the six agencies that applied were identified as locations with high pedestrian crashes. The Capitol Police were a new addition for FFY2024 given their increase in staffing and their involvement with pedestrians at the State House Complex especially during the times when the Legislature is in session.

Subrecipient	Grant Number	Award
Augusta Police Department	HV24-001	\$6,000.00
Bath Police Department	HV24-004	\$13,362.00
Lewiston Police Department	HV24-007	\$7,268.00
Rumford Police Department	HV24-009	\$5,479.76
Westbrook Police Department	HV24-029	\$7,411.04
Capitol Police	HV24-032	\$3,832.00

The agencies awarded conducted 373 hours of overtime enforcement patrols and made 459 contacts. Out of these total contacts, 37 citations and 198 citations were given out to pedestrians for illegal crossing, and to motor vehicles drivers for failing to yield to a pedestrian, or not stopping at a stop sign. In addition, during these pedestrian safety patrols there were 11 citations and 9 warnings for distracted driving. For speed there were 14 citations given and 45 warnings. For this federal fiscal our numbers for enforcement were slightly higher than FFY2023. Agencies also included pedestrian safety as a part of their education program. Agencies would set up booths at their national night out, trunk-or-treat, and other community events to speak with the public about pedestrian safety. Educational print material and reflective slap bracelets were also handed out. Additionally, the chief of Augusta Police Department conducted law enforcement community collaboration by hosting a weekly radio address to receive feedback from the community about traffic safety and to use that feedback to inform the agency enforcement efforts. For FFY25 we will continue with this project, while looking for new ways to better educate the public about pedestrian safety. We are also looking to partner with more agencies for enforcement. The Bureau of Highway Safety redirects unspent funds when able.

Project Name	Bicycle and Pedestrian Safety Awareness Program
Project Description (incl. Location and Affected Communities)	The Bicycle Coalition of Maine (BCM) wishes to create a PSA to educate drivers on how to behave and operate a vehicle around vulnerable road users (VRU) who are biking, walking, using mobility aids or other micro mobility devices. This PSA will be created primarily to be in a television/video format, will be written to inform drivers how to drive and behave safely around cyclists, pedestrians, and other vulnerable micro-mobility users of Maine's roads. Maine has one of the highest rates of pedestrian and bicycle traffic related deaths per capita in the US. While most of the messaging about being safe on the roads as a vulnerable user is directed at vulnerable users themselves, the goal of this would be to direct our messaging at drivers. We will share through video, television, social media, and radio outlets. It we be directed towards motor vehicle operators and will inform them on how to act safely and responsibly around vulnerable road users. Most safety messaging for bicycles and pedestrians is directed towards the vulnerable users themselves and not at the other road users. By addressing Motor Vehicle operators, we hope to inform the most powerful users on how to not only be responsible and considerate, but also empathize with those on the road who are not inside vehicles. The bicycle coalition is physically located in Portland but serves vulnerable road user communities statewide.
Countermeasure Strategy	Decrease pedestrian and bicyclist fatalities
Project Agreement Number	PS24-001
Amendment to Add Project Numbers	No
Subrecipient(s)	Bicycle Coalition of Maine
Organization Type	501C 3 Advocacy Club
Federal Funding Source(s)	405e Flexed to 402
Eligible Use of Funds	1300.24(d)(3)

GTS Voucher Coding	M8*PS
Amount of Federal Funds	\$25,500 (PS est. \$5k/TR est. \$500/CS for video production est. \$20k)
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

The Bicycle Coalition of Maine applied for funding to create four new PSAs. Each PSA was planned to have a separate subject, such as drivers giving space to cyclists and pedestrians, staying focused on the road and not your phone, and being caution driving in work zone areas. This type of messaging supports our causation analysis and supports community feedback regarding what local citizens say as to why safe driving is important to them. As 73% of serious injury pedestrian crashes in 2023 happened in urban areas, we made sure that urban settings are the primary backdrop. Due to some unforeseen setbacks only three of the four PSAs were created, and the distracted driving PSA had to be cut. Audio and video versions were submitted of the other three PSAs and are being incorporated into our media buy and have already been posted on social media. We won't know the impact of these PSAs until our spring survey in 2025. The new PSAs can be viewed on our [YouTube Channel](#).

PLANNING and ADMINISTRATION PROGRAM

Project Name	Planning and Administration
Project Description (incl. Location and Affected Communities)	MeBHS will fund activities related to program management, planning, implementation, operations, development, coordination, monitoring, evaluation, public education, and public participation and engagement to achieve a reduction in fatalities and serious injuries. Activities will also include those associated with data analysis, prioritization of problems, financial management, grant administration, created required Plans and Reports, public awareness, outreach, management reviews, program assessments, traffic safety committees, task forces, meetings, and expenses related to vehicle(s) and other equipment required for the Highway Safety Program. Activities are conducted both statewide and out-of-state for conferences and meetings. Planning and Administration benefits all affected communities.
Countermeasure Strategy	Administration – Planning and Administration is an allowable cost under 1300.13 and necessary for the administration for the State Highway Safety Office and its programs and meeting stated performance targets.
Project Agreement Number	PA24-001
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402
Eligible Use of Funds	1300.13(a)
GTS Voucher Coding	402PA
Amount of Federal Funds	\$858,500.00
Planning and Administration (?) (if applicable)	Yes- 15% FAST ACT and 18% BIL
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

In FFY2024, the MeBHS prepared and submitted its FFY2025 Annual Grant Application (AGA) for s. 402 and s. 405 funding to the National Highway Traffic Safety Administration (NHTSA) following a required and approved Triennial Highway Safety Plan (THSP). This FFY2024 Annual Report submission under 1300.35 will be submitted within the required 120 days after the close of FFY2024. Activities under P&A primarily include personnel costs for the Highway Safety Office Director and Grant Manager who coordinate and direct all Highway Safety Coordinators, programs, financial administration to include a bi-monthly draw of federal funds. Additional P&A is used for Public Participation and Engagement (PP&E) efforts by Highway Safety Coordinators.

SPEED and POLICE TRAFFIC SERVICES PROGRAM

Project Name	Police Traffic Services (PTS) Program Management
Project Description (incl. Location and Affected Communities)	Costs under this program area include salaries for highway safety program coordinators working on law enforcement grants, travel (e.g., TSI training courses, in-state travel to monitor sub-grantees, meetings) for highway safety program coordinators, and operating costs (e.g., printing, supplies, state indirect rate, postage) directly related to the development, coordination, monitoring, evaluation, public education, monitoring, marketing, and training required of this program. Activities of coordinators serve communities statewide.
Countermeasure Strategy	Decrease speed-related motor vehicle fatalities through implementation of a successful speed management program using Uniform Guideline #19 and Countermeasures that Work.
Project Agreement Number	PT24-001
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402 & 405e Flexed to 402
Eligible Use of Funds	23 USC 402 & 1300.24
GTS Voucher Coding	402 PT/M8*PT
Amount of Federal Funds	\$300,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

During FFY2024, the MeBHS Highway Safety Coordinators managed program activities specific to law enforcement including grants for illegal, aggressive, and unsafe speed, law enforcement meetings and trainings, desk and on-site monitoring of subrecipient files, and other contracts and evaluations as needed. These activities are intended to decrease crashes, fatalities, and serious injuries. The MeBHS Highway Safety

Coordinator for the Speed Program attended the Region 1 Speed Campaign Kick-Off event in New Hampshire and ensured attendance by local and state law enforcement agencies to show Maine's participation in the events. The speed coordinator also acquired a first responder speaker who provided an impactful speech on the consequences of speeding.

Project Name	Law Enforcement Liaison Services and Activities
Project Description (incl. Location and Affected Communities)	Law Enforcement Liaisons serve the highway safety office and the law enforcement community and key partners by encouraging increased participation by law enforcement agencies in NHTSA HVE campaigns; encouraging the use of data-driven enforcement policies and other proven countermeasure and evaluation measures; promoting specialized training (SFST, ARIDE, DRE, and the Law Enforcement Blood Tech Program); soliciting input from the MeBHS partners on programs and equipment needed to impact priority program areas, and assisting agencies with community engagement efforts. Funding for this project will support activities of up to two contracted Law Enforcement Liaisons (possibly one serving Northern Maine and one in Central/Southern Maine) including travel expenses. State Highway Safety Offices are encouraged to utilize LEL's to foster greater collaboration with law enforcement partners.
Countermeasure Strategy	Decrease speed-related motor vehicle fatalities through implementation and support of successful enforcement program using Uniform Guideline #15.
Project Agreement Number	PT24-002
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration of Service Contract
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405e Flexed to 402
Eligible Use of Funds	1300.24(d)(3)
GTS Voucher Coding	M8*PT
Amount of Federal Funds	\$400,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

The MeBHS continues to contract with Dirigo Safety LLC for the activities of two Law Enforcement Liaisons who are assigned full time to the MeBHS. Our LEL's have now gained a year and a half of experience in their roles and responsibilities of Law Enforcement Liaisons in Maine.

Operating from a foundational set of goals established by the leadership team at MeBHS, our LEL's remain largely engaged in highway safety focused education with law enforcement partners. They met with BHS staff, including the Director and Highway Safety Coordinators, and they attend BHS staff meetings periodically.

They attend regular meetings of the Maine Impaired Driving Task Force, e-citation working group, Occupant Protection, TRCC, MSTC and many other BHS task force meetings. The LEL's attended grant reimbursement workshops along with law enforcement grant recipients to understand the reimbursement process.

This collective knowledge has helped LEL's build in efficiencies into law enforcement agencies across the state with grant management and reimbursement work. Our LEL's have continued to conduct on-site agency visits to help foster good relationships with Maine's LE community. During these visits they promote current MeBHS and NHTSA campaigns, track equipment bought with MBHS funds in years past and keep MeBHS forms updated. An area of significant growth in FY24 was the implementation of our eCitation program to Maine Law Enforcement. Largely due to LEL's promotion and familiarity with the promotion, along with a new State statute surrounding driver demographic data collection, the participation rate of the program has nearly doubled year to date. Specific to this program, LEL's were able to share with the Director the ongoing request from LE Agencies about the need to reinstate an expired HSO funded grant program to equip cruisers with printers for the issuance of traffic summons' utilizing the eCitation program.

Both LEL's routinely attend the Maine Chiefs of Police Association meetings at the State level and attend the eight individual district meetings that are held in their respective prosecutorial areas. All venues promote a positive opportunity to share timely HSO materials with Law Enforcement and relay back to HSO's Director both positive program feedback and additional needs. Work continues with the Maine Chiefs of Police Association's PowerDMS content hub to distribute highway safety related materials to agencies and officers that utilize PowerDMS.

LELs consult with the TSRPs' to understand Maine's marijuana statutes and about the Maine Office of Cannabis policies and procedures. Both LEL's have attended training on detecting impairment due to cannabis and are promoting attendance in ARIDE and DRE schools to help drug impaired driving detection cases.

During the past year, our LEL's have worked with NHTSA's Region One LEL on multiple occasions such as the NHTSA Region one training in Cambridge, Massachusetts, Vermont's HSO annual conference, multiple NHTSA press release events, and training venues across the country.

Project Name	Speed (State, Municipal, and County) Sustained Enforcement and Education Program
Project Description (incl. Location and Affected Communities)	High-visibility and sustained enforcement are proven countermeasures to reduce speeding and aggressive driving. Enforcement, together with a robust educational component, is proven to be more effective in changing driver's behavior. Speeding continues to be a significant factor in motor vehicle fatal crashes in all categories (younger, older, motorcycle). By choosing this strategy to conduct data-driven sustained speed enforcement and community education in locations of known high-crash, will help reduce speeding related crashes in FFY2024 and beyond. The MeBHS will utilize a tiered approach to awarding funding. If larger high crash location agencies do not apply, lower crash rate agencies will be offered an opportunity to apply. In addition to enforcement activities and community education, this project will also support reimbursement for speed enforcement equipment, such as speed measuring devices meeting NHTSA's CPL, if equipment is necessary and required to conduct additional speed patrols. Agencies with the greatest need will be considered first. Locations and affected communities are determined by law enforcement jurisdiction. A list of potential subrecipients is listed below.
Countermeasure Strategy	Decrease speed-related motor vehicle fatalities using enforcement and communication strategies from Uniform Guideline #19 and CTW.
Project Agreement Number	PT24-001 & HV24-001 (See List of Potential Subrecipients)
Amendment to Add Project Numbers	Yes
Subrecipient(s)	Maine State Police and Municipal and County Law Enforcement
Organization Type	State, Municipal, and County Law Enforcement Agencies
Federal Funding Source(s)	402

Eligible Use of Funds	23 USC 402
GTS Voucher Coding	402 PT
Amount of Federal Funds	\$400,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

List of Potential Subrecipients:

PT24-	Androscoggin County Sheriff's Office	Androscoggin County
PT24-	Aroostook County Sheriff's Office	Aroostook County
PT24-	Ashland Police Department	Ashland
PT24-	Auburn Police Department	Auburn
PT24-	Augusta Police Department	Augusta
PT24-	Bangor Police Department	Bangor
PT24-	Bar Harbor Police Department	Bar Harbor
PT24-	Bath Police Department	Bath
PT24-	Belfast Police Department	Belfast
PT24-	Berwick Police Department	Berwick
PT24-	Biddeford Police Department	Biddeford
PT24-	Boothbay Harbor Police Department	Boothbay Harbor
PT24-	Brewer Police Department	Brewer
PT24-	Bridgton Police Department	Bridgton
PT24-	Brunswick Police Department	Brunswick
PT24-	Bucksport Police Department	Bucksport
PT24-	Buxton Police Department	Buxton
PT24-	Camden Police Department	Camden
PT24-	Cape Elizabeth Police Department	Cape Elizabeth
PT24-	Caribou Police Department	Caribou
PT24-	Cumberland County Sheriff's Office	Cumberland County
PT24-	Cumberland Police Department	Cumberland
PT24-	Dexter Police Department	Dexter
PT24-	Dover Foxcroft Police Department	Dover Foxcroft
PT24-	East Millinocket Police Department	East Millinocket
PT24-	Eliot Police Department	Eliot
PT24-	Ellsworth Police Department	Ellsworth
PT24-	Fairfield Police Department	Fairfield
PT24-	Falmouth Police Department	Falmouth
PT24-	Farmington Police Department	Farmington
PT24-	Fort Fairfield Police Department	Fort Fairfield
PT24-	Fort Kent Police Department	Fort Kent
PT24-	Franklin County Sheriff's Office	Franklin County
PT24-	Freeport Police Department	Freeport

PT24-	Fryeburg Police Department	Fryeburg
PT24-	Gardiner Police Department	Gardiner
PT24-	Gorham Police Department	Gorham
PT24-	Hallowell Police Department	Hallowell
PT24-	Hampden Police Department	Hampden
PT24-	Hancock County Sheriff's Office	Hancock County
PT24-	Holden Police Department	Holden
PT24-	Jay Police Department	Jay
PT24-	Kennebec County Sheriff's Office	Kennebec County
PT24-	Kennebunk Police Department	Kennebunk
PT24-	Kennebunkport Police Department	Kennebunkport
PT24-	Kittery Police Department	Kittery
PT24-	Knox County Sheriff's Office	Knox County
PT24-	Lewiston Police Department	Lewiston
PT24-	Lincoln County Sheriff's Office	Lincoln County
PT24-	Lincoln Police Department	Lincoln
PT24-	Lisbon Police Department	Lisbon
PT24-	Machias Police Department	Machias
PT24-	Madawaska Police Department	Madawaska
PT24-	Maine State Police	Maine
PT24-	Maine Warden Service	Maine
PT24-	Maine Capitol Security Police Department	Maine
PT24-	Mechanic Falls Police Department	Mechanic Falls
PT24-	Mexico Police Department	Mexico
PT24-	Monmouth Police Department	Monmouth
PT24-	Mount Desert Police Department	Mount Desert
PT24-	North Berwick Police Department	North Berwick
PT24-	Norway Police Department	Norway
PT24-	Old Orchard Beach Police Department	Old Orchard Beach
PT24-	Old Town Police Department	Old Town
PT24-	Orono Police Department	Orono
PT24-	Oxford County Sheriff's Office	Oxford County
PT24-	Oxford Police Department	Oxford
PT24-	Paris Police Department	Paris
PT24-	Penobscot County Sheriff's Office	Penobscot County
PT24-	Phippsburg Police Department	Phippsburg
PT24-	Piscataquis County Sheriff's Office	Piscataquis County
PT24-	Pittsfield Police Department	Pittsfield
PT24-	Portland Police Department	Portland
PT24-	Presque Isle Police Department	Presque Isle
PT24-	Richmond Police Department	Richmond
PT24-	Rockland Police Department	Rockland
PT24-	Rockport Police Department	Rockport
PT24-	Rumford Police Department	Rumford
PT24-	Sabattus Police Department	Sabattus

PT24-	Saco Police Department	Saco
PT24-	Sagadahoc County Sheriff's Office	Sagadahoc County
PT24-	Sanford Police Department	Sanford
PT24-	Scarborough Police Department	Scarborough
PT24-	Skowhegan Police Department	Skowhegan
PT24-	Somerset County Sheriff's Office	Somerset County
PT24-	South Portland Police Department	South Portland
PT24-	Southwest Harbor Police Department	Southwest Harbor
PT24-	Stockton Springs Police Department	Stockton Springs
PT24-	Topsham Police Department	Topsham
PT24-	University of Southern Maine Gorham Police Department	University of Southern Maine Gorham
PT24-	University of Maine Police Department	Orono
PT24-	Vassalboro Police Department	Vassalboro
PT24-	Veazie Police Department	Veazie
PT24-	Waldo County Sheriff's Office	Waldo County
PT24-	Washington County Sheriff Office	Washington County
PT24-	Waterville Police Department	Waterville
PT24-	Wells Police Department	Wells
PT24-	Westbrook Police Department	Westbrook
PT24-	Wilton Police Department	Wilton
PT24-	Windham Police Department	Windham
PT24-	Winslow Police Department	Winslow
PT24-	Winthrop Police Department	Winthrop
PT24-	Wiscasset Police Department	Wiscasset
PT24-	Yarmouth Police Department	Yarmouth
PT24-	York County Sheriff's Office	York County
PT24-	York Police Department	York

Project Performance:

Law enforcement subrecipients are chosen based on a data analysis of, in part, the highest crash locations within a 5-year average. Factors taken into consideration are geographic location, population size, county, city/town, urban, and rural areas. Locations with the highest averages include Lewiston, Auburn, Augusta and Scarborough. Over the course of the federal fiscal year, the below law enforcement subrecipients conducted 4,755.5 hours of overtime enforcement patrols, made 10,034 contacts, wrote 2,120 citations, and issued 5,481 warnings for speeding violations. We continued our mandatory training for law enforcement agencies applying for a grant in FY202. One of the most common issues we are still seeing was that over the course of 2024, police departments became understaffed, reducing the total number of overtime details they could conduct, and this affected the amount of the award expended. Not all agencies are still suffering from low staffing, but quite a few of them are, and some are just getting back to capacity, and still have officers in training. The Bureau of Highway Safety redirects unspent funds when able. In FFY2024, there were many agencies that were hyper-focused on reducing speed-related crashes. One of them to note would be the Lewiston Police Department. They were not able to conduct details in the first few months because of lack of radar detectors, but after they were installed, they conducted 32 hours of speed enforcement and made 249 contacts. They also did a lot of public outreach and community collaboration in various ways. They had a booth set up at the balloon festival with officers roaming the event, as well as handing out information and providing education to those they contacted. They also conducted *Coffee with a Cop* at different locations and listened to the public's concerns about traffic safety. They then took the public feedback and concerns into consideration and adjusted their enforcement details accordingly.

Over the course of the federal fiscal year, the below listed agencies were awarded funding to purchase speed radars to conduct overtime enforcement patrols. The Bureau of Highway Safety redirects unspent funds when able.

Subrecipient	Planned Activity ID	Award
Capitol Police Department	HV24-034	\$12,733.00
Maine State Police	PT24-003	\$74,156.20
Androscoggin County Sheriff Office	PT24-017	\$25,120.00
Kennebec County Sheriff Office	HV24-022	\$8,000.00
Sagadahoc County Sheriff Office	HV24-010	\$12,960.00
Somerset County Sheriff Office	PT24-028	\$13,471.00
York County Sheriff Office	HV24-013	\$14,390.00
Auburn Police Department	PT24-032	\$12,952.91
Augusta Police Department	HV24-001	\$10,900.00
Bath Police Department	HV24-004	\$8,018.00
Berwick Police Department	HV24-018	\$21,306.00

Biddeford Police Department	PT24-019	\$16,477.56
Bridgton Police Department	HV24-020	\$3,052.00
Brunswick Police Department	HV24-014	\$7,347.00
Buxton Police Department	HV24-021	\$7,370.00
Caribou Police Department	PT24-015	\$4,956.00
Ellsworth Police Department	HV24-016	\$17,500.00
Gorham Police Department	HV24-023	\$7,614.00
Holden Police Department	HV24-003	\$23,295.00
Lewiston Police Department	HV24-007	\$17,368.00
Madawaska Police Department	HV24-024	\$11,001.78
Mechanic Falls Police Department	PT24-025	\$5,807.00
Old Town Police Department	PT24-036	\$8,272.96
Oxford Police Department	HV24-026	\$22,067.00
Presque Isle Police Department	HV24-008	\$15,050.00
Rumford Police Department	HV24-009	\$13,067.12
Sanford Police Department	PT24-027	\$12,384.18
Scarborough Police Department	HV24-011	\$21,329.00
Wells Police Department	HV24-035	\$13,945.36
Westbrook Police Department	HV24-029	\$6,831.42
Wilton Police Department	PT24-033	\$8,370.00
Windham Police Department	HV24-030	\$7,353.00
Wiscasset Police Department	HV24-012	\$5,701.60
York Police Department	HV24-031	\$3,744.72

TRAFFIC RECORDS PROGRAM

Project Name	Traffic Records Program Management
Project Description (incl. Location and Affected Communities)	Program Management activities will include traffic records program manager activities and travel, training, monitoring, operational costs including sta-cap, equipment maintenance costs and other costs necessary to successfully manage the Traffic Records Program, including facilitation of the Traffic Records Coordinating Committee (L-N), and the data analysis of fatal and serious injury crashes (USM), both of which are described in the associated projects in this Traffic Records Section. Activities are conducted both statewide and out-of-state for conferences and meetings. Program Management and data analysis benefit all affected communities.
Countermeasure Strategy	Continue a TRCC that as the authority to approve the State's Strategic Plan for Traffic Records Improvements and conduct activities related to data analysis.
Project Agreement Number	TR24-001
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration and Contract Administration
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402 and/or 405e Flexed to 402
Eligible Use of Funds	23 USC 402 and/or 1300.24(3)
GTS Voucher Coding	402TR and/or M8*TR
Amount of Federal Funds	\$100,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

In FFY2024, the MeBHS managed the Traffic Records Program including the projects listed below, such as Maine Crash Reporting, eCitaton/eWarning/eStop development and implementation, the data warehouse, facilitation of the Traffic Records Coordinating Committee by the Chair and contracted vendor Lexis-Nexis, and the data

analysis of fatal and serious injury crashes by Highway Safety Coordinators and through a contract with the University of Southern Maine, all of which are described in the associated projects in this Traffic Records Section. Activities are conducted both statewide and out-of-state for training, conferences and meetings. Program Management and data analysis benefit all affected communities and are essential for meeting traffic records performance targets as well as ensuring MMUCC data element compliance and facilitating projects that facilitate training and technical assistance designed to improve the six performance attributes of timeliness, accuracy, completeness, uniformity, integration, and accessibility for the six traffic records data systems: crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance.

Project Name	Maine Crash Reporting System
Project Description (incl. Location and Affected Communities)	Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Maintain and upgrade system components as necessary and advised by TRCC and stakeholders/users. The system is used statewide and includes all affected communities.
Countermeasure Strategy	The Maine Crash Reporting System (MCRS) Upgrade project goals are to: update the technical foundation of the system, increase MMUCC compliance of the data collected; and incorporate a common data schema for ease of data transfer between the variety of software programs and agencies that use crash data. The goals of this project are to improve the overall data handling processes, reduce redundancy, reduce data manipulation, minimize human intervention, and improve efficiency throughout the system. This will also create opportunities for increased interoperability with other data systems.
Project Agreement Number	TRC24-001
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Contract Administration
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405c and/or 405e Flexed to 402
Eligible Use of Funds	1300.22(d) and/or 1300.24(d)(3)
GTS Voucher Coding	M3DA and/or M8*TR B3DSA; B3C; B3MUC and/or M8*TR
Amount of Federal Funds	\$250,000.00 including service provider programming costs, help-desk activities, and system maintenance.
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

Through a contract with Lexis-Nexis, the following activities were completed under the Maine Crash Reporting System Traffic Records Project:

- Provided MCRS client, MCRS database, and MCRS Website help desk support to Maine State Police and OIT.
- Provided technical support to Maine Office of Information Technology for the MCRS website, interfaces, and database hosted by the State of Maine.
- Provided MCRS help desk support to local law enforcement for Maine Crash Reporting System.
- Redesigned the auto update functionality for the MCRS Service.
- Redesigned the auto update functionality for the MCRS Export Service.
- Created Auto Update package for MCRS Service.
- Created Auto Update package for MCRS Export Service.
- Modified text at bottom of Driver Exchange form.
- Created MCRS Developer's Guide.
- Updated MCRS Import Service web service to resolve security issues identified through periodic security scan.
- Updated the MCRS Database Computer Setup program used by agencies to set up the MCRS server components.
- Fixed SAFETYNET Vehicle Config and Cargo Body Type mappings.
- Added additional validation for incoming crash data when numerical data types exceed schema limitations.
- Fixed WriteUploadLog method of CrashDataLayer to handle invalid ReportingAgency and SendingAgency values.
- Added frame-ancestors to content-security-policy to all served websites/webapis.
- Added VIN to the parsed vehicle response, and update parsing for ALL SIX STATES.
- Investigated and added Restrictions parsed from person responses FOR ALL SIX STATES.
- Investigated and added, Endorsements parsed from person responses FOR ALL SIX STATES.
- Fixed the UploadLog grid in the MonitorStatewide.aspx.cs to handle null SendingAgency and ReportingAgency values.
- Fixed issue with MCRS Service update logic where the reference to the event log was misnamed.
- Updated setups for MCRS Export Service and MCRS Service. Changed to synchronize folders and to automatically change product code when assembly version changes.
- Updated the Grant Control logic for detecting whether the user has the Control permission and now it is set at the MCRS_SP database level rather than just the schema level.
- Updated MCRS Export Service and MCRS Service setups.
- Fixed issue with the saved SA passwords in the app.config.

- Fixed a path issue in the AttachDB step of the MCRS Database setup (ConfigureMCRSDatabase app).
- Updated Advanced Installer to latest version.
- Fixed check for Grant Control privilege.
- Updated MCRS Database Computer Setup and ConfigureMCRSDatabase to .net 4.8
- Updated CustomHeaders to allow for Download PDF setting in Chrome and Edge.
- Fixed substring search for .xml filename part to be case insensitive.
- Fixed issue with UploadData.WriteUploadLog where if it receives an invalid SendingAgency or ReportingAgency value it fails.
- Added additional validation to incoming datasets to detect issues found from Tyler data sent from Scarborough. In the LoadDataset method of the UploadData class in the CrashDataLayer.
- Fixed issue in WebCrash monitoring grid where if the SendingAgency value in the upload log is null it fails to display the UploadLog grid.
- Updated Damage Threshold and disabled Smart Narrative.

Project Name	Maine eCitation System
Project Description (incl. Location and Affected Communities)	The E-Citation project is comprised of several phases including: E-Citation Legislative efforts, E-Citation TRCC Working Group, E-Citation Data Collection, including E-Warning and E-Stop Modules, and E-Citation Reporting. The E-Citation project includes upgrades and maintenance to the existing phase structures, including the addition of two-factor authentication. The E-Citation Reporting component will augment the E-Citation Data Collection system by providing a set of standard web-based reports with filtering capabilities. The E-Citation Reporting component will add 15 Standard Reports with the capability to filter items such as town, law enforcement agency, type of infraction, officer Id, etc. The E-Citation Reporting component will also provide for a web-based Ad Hoc Reporting capability that will allow users to perform "on the fly" report creation capabilities. The system will allow saving of Ad Hoc reports for future use. eCitation is utilized statewide and includes all affected communities.
Countermeasure Strategy	The eCitation system maintenance and upgrades will ensure uniformity, completeness, accuracy, and accessibility of a core traffic records system.
Project Agreement Number	TRC24-001
Amendment to Add Project Numbers	No.
Subrecipient(s)	MeBHS Contract Administration
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405c and/or 405e Flexed to 402
Eligible Use of Funds	1300.22(d) and/or 1300.24(d)(3)
GTS Voucher Coding	M3DA and/or M8*TR B3DSA; B3C; B3MUC and/or M8*TR
Amount of Federal Funds	\$250,000.00 to include service provide costs associated with programming, helpdesk support for users, and maintenance costs.
Planning and Administration (?) (if applicable)	No

Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

Through a contract with Lexis- Nexis, the following activities were completed under the eCitation Traffic Records project:

- Provided support to the Maine State Police and local law enforcement agencies to set up and configure the Maine eCitation clients and personal certificates (authentication).
- Provided support to the Maine Office of Information Technology for the eCitation SQL Server database and the eCitation web site hosted by the State of Maine.
- Maintained a complete programming development environment for all eCitation related programs, including SQL Server database and IIS web servers.
- Upgrading ChartJS to improve performance.
- EasyQuery saved queries data now saved to database versus file system.
- Fix bug related to client update file process.
- Agency menu item's permission fixed, so it's visible again.
- Logs display page updated to correctly filter out the new v18 thick client's connection failure logs.
- Fixing the brief-case notes popup for the search and GIS pages.
- Overhauling the GIS page.
- Skip logging the security scans' dangerous request path exceptions.
- Logging when a user's account gets locked out.
- Completing migration of ThickClient eCitation forms from older technology (WinForms) to fully WPF (newer).
- Bug fixing MessageSwitchWebAPI to properly handle suffixes, better New Hampshire address parsing, and not throwing false-positive exception messages.
- Updating a few dependencies to address security issues.
- Updating ExportService to handle exporting unregistered vehicles to the courts.
- Rolled back the ExportService's LocationSecondaryUnitText field from being exported to the courts.
- Adding "Forgot Username" feature to website.
- Updating the website to save Ad Hoc queries in the database instead of the filesystem.
- Users can now re-create a stop, should the program have crashed before they could hit "Finish".
- Fixed bug preventing users from updating miscellaneous information when there was no environment record.
- Limited date of birth characters in user input fields.
- Limited fields to only allow logical characters, preventing bad characters from being entered.

- Handled the exception when users clicked off-road on the map.
- Improved dark mode coloring and support across controls and windows.
- Added ability for users to toggle dark mode.
- Migrated UserSettings.json into the local database.
- Detected Windows system theme and defaulted the application to light or dark mode accordingly.
- Validated vehicle year for permits.
- Set default value for Operate/Tow radio button in permits.
- Restricted users from changing the agency dropdown in the Citation/Warning form.
- Fixed issue where canceling "Print Again" disabled the Issue button.
- Improved phone number validation across the system.
- Tightened larger forms to better support smaller screens.
- Added minimize button to the Main and Login windows.
- Ensured users cannot backspace their first or last names.
- Ensure the Profile window does not crash when loading empty phone numbers.
- Checked for necessary fonts on startup to ensure proper functionality.
- Applied consistency for Title & ShowInTaskbar settings.
- Fixed issue where exceptions were thrown by CanLoadLastMessageList().
- Handled duplicate submissions error more effectively.
- Added a separate print-copy setting for Warnings with a default of one copy.
- Adjusted windows to fit screen dimensions when opened.
- Enforced maximum login duration.
- Troubleshooted and fixed jumbled words on PDFs.
- Supported dark mode for violations control and grids.
- Darkened background of text-based controls with white text for dark mode.
- Ensured troopers can issue citations by fixing password prompt issues.
- Added multiselects for dropdowns in Standard Reports.
- Turned off autocomplete capabilities on user Add/Edit pages.
- Made Rank a required field in User Admin and Profile pages on the website.
- Increased session login duration to three hours.
- Added links to videos in the FAQ sidebar.
- Removed domain authentication code from the website.
- Fixed Reset Password link failure for users with an apostrophe in their name.

Project Name	Maine Crash Public Query Tool
Project Description (incl. Location and Affected Communities)	Maine Bureau of Highway Safety and MaineDOT have developed the “Maine Public Crash Query Tool” (https://mdotapps.maine.gov/MaineCrashPublic/), a web-based crash query tool that provides public access to up-to-date information on Maine crash data using standard web-based data queries and mapping capabilities. This project improves public access to highway safety information and reduces the data requests now handled by various contacts in the state. This website is available statewide and includes all affected communities.
Countermeasure Strategy	Increase accessibility of traffic records data through data collection in databases and public access.
Project Agreement Number	TRC24-001
Amendment to Add Project Numbers	No.
Subrecipient(s)	MeBHS Contract Administration
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405c and/or 405e Flexed to 402
Eligible Use of Funds	1300.22(d) and/or 1300.24(d)(3)
GTS Voucher Coding	M3DA and/or M8*TR B3DSA; B3C; B3MUC and/or M8*TR
Amount of Federal Funds	\$50,000.00 including service provider costs for programming, maintenance and upgrades, and helpdesk support.
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

Through a contract with Lexis-Nexis, the following activities were completed under the Public Query Tool Traffic Records project:

- Provided support to the Maine Office of Information Technology for the Crash Public Query Tool website.

- Maintained a complete programming development environment for all programs and IIS web server related to the Crash Public Query Tool website.
- Added frame-ancestors to content-security-policy to all served websites/webapis.

Project Name	Maine MeBHS Data Warehouse
Project Description (incl. Location and Affected Communities)	Continuing development of the data warehouse into which all traffic records systems submit data; develop linkages between the various data sets and provide data warehouse drill down and reporting capabilities that support highway safety decision making. The traffic records data warehouse will host a central repository of traffic records information, beginning with statewide crash data, which will be analyzed by Highway Safety stakeholders to make better, more informed decisions. The first phase will allow users to access reports, dashboards, and analytic tools. This is a project for the Highway Safety Office. It will provide data analysis for safety studies and countermeasure efforts. The traffic records data warehouse will load data periodically from MCRS database into TR Data Warehouse. It will allow business analysts, data scientists, and decision makers to access the data through business intelligence (BI) tools, SQL clients, and other analytics applications. Provide reports, dashboards, and analytics tools that extract insights from crash data and support highway safety decision making. These reports, dashboards, and analytic tools will be powered by the Traffic Records Data Warehouse. The Data Warehouse is used by the SHSO, and its location is in Augusta, Maine. Information from all affected communities is included in the data.
Countermeasure Strategy	Increase accessibility of traffic records data through data collection in databases and public access.
Project Agreement Number	TRC24-001
Amendment to Add Project Numbers	No.
Subrecipient(s)	MeBHS Contract Administration

Organization Type	State Highway Safety Office
Federal Funding Source(s)	405c and/or 405e Flexed to 402
Eligible Use of Funds	1300.22(d) and/or 1300.24(d)(3)
GTS Voucher Coding	M3DA and/or M8*TR B3DSA; B3C; B3MUC and/or M8*TR
Amount of Federal Funds	\$150,000.00 including service provider costs associated with programming, upgrades and maintenance, and helpdesk support.
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

Through a contract with Lexis-Nexis, the following activities were completed under the BHS Data Warehouse Traffic Records project:

- Provided support to the Maine Office of Information Technology for the Traffic Records Data Warehouse website.
- Maintained a complete programming development environment for Traffic Records Data Warehouse.
- Crash System Health Report - Performance Measures subreport - Fix Timeliness Measure.
- Date Range slider, Fix input boxes so they work or come up with alternate implementation.

Project Name	Maine EMS Data Management
Project Description (incl. Location and Affected Communities)	Contemporary research suggests that the use of emergency notification elements (lights and sirens) in emergency vehicles is associated with higher risk of involvement in a highway crash, and Maine EMS believes that this to be true in Maine as well. The University of Maine, Muskie Research Center (USMMRC) will explore whether Maine crash data bears this out and will establish a mandatory reporting system to make it easier to track this risk factor and others (e.g., long shifts) in the future. Maine EMS will provide the MRC with deidentified patient care reports as well as Maine DOT crash records involving ambulances. This project will be statewide and will consider all affected communities.
Countermeasure Strategy	Statewide Injury Surveillance System Data Component (EMS) – Improves Accuracy, Completeness, and Integration of a Core Highway Safety Database There is not a countermeasure that works for this. However, Guideline #11 supports data analysis and integration and there is some research that supports the study of emergency vehicles with lights activated and crashes.
Project Agreement Number	TRC24-002
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405c and/or 405e Flexed to 402
Eligible Use of Funds	1300.22 (b) and/or 1300.24(d)
GTS Voucher Coding	M3DA and/or M8*TR B3DSA; B3C; B3MUC and/or M8*TR
Amount of Federal Funds	\$50,000.00 including service provider costs associated with personnel, possible travel, and ICR.
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No

1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024
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Project Performance:

Maine Emergency Medical Services (MeEMS) believes the use of lights and sirens is associated with higher crash rates in Maine, but showing this to be true with available data has proved difficult. MeEMS collects data related to all emergency vehicle responses in run reports, but the crash data associated with these runs are collected separately, requiring the data to be merged. MeEMS asked the Survey Research Center (SRC) to assist them in identifying a means of merging data and computing usable rates. A resulting report summarized these efforts, explaining the steps taken to merge the data and discussing the improvements in data collection that would make it easier to track the impact of lights and sirens on crashes in the future.

Project Name	Maine Racial Profiling Data Collection
Project Description (incl. Location and Affected Communities)	<p>Pursuant to 5 M.R.S. §4752 et seq, the Office of the Maine Attorney General (OAG) is required to create a new traffic stop profiling data collection program to collect, analyze and report traffic stop and enforcement results of all traffic stops throughout the state, in order to determine whether there exist disproportionate impacts on any demographic with respect to race, color, ethnicity, gender and age. To implement the law, the OAG, with consultation from statewide stakeholders and national experts on racial profiling, must develop a new standardized method to efficiently and effectively collect and analyze stop data from over 170 law enforcement agencies. Not all law enforcement agencies collect traffic stop data presently. The agencies that do collect data do not necessarily collect all data categories required by law and use various electronic and other methods in doing so. To capture the universe of data required in a manner that makes meaningful analysis possible, the OAG intends to contract with vendors to:</p> <p>(1) create a centralized system/database for the required data from all Maine law enforcement agencies, potentially including an interface to extract data from existing law enforcement agencies' records management systems and import relevant data into that centralized system, and an online portal to which all law enforcement agencies that do not use records management systems can electronically report data to the centralized system; (2) evaluate the results of such data, including work with national experts and the academic community to develop and apply relevant metrics and tools to analyze the collected data assist in the preparation of reports published annually by the OAG, and</p>

	provide training to law enforcement agencies regarding data collection and results of data analysis; and (3) allow for public inspection of statistical information regarding the race, color, ethnicity, gender and age of drivers for motor vehicle stops made by state and local law enforcement officers. This project will be used statewide. Affected communities have been discussed above.
Countermeasure Strategy	Increase accessibility of traffic records data through data collection in databases and public access.
Project Agreement Number	TR24-002
Amendment to Add Project Numbers	No.
Subrecipient(s)	Maine Office of the Attorney General
Organization Type	State of Maine Office of Attorney General
Federal Funding Source(s)	1906
Eligible Use of Funds	1300.29
GTS Voucher Coding	F1906CMD and F1906ER
Amount of Federal Funds	\$550,000.00 including service provider costs associated with programming, evaluation of data and production of reports.
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

This project was not implemented by utilizing 1906 racial profiling federal funding from the MeBHS in conjunction with the Office of the Attorney General (OAG) as planned, however the OAG was very successful in collecting and analyzing data received from the Maine eCitation system utilizing their own resources.

The following is an excerpt from the Profiling and Traffic Stop Data Collection Report:

On June 30, 2023, P.L. 2023 Ch. 368 was enacted, requiring the Office of the Attorney General (“OAG”) to adopt rules in furtherance of Title 5, Chapter 337-D (§4751–§4755): *Profiling and Data Collection*, which requires and governs collection and reporting of traffic stop data statewide for the purpose of identifying and eliminating any profiling by law enforcement. Those rules, found at C.M.R. 26, 239, Ch. 500 (attached), set forth how law enforcement officers are to report traffic stop information based on an officer’s observation and perception of the stopped person’s race, color, ethnicity, gender, and age (collectively referred to as “perceived characteristic data” throughout this report), as well as whether the

stop resulted in a warning, citation, search, and/or arrest. Specifically, the rules define the perceived characteristic data points for collection, set quarterly deadlines for collected data submission to the OAG, and establish how long law enforcement agencies must retain the data.

The profiling and data collection statute further directs that by January 15th of each year beginning in 2025, “the Attorney General shall provide to the joint standing committees of the Legislature having jurisdiction over judiciary matters and criminal justice and public safety matters and make available to the public a report of the information collected pursuant to this chapter. The report must include an analysis of the information and may include recommendations for changes in laws, rules and practices.” (5 MRS §4754)

This submission is the OAG’s first annual report to the Legislature and contains a status update of the work conducted to date to create an integrated data reporting system, along with summary statistics for the available July 1, 2024, through September 30, 2024, quarterly reports that agencies have submitted to the OAG. It also addresses ongoing challenges regarding the implementation of a statewide uniform reporting platform and offers recommendations and expectations for future data collection and analysis.

YOUNG DRIVER

Project Name	Driver and Officer Safety Education Program
Project Description (incl. Location and Affected Communities)	MeBHS will work together with the Maine Bureau of Motor Vehicles to apply for and utilize s.405i funds, as a documentation state, to formalize a program to educate drivers through driver education courses and driver safety courses.
Countermeasure Strategy	Utilize s. 405i funds to educate drivers regarding driver and officer safety roadside and during traffic stops.
Project Agreement Number	YD24-001
Amendment to Add Project Numbers	Not project number, but project details.
Subrecipient(s)	Maine Bureau of Motor Vehicles
Organization Type	State Office of the Secretary of State
Federal Funding Source(s)	405i
Eligible Use of Funds	1300.28
GTS Voucher Coding	M13BTR
Amount of Federal Funds	\$TBD by award including costs associated with production of educational materials and training for driver educators, police officers regarding traffic stop interactions.
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

This project was not implemented as planned in FDFY2024. We applied for this but unfortunately did not meet requirements. Our plan for this was to create an educational video, but the funding is geared toward printing educational material. For 2025, we are looking to incorporate this into our creative media RFP to create a commercial motor vehicle PSA.

Project Name	Driver Educator Instructor Training Program
Project Description (incl. Location and Affected Communities)	<p>The Maine Bureau of Motor Vehicles, Driver License Services Division, wishes to implement a project to improve Driver Education training, which is required for all new drivers under the age of 18. In 2022, the National Highway Traffic Safety Agency assessed Maine's 2022 Driver Education program. That report identified Maine should pursue a higher standard for certification of Driver Education instructors, to improve the overall quality of mandatory driver education in our state. Additionally, Maine's population is now growing, and the quantity of private businesses supplying driver education is starting to be outpaced by customer demand. This proposal will bring a formal training program to Maine to instruct an initial cadre of instructors to the nationally recognized standard articulated by the American Driver and Traffic Safety Education Association. Maine will subsequently evaluate, in turn, whether to certify the initial cadre to provide similar instruction to new driver education instructor candidates to expand the standard over time. We would like this training to take place in the 1st or 2nd quarter of CY24. The project is estimated to train 9 participants. Maine Bureau of Motor Vehicles will claim one or two training slots for driver education oversight employees to ensure the state retains this capability for in extremis occasions.</p>
Countermeasure Strategy	Ensure that driver education instructors receive enhanced training to stay up to date on most recent state laws and driver practices and research.
Project Agreement Number	YD24-002
Amendment to Add Project Numbers	No
Subrecipient(s)	Maine Bureau of Motor Vehicles
Organization Type	State Office of the Secretary of State

Federal Funding Source(s)	405e Flexed to 402
Eligible Use of Funds	1300.24(d)(3)
GTS Voucher Coding	M8*DE
Amount of Federal Funds	\$50,000.00 including costs associated with service provider training, educational materials, and travel. Service provider TBD by BMV upon project approval.
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

This project was not implemented as planned in FFY2024. We applied for the 405(i) incentive grant, but unfortunately did not meet requirements. The Department of Motor Vehicles reported that state rules do not allow anyone to teach the instructor courses except for an existing licensed instructor. Hiring licensed instructors from Association of National Stakeholders in Traffic Safety Education (ANSTSE) to provide training for higher quality instructors would not be possible. As a result, we will not be moving forward in FY2025.

Project Name	MeBHS and MeBMV Driver Education Training Summit
Project Description (incl. Location and Affected Communities)	<p>Traffic crashes are the leading cause of death for U.S. teens ages 16-19. Per miles driven, teen drivers are nearly three times more likely than drivers aged 20 and older to be killed in a crash. A study from the AAA Foundation for Safety found that a quality driver's education program is key to helping teens gain the skills and knowledge they need to keep themselves, their passengers, and fellow motorists safe. Maine has 348 state licensed driver education instructors that train roughly 13,000 teen drivers on an annual basis. A 2023 Driver Education Assessment demonstrated opportunities for increased training and collaboration between all Maine driving instructors. In partnership with AAA, and the Maine Bureau of Motor Vehicles, the Maine Bureau of Highway Safety is increasing access to developmental training for driver education instructors. The training(s) will leverage national and state safety stakeholders that include various state agencies, law enforcement, AAA and the Maine Driver Education Associations. The training(s) will address Maine's safety concerns in a coordinated way and maximize effectiveness and efficiency in achieving the improvements in many of the state's strategic highway safety plan target areas. The first Driver Educator Training Summit was held in Augusta in FFY2022 and the FFY2023 event is scheduled for early August at the Bangor Cross Insurance Center. The FFY2024 event location is TBD, but likely will be in Portland. This training is available to all Driver Educators statewide and includes all affected communities.</p>
Countermeasure Strategy	<p>Ensure that driver education instructors receive enhanced training to stay up to date on most recent state laws and driver practices and research.</p>

Project Agreement Number	YD24-003
Amendment to Add Project Numbers	No
Subrecipient(s)	AAA of Northern New England
Organization Type	Not-for-Profit Motor Club
Federal Funding Source(s)	405e Flexed to 402
Eligible Use of Funds	1300.13e
GTS Voucher Coding	M8*DE
Amount of Federal Funds	\$50,000.00 including costs associated with venue, audio and visual equipment, speaker travel and fees.
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

FFY2024 marked the third year for the Driver Educator Summit, and it was held in Portland, Maine. The location was determined to encourage more educators from more urban areas in southern Maine. The in-person event was attended by 200 people with a shared interest in drivers' education from all parts of the state. This was an increase from the FFY2023 summit, in which 170 people attended. The goal was to continue increasing attendance, and varying the event's location between northern, central and southern Maine is aimed at meeting that goal as more people from different parts of the state will be able to attend each year. A variety of subjects were covered at the event with speakers from all over the country.

Emerging Issues in Driver Training and Testing

- Professor Johnathon Ehsani, Johns Hopkins University

The Role of New Vehicle Technologies in Preventing Crashes

- Luke Riexinger, Research Engineer, Insurance Institute for Highway Safety

Update from the Bureau of Motor Vehicles

- Chris Ireland, Director Driver License Services, Maine Bureau of Motor Vehicles

ADAS in Driver Education

- Rachel Wilson, Director of Driver Education Programs, The Auto Club Group

Automated Vehicle Technologies: Human factors implications for driver education, training, and licensing

- Anuj Pradham, Professor, UMass Amherst

Trends in Driver Education

- Bill Van Tassell, AAA National, Manager of Driving Training Programs

Empowering Independence: Navigating the Challenges of Disabled Drivers

- Richard Kearney, Driver Educator St. Johnsbury Academy

Sharing the Road

- Jon Brockway, Walmart

For FFY2025 we plan on holding the summit in Augusta, Maine, a more central location. Additionally, we will try to get feedback from driver education instructors for better ways to improve driver education across the state.

Project Name	Choices Matter-Coaches Playbook-Rule the Road -Young Driver and Community Outreach Program
Project Description (incl. Location and Affected Communities)	<p>Alliance Highway Safety is an agency specializing in outreach and education programs for highway safety offices across the country. The Bureau wishes to partner with Alliance Highway Safety to conduct traffic safety education through its branded projects such as Choices Matter, Rule the Road, and the Coaches Playbook, which was originally designed for Maine. Choices Matter is a life-changing program for high school students using personal speaker stories and interactive materials to inspire students to make the right choices both behind the wheel and in life. Choices Matter provides a critical component of education for students in high school and college. In 2015, GHSA released a report called "Under Their Influence: The New Teen Safe Driving Champions." The report identified coaches as great influencers. Alliance Highway Safety created a campaign for Maine to educate coaches on highway safety and influencing their students and athletes to make good driving decisions. The result was a Coaches and Captains Playbook. Finally, Alliance offers a Rule the Road hands-on training program for new and younger drivers to enhance their driving skills in a safe environment. Rule the Road events are specifically focused on teens ages 15-18 and involve activities such as controlled braking, evasive maneuvering, distracted and impaired simulators, seat belt convincer, and seat belt challenges. Locations are TBD, but these programs include all affected communities.</p>
Countermeasure Strategy	Implement programs targeted at young drivers to supplement driver education materials and offer additional information and resources regarding risky driving

	behaviors such as impaired driving, distracted driving, drowsy driving, speeding, and non-use of seat belts.
Project Agreement Number	TSP24-005
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration for Contracted Services
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405e Flexed to 402
Eligible Use of Funds	1300.24(d)(3)
GTS Voucher Coding	M8*TSP/M8*CP
Amount of Federal Funds	\$470,000.00 including service provider costs associated with conducting activities such as program management, service provider activity time, and travel.
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

Alliance Highway Safety's program Choices Matter is an impactful presentation with interactive engagement focusing on impairment, distraction and speed behind the wheel. Choices Matter is a one-of-a-kind program designed to engage students in understanding how one bad decision can impact a lifetime. Choices Matter Peer-to-Peer Messaging reached 50 schools and Choices Matter School Resource Kits reached 125 schools in Maine. This FFY, the program has made significant growth in schools across the State of Maine. Beyond hosting events at schools/colleges, multiple events were held during regional sport tournaments as well. This approach reached many students in one location as they go to support their school. HSCs attended two of the events. The students were incredibly captivated by the speaker that a pin could have dropped in the auditoriums full of people, and the pin would have been heard. Students had thoughtful and impactful questions when the presentation concluded. 52 Choices Matter events were held in various counties. 1 Rule the Roads event was held in Libson in September 2024. MEBHS hopes the growth will continue going into the next FFY.

Alliance uses data to help select schools to participate in the Choices Matter program. Schools must be willing participants, however, which is sometimes a challenge, even if the data dictates a need. The Alliance staff has experienced that some larger school districts require additional time and relationship building before Alliance can successfully access them, and the data is not always indicative of that effort.

The following data helped Alliance Highway Safety focus on specific counties/districts:

- For 2023, York had 6 fatalities, Cumberland - 4, Penobscot - 4, Androscoggin - 3 and Oxford – 3.
- In 2024, Androscoggin had 5 fatalities, Kennebec - 5, Penobscot - 4, Waldo - 3
- The youngest age for fatalities is 14 years old; the age range of 2024 fatal data is 14-25.
- Non-fatal data shows Cumberland, York, Penobscot, Androscoggin, and Kennebec counties as the top 5

Per the above, Alliance focused on Cumberland County with 3 schools; Androscoggin County with 1 school; York County with 2 schools; Penobscot County with 10 schools, and Kennebec County with 4 schools. Alliance is also partnered with the Maine Principals Association for events.

One challenge for this year has been that the Director of Youth Programs, was hired near the middle of FFY2024 and has not been with Alliance for an entire year yet. She is still forming relationships and getting to know the ins and outs of the programs for districts that Alliance has worked with in the past as well as new schools.

The following table shows events and activities that took place in FFY2024:

Date	Event
Wednesday, November 15, 2023	Foxcroft Academy - Dover-Foxcroft Greenville Consolidated School - Greenville
Thursday, November 16, 2023	Thomas College - Waterville
Monday, January 22, 2024	Woodland Jr/Sr High School – Baileyville
Tuesday, January 23, 2024	Central High School – Corinth
Wednesday, January 24, 2024	Freeport Academy – Freeport
Thursday, January 25, 2024	Sumner Memorial High School – Sullivan
Friday, January 26, 2024	Berwick Academy – South Berwick
Saturday, February 3, 2024	High School Cheering Regionals – Augusta
Saturday, February 10, 2024	High School Cheering Championships – Augusta High School Wrestling Regionals – Sanford
Wednesday, February 14, 2024	High School Girls Hockey Regionals – Portland
Saturday, February 17, 2024	High School Girls Hockey Championship – Auburn High School Wrestling Championship – Augusta
Monday, February 19, 2024	High School Swimming Championship – Orono High School Swimming Championship – Brunswick
Tuesday, February 20, 2024	High School Swimming Championship – Brunswick High School Girls Wrestling Championship – Winslow
Friday, February 23, 2024	High School Wrestling New England Qualifier – Belfast
Friday, March 1, 2024	High School Basketball Championship (2 games) – Bangor
Saturday, March 2, 2024	High School Basketball Championship (4 games) – Portland

	High School Basketball Championship (4 games) – Augusta
Tuesday, March 5, 2024	High School Hockey Regionals – Orono
Wednesday, March 6, 2024	High School Hockey Regionals (3 games) - Portland
Saturday, March 9, 2024	High School Hockey Championship (2 games) – Portland
Monday, March 18, 2024	Belfast Area High School – Belfast
Tuesday, March 19, 2024	Mt. View High School – Thorndike
Wednesday, March 20, 2024	Telstar High School – Bethel
Thursday, March 21, 2024	Wiscasset Middle High School - Wiscasset
Monday, April 1, 2024	Greely High School – Cumberland Center
Tuesday, April 2, 2024	Katahdin Middle/High School - Stacyville
Wednesday, April 3, 2024	Schenck High School – East Millinocket
	Mattanawcook Academy – Lincoln
Friday, April 5, 2024	Stearns High School – Millinocket
Tuesday, April 30, 2024	Greely High School Boys Lacrosse - Cumberland
Friday, May 3, 2024	Waynflete High School Boys Lacrosse - Portland
Saturday, May 4, 2024	Cape Elizabeth High School Boys Lacrosse – Cape Elizabeth
Tuesday, May 7, 2024	Dexter High School - Dexter
Wednesday, May 8, 2024	Oxford Hills High School Girls Lacrosse – South Paris
Thursday, May 9, 2024	Hermon High School – Hermon
	Cony High School - Augusta
Friday, May 10, 2024	Piscataquis Community Secondary School – Guilford
Saturday, June 1, 2024	High School Track Championships - Saco
Monday, June 3, 2024	Biddeford Middle School – Biddeford
Tuesday, June 4, 2024	Poland Regional High School – Poland
Wednesday, June 5, 2024	Hermon Middle School – Hermon
	Greenville Community Event - Greenville
Thursday, June 6, 2024	Penquis Valley MS/HS - Milo
Friday, June 7, 2024	Caravel Middle School – Carmel
Tuesday, June 11, 2024	High School Lacrosse Divisionals – Sanford
	High School Lacrosse Divisionals – Scarborough
	High School Baseball/Softball Regionals – Gorham
	High School Baseball/Softball Regionals - Standish
Wednesday, June 12, 2024	High School Lacrosse Semifinals – Lewiston
	High School Lacrosse Semifinals - Oakland
Friday, June 14, 2024	High School Lacrosse Championships - Portland
Saturday, June 15, 2024	High School Lacrosse Championships (2 games) – Portland
	High School Baseball Championships (2 games) - Portland
Monday, August 5, 2024	Mountain View Correctional Facility - Charleston
Friday, August 8, 2024	Maine Educator Summit – Augusta
Monday, August 12, 2024	Cherryfield School – Cherryfield
Tuesday, August 13, 2024	Spruce Mountain - Jay

Saturday, September 14, 2024	Brewer High School Football - Brewer
Friday, September 20, 2024	Kennebunk High School Football – Kennebunk
	Biddeford High School Football – Biddeford
	Sanford High School Football - Sanford
Saturday, September 21, 2024	Rule the Road event – Lisbon
Wednesday, September 24, 2024	Caribou High School Soccer – Fort Fairfield
Friday, September 27, 2024	Washington Academy High School Football – East Machias
Saturday, September 28, 2024	Wiscasset High School Soccer - Wiscasset

Project Name	Traffic Safety Educators Community Outreach Program
Project Description (incl. Location and Affected Communities)	<p>This project funds the activities of one or two statewide traffic safety educators. The traffic safety education may include NETS activities, Convincer and Rollover Simulator demonstrations for occupant protection, distracted and impaired driving simulations, and the use of highway safety displays at schools, colleges, health fairs, community centers, businesses, and other locations where affected communities and focused demographic populations can be found. The seat belt education component of this program reaches approximately 4,000 citizens each year and provides education to grades K-12, private businesses, and state agencies. Funds for in state and out-of-state travel to various other state and national conferences (KIM/GHSA) and training are also included in the project. The NETS component of this program works with businesses and industry safety leaders Statewide. This Traffic Safety Education Program has been proven to be the most effective tool for outreach and communication to school-aged children, young drivers, parents, and the employer workforce and is presented statewide in historically all 16 counties (Androscoggin, Aroostook, Cumberland, Franklin, Hancock, Kennebec, Knox, Lincoln, Oxford, Penobscot, Piscataquis, Sagadahoc, Somerset, Waldo, Washington, and York.) The program is at the request of the communities located in those counties.</p>
Countermeasure Strategy	<p>Implement programs targeted at young drivers to supplement driver education materials and offer additional information and resources regarding risky driving behaviors such as impaired driving, distracted driving, drowsy driving, speeding, and non-use of seat belts.</p>
Project Agreement Number	CP24-001

Amendment to Add Project Numbers	No
Subrecipient(s)	TBD by RFP
Organization Type	TBD by RFP
Federal Funding Source(s)	402 or 405e Flexed to 402
Eligible Use of Funds	23USC 402 and/or 1300.24(d)(3)
GTS Voucher Coding	402CP and/or M8*CP
Amount of Federal Funds	\$250,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

This project was not implemented as planned in FFY2024. The Traffic Safety Educator (TSE) Request for Proposal (RFP) did not go out for bid in FFY2024. Despite this setback, many agencies reached out to utilize the simulators for various events such as school assemblies, open houses and community fairs. The use of distracted driving simulators proved to be an effective tool in educating individuals about the dangers of driving while distracted. This interactive approach was well received by students, parents, and community members alike, highlighting the importance of incorporating such tools into traffic safety education programs. In addition to the use of distracted driving simulators, we also utilized other resources such as Students Against Destructive Decisions (SADD) and Choices Matter programming to enhance traffic safety education efforts. The RFP for services was released in January of 2025, and bidder proposals are being reviewed. We will have TSE activities conducted beginning no later than Spring of 2025.

Project Name	Students Against Destructive Decisions (SADD) State Coordinator Program
Project Description (incl. Location and Affected Communities)	This project funds the activities of one SADD, Inc (Students Against Destructive Decisions) peer-to-peer program coordinator to increase the number of SADD chapters across the State, facilitate, train, and/or support 30+ peer to peer programs, engage young advocates at middle and elementary schools, and continue to partner with new groups across Maine. SADD, Inc creates educational messaging to promote safe teen driving across social media, digital, and traditional communications. Also establishing new chapters and supporting existing chapters. Students are empowered to help identify problems within their school and community and will oversee delivering intervention(s), participating in activities, and running their local SADD chapter. The SADD state coordinator looks at crash and fatal data per county when determining which schools to reach out to and will focus on Cumberland, Penobscot, Waldo, Hancock, Washington, Oxford, Franklin, and York. Funds will also be used to produce and procure various educational materials, cover supporting technology programs, and allowable travel costs for continuing education and program management.
Countermeasure Strategy	Implement programs targeted at young drivers to supplement driver education materials and offer additional information and resources regarding risky driving behaviors such as impaired driving, distracted driving, drowsy driving, speeding, and non-use of seat belts.
Project Agreement Number	TSP24-004
Amendment to Add Project Numbers	No
Subrecipient(s)	SADD, Inc.
Organization Type	National Non-Profit serving Youth
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC 402

GTS Voucher Coding	402 TSP
Amount of Federal Funds	\$175,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Performance:

There was a bit of a slow-down for the SADD program in FFY2024 as the state coordinator role decreased to minimal part-time status as of February. The new State Coordinator did not start onboarding and training until May, at which time she had to learn the ins and out of the program, mostly during the summer-break months. Over the course of the year SADD was able to add 5 chapters, bringing the total to 19, which was below their goal of 24 but still an increase. For events, SADD met 56% of their goal of 30 with 18 events across 8 counties in the state. The goal of partnering with new organizations to total 50 events was challenging due to the absence of the outgoing coordinator and transition of the incoming coordinator. There was engagement with nearly 30 community partners and stakeholders which brought resources and recruitment opportunities for the future. Even though we had the state coordinator for only a few months of FFY2024, she was able to attend some impactful events. In September, she was able to present an overview of the SADD program at the Maine Driver Education Summit in Portland to nearly 200 attendees. She also had a table set up for networking and distributing safe driving materials to the instructors at the Maine Driver Education Summit and the MBHS Impaired Driving Summit. SADD also presented to school resource officers at the Maine Criminal Justice Academy and attended Alliance's Rule the Road event in Lisbon. She established a communication plan for current chapters, began meeting regularly with advisors, and encouraged chapters to report events. She also started keeping records and data reporting as referenced in [SADD's Annual Report](#). Recruitment was based on the goals from the FFY2024 grant, references, or pre-existing connections with schools in the community, and news alerts. Related to the grant goals from FFY2024, the focus was schools in counties that were included in the grant with high-fatality areas year after year. While tabling, attending events, connecting with partners, and through personal connections to schools, the SADD coordinator was able to get a feel for where SADD may be needed or can be successful, such as schools that have pre-existing student leadership clubs. Some schools that SADD focuses on are a result of Google alerts we set up for traffic incidents across Maine, such as the case with Maine Maritime Academy. If there are preventable crashes in a certain county or town, especially if there are multiple occurrences, there is more impact when we reach out to schools in the area about the traffic safety issues going on in their community.

For FFY25 SADD will be continue starting new chapters throughout the state, and train and support peer-to-peer programs across the state. The SADD Coordinator has been

trying to expand the data she uses to select schools. SADD will be expanding their focus to include more middle schools, elementary schools, and colleges. They plan to reach out to former partners, continue regular communication and ensure there is timely follow-up with contacts and events. SADD will also be involved in some of their national projects including PSAs for 100 Deadliest Days and SADD University which is an online course designed to foster chapters at colleges and universities.

(2) An explanation of how the State plans to adjust the strategy for programming funds to achieve the performance targets, if the State has not met or is not on track to meet its performance targets, or an explanation of why no adjustments are needed to achieve the performance targets.

Explanations for how the State adjusts its strategies for programming funds, when necessary and applicable, to achieve performance targets have been discussed within each project performance description and report. The following discussion goes into further detail for those targets that were not met at the end of FFY2024.

Core and additional performance targets (not) met or (not) on track to meet

C-1) Total Traffic Fatalities

We exceeded our target of 160 fatalities for 2024. One factor is an increase in the number of multiple-fatality crashes over what we saw in 2023. In 2024, there were 8 double fatality crashes and 1 triple fatality crash, where 2023 had 2 double fatality crashes and 3 triple fatality crashes. We also saw a vast improvement in the summer weather in 2024 from a very rainy summer 2023, which contributed to Maine having our highest number of motorcycle fatalities since at least 1990. The 35 motorcycle fatalities we saw were more than double the 16 we had in 2023. In 2024, Maine also saw several fatal crashes involving either moose or deer which is something we had not seen for several years. Finally, we also saw 20 fatalities that involved commercial motor vehicles, which was more than double the 10 fatalities we saw in 2023 that involved commercial motor vehicles, with an increase in the number of motorists failing to yield right of way to commercial motor vehicles.

We will attempt to hit our target for FFY2025 in multiple ways. First, we already have a significant increase in the number of law enforcement agencies that we have awarded grant funds to over what we have seen in previous years. These grants are awarded for these law enforcement agencies to conduct overtime high visibility enforcement patrols to target dangerous driving behaviors. Next, we are partnering with Travelers Marketing for the Community Voices for Road Safety project. They will go to rural communities that have a higher number of unbelted fatal crashes to engage with them on what type of media messaging could be most effective in helping to curb their unbelted fatality rate. We also have Request for Proposals (RFP) out for both Traffic Safety Educator Services as well as for the creation of new public service announcements, print materials, and a motorcycle safety training video. The services sought in these RFP's will focus on educating the citizens of Maine on various traffic safety topics. We also plan to host a Public Participation and Engagement event in Washington County, a traditionally underserved county in Maine that also happens to be the poorest county in our state.

C-7 Motorcyclist Fatalities (FARS)

Maine is not on target to meet motorcyclist fatalities. The target was set at 24 and to date 35 motorcyclist fatalities have occurred on Maine roads. Due to the increase in motorcycle fatalities in FFY2024, BHS plans to again work with the United Bikers of Maine to create and distribute motorcycle safety “yard signs”. These yard signs are very popular with Maine’s Motorcycle Community and have been well received by riders, vendors, training schools, and retail shops over the past two federal fiscal years. BHS staff, along with their family and friends, post these signs in their yards and have reported seeing them in yards all around Maine. Furthermore, BHS will continue to run TV and radio Motorcycle Safety Public Service Announcements (PSAs), to continue our efforts to increase awareness and promote safety.

BHS will continue to host Motorcycle Safety Task Force Meetings with several stakeholders that include BMV, Maine Dept. of Transportation, Maine State Police, UBM, a few members of municipal law enforcement agencies and a few “private citizens” from the community. The task force will also be working to create ideas to help improve motorcycle safety, awareness of motorcycles on Maine roadways, and to reduce motorcycle related fatalities.

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

In FFY24 the Maine Bureau of Highway Safety did not see a reduction in driver-related fatalities for drivers aged 20 or younger. The target goal for this age group was 13, but there were 16 driver-related fatalities in 2024. Several of the young driver projects were not implemented as planned, including the Driver and Officer Safety Education Program, Driver Educator Instructor Training Program, and Traffic Safety Educators Community Outreach Program. Our program with SADD Nation had a major slow-down in 2024 as the SADD coordinator accepted a position at another company early in the year and continued working at SADD for several months in a minimal capacity, which helped keep the program afloat, but limited contacts and chapters that were created. SADD was able to hire a new coordinator for the program but not until May, just before many schools went out of session for the summer break.

Statistically, several factors impacted the increase in fatalities for drivers aged 20 or younger:

- Improved summer weather as compared to 2023 led to an increase in motorcycle fatalities statewide, 3 of which were aged 20 or younger; there was just 1 in 2023.
- Commercial vehicle fatalities also impacted this age group with 2 in 2024, compared to zero in 2023.
- Animal-involved fatalities also affected this age group; there was 1 fatality involving a moose, and there had not been any fatal crashes involving animals in several years prior.

For FFY2025, progress has already been made with the new SADD coordinator to get new chapters for peer-to-peer education. We are already underway and in the final steps of our RFP process for the Traffic Safety Educator project which will have more outreach to younger drivers. Additionally, we are underway with our Community Voices program to meet with at-risk communities who will inform us of the best ways to get our messaging across in their area. We have also partnered with the Maine Principal's Association who will be circulating PSAs and organizing events. The MPA will be working with Alliance Highway Safety to showcase the Choices Matter and Rules of the Road programs at sporting events. In addition to MPA events, Alliance will be organizing their programs at colleges and high schools across the state. Finally, we are reviewing RFPs for new media vendors and creating a new PSA focused on teen drivers.

B-1 Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants

Despite continuing to have a NHTSA certified high-belt usage rate (93.8% for FFY2024) and our active and engaged Occupant Protection Task Force, we are not on target to meet our set target of 93.9% for seat belt use in passenger vehicles. To address this issue, we will collaborate with various stakeholders, including nonprofits, businesses, and law enforcement agencies, to develop effective strategies to increase seat belt usage. One potential partner in this effort may be the Salvation Army. By working with the Salvation Army, we can host/join classes for New Mainers to educate them on the rules of the road and the importance of wearing seat belts. Additionally, we will work to include a more diverse Occupant Protection Task Force. By including a diverse range of perspectives and ideas, we can develop comprehensive strategies to increase seat belt usage. This collaborative approach will allow us to leverage the expertise and resources of different organizations to effectively address this issue.

Senior Driver Fatalities

The target for senior drivers was not met for FFY2024. The focus for programming centered around creation of mature driver PSA's and paid and earned media, but that was not sufficient to reach our target.

For FFY2025, we have created new projects for senior drivers to reach our target. One planned project is a Senior Driver Expo and the second is regarding education for senior drivers, their family members and caregivers, and for physicians and physicians' assistants, about older driving behavior. The Expo would include various partners and stakeholders as well as various speakers and presentations. The education would be statewide education. We are planning to partner with two different companies to target different audiences. One company intends to provide education for the senior drivers, and their families and caregivers, while the other company plans to educate the physicians and physicians' assistants regarding conversations about older drivers. We anticipate new projects will assist us in being on track to meet our target going forward. We are also discussing a few new projects for FFY2026 that will also stem from these projects, like educating the Bureau of Motor Vehicles Branch Office Staff and training

them with more information about senior drivers to assist them with identifying various things that may require more information before renewing driver's licenses. We also continue to review and analyze various online driver programs that meet our requirements for insurance discounts.

Distracted Driver Fatalities

We are not on target to meet our planned target for Distracted Driving as we exceeded the target number of fatal crashes involving distracted driving. We will look to spread the importance of high visibility distracted driving enforcement to our law enforcement partners. We will encourage them to conduct as much community collaboration within their jurisdictions, as possible, on this topic. It seemed that much of the community concerns they reported to us were centered around speeding vehicles. We will also continue to partner with both Students Against Destructive Decisions (SADD) and Choices Matter to preach the importance of safe driving behaviors to young drivers. We will also continue to loan our virtual distracted driving simulators to interested agencies. It is our hope that we will exceed the number of times (8) that they were loaned out to both law enforcement agencies and private entities in FFY2024, with 4 events already scheduled for FFY2025. To gain more information, we also modified our crash report to include additional 6th edition MMUCC elements that will help capture more distracted by elements which will increase our data-analysis capabilities.

Traffic Records targets (not) met or (not) on track to meet

The Traffic Records Program only requires one performance target, but the MeBHS sees value in selecting and reporting on several targets. Some targets will likely be removed from future THSP programming.

5.1.2 eCitation Timeliness-Maine Violations Bureau

This target was not met, although the Maine eCitation system's performance improved to an average processing time of 3.9 days, narrowly missing the target of 3.7 days. This progress is notable considering the increase in electronic citations during the performance period. The ongoing expansion of eCitation to additional state law enforcement agencies suggests minor improvements in timeliness in the future. We continue to work toward gaining more eCitation-use agencies including assisting those without technology such as in-cruiser printers.

5.1.4 eCitation Completeness-Agency Count

This target was not met because from April 2023 through April 2024, no new agencies deployed the Maine eCitation system since new agencies were waiting for the migration from digital certificates to one time passwords for multi-factor authentication to be completed.

5.1.7 Crash Completeness

This target was not met. Crash Completeness nearly met the target of 66% completeness of latitude and longitude crash location data elements. This completeness

measure appears to have plateaued. Future mapping enhancements related to integration of GPS with the GIS maps may improve this measure.

5.1.9 Crash Timeliness-Average

The target was not met; the average crash timeliness of reports has apparently plateaued. The current timeliness is excellent overall.

5.1.10 Crash Uniformity

Crash Uniformity in Maine is dependent on revisions to the Maine Crash Form; there were no revisions during the performance period.

5.1.11 EMS Uniformity (NEMSIS 3.4)

EMS Uniformity in Maine is excellent at 97.78% and reaching 100% uniformity may not be realistic.

5.1.12 EMS Uniformity (NEMSIS 3.5)

This was a new performance measure; therefore, there was no target for 2024. Targets are set for 40% for 2025 and 45% for 2026.

5.1.13 EMS Completeness

Since this performance measure was not measured in 2023, no target was set for 2024. Targets are set for 93.1% for 2025 and 93.2% for 2026.

5.1.14 EMS Timeliness-Received within 24 Hours

Since this performance measure was not measured in 2023, no target was set for 2024. Targets are set for 96.61% for 2025 and 96.62% for 2026.

5.1.15 Roadway Uniformity – MIRE -Roadway Segment

The lack of progress in this measure from 2023 to 2024 can be attributed to resource constraints. Despite this, there are plans for gradual improvements in the future, targeting a steady increase in compliance percentages.

5.1.16 Roadway Uniformity-MIRE-At Grade Intersections/Junctions Elements

The lack of progress in this measure from 2023 to 2024 can be attributed to resource constraints. Despite this, there are plans for gradual improvements in the future, targeting a steady increase in compliance percentages.

5.1.17 Roadway Uniformity-MIRE-Interchange/Ramps Elements

The lack of progress in this measure from 2023 to 2024 can be attributed to resource constraints. Despite this, there are plans for gradual improvements in the future, targeting a steady increase in compliance percentages.

(b) Activity Report

(1) An explanation of reasons for projects that were not implemented.

The explanation for any project that was not implemented as planned, has been described within the project performance report under Performance Report (1)(ii).

(2) a narrative description of the public participation and engagement efforts carried out and how those efforts informed projects implemented under countermeasure strategies during the grant year.

In BIL, Congress added a requirement that state highway safety programs result from meaningful public participation and engagement (PP&E) from affected communities, particularly those most significantly impacted by traffic crashes resulting in injuries and fatalities. NHTSA promulgated rules requiring how PP&E will be carried out and reported by Highway Safety Offices. Useful and meaningful feedback or information gleaned from community engagement sessions contributes to the development of highway safety program(s) by incorporation of meaningful suggestions into actionable countermeasures and strategies where appropriate and data driven. In planning for the THSP, the state reviewed and discussed the requirements of the NHTSA Final Rule and attended all NHTSA webinars on PP&E and spoke with other states regarding their plans for PP&E. We met with NHTSA in April for help with identification of underserved communities and those overrepresented in crashes.

PP&E Planning:

An initial PP&E Plan was developed for the engagement of the communities identified. That initial plan is briefly discussed below:

Washington County has a low population and high crash rate. They also have three or more community risks. Currently there are limited contacts in Washington County to create trust to schedule a public input meeting. The suggested first outreach is to the CPS distribution center to build trust and public engagement.

Amish and Hispanic Communities: Aroostook County to address rural, low income, Amish, and Hispanic communities. One meeting in Smyrna is planned to reach the Amish. BHS staff will utilize contacts at Aroostook County SO to print and post materials for the meeting. BHS will reach out to MeDOT to get contact with the Amish Community since they already print brochures and materials regarding sharing the road with Horses and Buggies.

Refugee Center Outreach: Lewiston, Maine and the Refugee Center to reach the Somali diaspora community. Traditionally, the refugee communities have not received BHS grants due to the number of fatal crashes when compared to the state. When we weigh the county crash information by population, the Somali Community has a disproportionate number of crashes. While not strictly a refugee problem, it is noted that underserved populations are often seen exceeding the number of seating positions in vehicles resulting in unbelted occupants but also utilizing hand-held devices when behind the wheel. This combined with inexperience with Maine driving laws and signage puts more people at risk. BHS will utilize contacts in Lewiston, Maine and the CPS community to determine a location or locations that serve the community best. Due to the urban nature of this community, there will be a focus of conducting the meeting(s) in neutral locations that have access to public transportation, easy and safe side walks. The locations will have safe and accessible parking for those that drive. BHS will be reaching out to DHHS for translation services of materials and during the presentation

Traditionally, the Tribal Nations have not received MeBHS grants due to the number of fatal crashes when compared to the state. When we weigh the county crash information by population, the Tribal Nations have a disproportionate number of crashes. MeBHS utilized contacts in each of the Nations to determine a location or locations that serve the community best. Due to the historic mistrust that the Nations have with Government entities, it is critical that the meetings occur in neutral locations such libraries or community centers to foster and build trust. The locations will have access to safe and accessible parking. The following Tribal Nations were identified: Penobscot Nation, The Tribe at Indian Township, Passamaquoddy Tribe at Pleasant Point, Mi'kmaq Nation, and the Houlton Band of Maliseet Indians.

PP&E Activities and Results

The below results discuss who we engaged and why we chose them to engage with. Additional PP&E information has also been included within the individual project performance reports.

Refugee and New Mainer PP&E – the MeBHS reached out to an Injury Prevention Coordinator from Central Maine Medical Center for tips and help in connecting with the refugee and underserved in the Lewiston, Maine area. This resulted in potential organizations that we could work with and options for accessible locations such as City Hall, which is centrally located, easily walkable with sidewalks, bus stops, and a heavy volume of immigrants residing in the vicinity of the city building and utilizing surrounding parks, and the Immigrant Resource Center. While we were not successful in implementing a PP&E session in Lewiston during FFY2024, we will continue efforts during FFY2025.

Because Lewiston is not the only city heavily influenced by new Mainers, on September 17th, one of the Maine Bureau of Highway Safety's Law Enforcement Liaisons and the OP Highway Safety Coordinator presented at the Salvation Army Tools for Life class in

Portland, Maine. They were asked to be a part of the speaker group by the Salvation Army's Tools for Life Director. The session focused on the important topics of "Maine Motor Vehicle Law, Community Responsibility, and Safety" and was attended by 32 New Mainers who were looking to gain a better understanding of how to obtain a Maine license and how to stay safe on the road. The presentation was a valuable opportunity for these individuals, many of whom may be new to the area, to learn more about the laws and regulations of the roads in Maine. By understanding the rules of the road and following them diligently, drivers can help to reduce the risk of crashes and keep themselves and others safe on the road. Interpreters were on hand at the event to assist with communication for both French and Portuguese speakers, ensuring that all attendees were able to fully participate in the presentation. This commitment to inclusivity and accessibility reflects the Bureau's dedication to serving all members of the community and providing them with information and resources they need to stay safe on the road. Other speakers and translators in attendance were District Attorneys, Portland Police Officers, Community Outreach Coordinators from Mercy Northern Light, representatives from Spurwick, a CCBHC Cultural Broker, and an Interpreter and Community Leader from the area, and a representative from the Bureau of Motor Vehicles, and many more. With the guidance of knowledgeable speakers, New Mainers were able to gain insights into important topics such as speed limits, child passenger safety, obtaining a license, driver license exams practices, and much more.

Through the informative presentation, the speakers have empowered these individuals with the knowledge they need to make responsible decisions on the road and to become active participants in promoting traffic safety. By collaborating with organizations such as the Salvation Army, we can reach a wider audience and make a positive impact on the community. This feedback and information informed our FFY2024 Child Passenger Safety Program by expanding our grants to new low income service agencies and non-profits to assist us with providing child passenger safety seats and education direct from their communities where they serve the population with other resources. It continues to inform future PP&E efforts in FFY2025 such as in FFY2025, the MeBHS is investing in developing culturally relative educational materials, organizing community PP&E events, and collaborating with local organizations, to ensure that the New Mainer communities receive adequate education regarding traffic safety issues and have their needs met and their feedback heard. Ultimately, these efforts can help reduce traffic crashes, injuries, and fatalities among the New Mainer populations and contribute to a safer road environment for all residents of Maine.

Tribal PP&E - the HSO reached out to a Tribal Child Passenger Safety partner distribution site, Maliseet Health & Wellness Center, that works with the Houlton Band of Maliseet Indians. The CPS distribution site connected them with the tribal engineer. The tribal engineer shared his traffic safety concerns with the HSO and explained that the best way to connect with tribal members/community would be at the new community center. The event was advertised and held at the Community Center, which is a well-known tribal community gathering place. The Community Center is ADA accessible. The

venue had safe, accessible parking, and nearby sidewalks. The HSO held a public participation and engagement event at the community center during the time that would work best for tribal members based off information given by the tribal engineer and other tribal officials. A presentation was created, but unfortunately no one from the community showed up for the event. However, HSC's spent considerable and valuable time speaking with the Communications and Media Director and the Tribal Engineer. A few things discussed during the event were whether the tribal police could accept funding for enforcement and speaking with the Houlton Town Manager and Houlton Police Department about conducting their own high-visibility enforcement. It is well known in the community that speeding is a problem on the Foxcroft Road so they would appreciate extra enforcement to combat this. HSCs told them our Law Enforcement Liaisons could set up a meeting to discuss this further and while the LELs did connect with the Houlton Chief, no grant application for enforcement efforts was received for FFY2024 or FFY2025.

Future public engagement efforts are planned through working with Wabanaki Public Health & Wellness to conduct a PP&E event at their agency/location. Wabanaki Public Health & Wellness serves four federally recognized tribes located in five communities: the Houlton Band of Maliseet Indians, the Aroostook Band of Mi'kmaq, the Passamaquoddy Tribe at Indian Township, the Passamaquoddy Tribe at Pleasant Point, and the Penobscot Nation.

(3) A description of the State's evidence-based enforcement program activities, including discussion of community collaboration efforts and efforts to support data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures and activities; and

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

Data Driven Problem Identification

A Statewide problem identification process is used in the development of the Triennial Highway Safety Plan (THSP) and Annual Grant Applications (AGA). The data analyses are designed to identify the high-risk populations, including those that may reside in underserved communities or those who are over-represented in crashes and to identify the who, what, when, where and why these crashes are occurring.

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

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

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

All enforcement agencies requesting MeBHS grant funding, to support additional overtime patrols, must also present a data driven approach to identifying the traffic safety problems in their jurisdictions. Data documenting the highway safety concerns must be included in the funding application submitted to MeBHS, along with proven strategies and countermeasures that will be implemented and evaluated to address the problem. Available data sets include, but are not limited to:

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

Implementation of Evidence-Based Strategies

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

Documentation and Tracking

All grant funded activities including citations, warnings, hours spent on the planned activities, contacts made, resources utilized, and other details of activities efforts are collected at the state level and are used for determining the value of efforts, future grant awards and return on investment.

Continuous Adjustments and Monitoring

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

Some adjustments were required due to ongoing staffing shortages, cancelled projects, and subrecipients simply not conducting efforts in their communities to the extent of prior years, or at all. While unused awards are returned as quickly as possible when evident an activity will not occur as planned or programmed, for the most part, it was impossible to reprogram those funds to other subrecipients or projects because existing projects could not absorb additional funds. We did see more enforcement efforts in FFY20024 than prior post-COVID years, leading us to believe that staffing shortages are lessening and perhaps there is a renewed interest in traffic safety.

Community Collaboration Efforts

Law enforcement officers train to do the hard work of keeping their communities safe from crime, but also to keep the roads safe from crashes and serious injuries for their neighbors, families, themselves, and all road users. Traffic laws and enforcement of those laws is one aspect designed to deter and prevent risky driving behavior. Therefore, citizens may interact most often with law enforcement officers during a traffic stop and while effective in the moment, it may not lead to community acceptance of their own law enforcement officers. Community collaboration or community policing, effectively conducted by law enforcement, involves proactive initiatives by law enforcement to engage their community in their enforcement efforts during implementation, thereby building community buy-in and trust. It gives the community a chance to voice their concerns and needs and gives them an opportunity to be a part of

the solution. It gives the police an opportunity to conduct meaningful education on safe driving and the role of traffic enforcement in safe driving, but also to hear their community's concerns and demonstrates that law enforcement is engaged in solving the problems in their jurisdictions. This meaningful engagement and feedback may result in law enforcement agencies adjusting their enforcement strategies to better serve the people they are sworn to serve and protect.

During FFY202 and throughout FFY2024, the MeBHS began discussing community collaboration with its law enforcement subrecipients. Our LEL's visited agencies across the state to discuss what they may already be doing with respect to community engagement, provide training from slides created using DOJ and NHTSA webinar materials. What we found is that many agencies are already conducting some form of collaboration, some in the form of education only, but most in the form of engagement resulting in community feedback that informs their programs, including those that may be federally funded such as high-visibility overtime enforcement. We found it difficult to obtain information about those best-practice engagement events, so we created a new Community Collaboration Reporting Form and discussed the form and the need for collaboration during mandatory subrecipient grant training seminars. In FFY2025, we created education grants for law enforcement that allow them funding for dedicated community engagement activities, including events and engagement at elementary, middle, and high schools as well as existing public community events.

As a result of our efforts, in FFY2024 approximately 37 Maine law enforcement agencies engaged in one form or another with their communities to spread awareness about various traffic safety laws and concerns. Some examples of this approach to engagement include Scarborough Police Department that took a proactive approach by utilizing their seat belt convincer at a local public event to both engage and to educate about the importance of wearing seat belts. By allowing members of the public to experience firsthand the potential consequences of not wearing a seat belt, the Scarborough Police Department was able to effectively convey the message of seat belt safety to attendees and receive their feedback and incorporate that feedback which resulted in scheduling additional demonstrations throughout the community. This hands-on non-enforcement policing approach to collaborating with the public is a powerful way to understand why some people choose not to wear a seat belt, despite the law, and to highlight the importance of wearing a seat belt every time you get into a vehicle.

Further community collaboration with education involved the Brunswick Police Department. Brunswick PD hosted a public car seat check event. This event not only provided an opportunity for community members to have their car seats inspected for proper installation but also allowed police officers to engage with attendees in a non-enforcement setting and to distribute pamphlets and information on seat belt safety and other traffic safety issues. Brunswick Officers were able to identify members of their community in need and direct them to one of the MeBHS's child safety seat distribution centers.

The Augusta Police Department routinely participates in *Coffee with a Cop*, every Thursday morning between 7 AM and 8 AM on a local radio station 107.9 The Mix. The Chief along with Officers and a Staff Sergeant join the hosts, to play radio games with listeners as well as answer questions from callers. During their high visibility enforcement grant activities, the department also used this engagement as an opportunity to expand outreach regarding impaired driving, occupant protection, pedestrian safety and speed enforcement. Officers on the radio show would read brief segments focusing on these risky driving behaviors and explain the consequences and repercussions of impaired driving, speeding, and failing to wear a seatbelt. Listeners can ask questions, provide feedback, and offer ideas for policing which the Chief incorporates when able.

Support of Data Collection and Analysis

Beginning in FFY2021, the MeBHS offered grants to LEA to provide in-cruiser printers to support the transition from issuance of paper-based citations to electronic citations. This grant supported the timeliness and accuracy of citation data and the integration with other traffic records systems and supports and allows the MeBHS as well as individual agencies the ability to analyze citation data immediately. As of today, we have provided close to 330 eCitation printers and 68 agencies are now using the eCitation system with more slated to begin in FFY2025. In FFY2022 we began the process of adding eWarning and eStop (racial profiling data element collection) modules to the eCitation system to further incentivize its use. eWarnings allows us to collect more than just citation data from the agencies using the system and eStop provides an electronic collection mechanism for racial profiling and stop data that is now required by Maine law. In FFY2024 the MeBHS applied for and was awarded 1906 Racial Profiling grant funds to assist with the collection, analyzing, and reporting of profiling data.

On June 30, 2023, P.L. 2023 Ch. 368 was enacted, requiring the Office of the Attorney General (“OAG”) to adopt rules in furtherance of Title 5, Chapter 337-D (§4751–§4755): *Profiling and Data Collection*, which requires and governs collection and reporting of traffic stop data statewide for the purpose of identifying and eliminating any profiling by law enforcement. Those rules, found at C.M.R. 26, 239, Ch. 500 set forth how law enforcement officers are to report traffic stop information based on an officer’s observation and perception of the stopped person’s race, color, ethnicity, gender, and age (collectively referred to as “perceived characteristic data”), as well as whether the stop resulted in a warning, citation, search, and/or arrest. Specifically, the rules define the perceived characteristic data points for collection, set quarterly deadlines for collected data submission to the OAG, and establish how long law enforcement agencies must retain the data.

The profiling and data collection statute further directs that by January 15th of each year beginning in 2025, “the Attorney General shall provide to the joint standing committees of the Legislature having jurisdiction over judiciary matters and criminal justice and public safety matters and make available to the public a report of the information

collected pursuant to this chapter”. This first report has been produced and provided to the Legislature and can be found on the website of the Office of the Attorney General.

Because the MeBHS and its subrecipients can analyze citation data, from at least the agencies utilizing the electronic system, we reviewed submissions from law enforcement agencies (LEA) and discovered that for some campaigns LEAs issued more summonses for the primary offenses the high visibility enforcement (HVE) was being conducted for (e.g. seat belt or speed) and more warnings for other violations observed during the HVE. For example, during HVE for distracted driving LEAs issued 1,516 summonses and 1,257 warnings for distracted driving violations and for other violations discovered 346 summonses were issued along with 728 warnings. Similar patterns were noted during HVE for speed, there were 5,487 summonses issued and 2,120 warnings for speeding while other observed violations generated 585 summonses and 2,196 warnings. During occupant protection HVE, LEAs issued 561 summonses and 725 warnings for the primary offense and 133 summonses along with 1,023 warnings for other observed offenses.

However, some LEA's issue more summonses for offenses than others. For example during HVE for distracted driving, the Berwick Police Department issued 261 warnings compared to 51 summonses for distracted driving, and in contrast, during their HVE for distracted driving the Cape Elizabeth Police Department issued 55 summonses with no warnings. Speed HVE also demonstrated that agencies have varying approaches to enforcement. Of the 36 LEA's participating in speed HVE, 6 issued many more summonses than warnings, in contrast to the other participating LEA's who all issued fewer summonses than warnings. Collectively, the Gorham, Augusta, Presque Isle, Sanford, Westbrook and Windham Police Departments issued 464 summonses and 199 warnings for speeding violations during their speed HVE. Reviewing this available data for grant funded enforcement activities did not identify, for the MeBHS, any patterns in citation distribution, disparities in enforcement efforts in any geographic location or unfairness or bias in low income communities.

<p>(4) Submission of information regarding mobilization participation (e.g., participating and reporting agencies, enforcement activity, citation information, paid and earned media information).</p>

Information regarding mobilization participation, participating and reporting agencies, enforcement activity, citation and warning information, stops and contacts, and paid and earned media have been provided within each project activity report.

Annual Report Due January 28, 2025 (120 days post September 30, 2024)

Submitted January 28, 2025, by Lauren V. Stewart, Director Bureau of Highway Safety
on behalf of Department of Public Safety Commissioner Michael Sauschuck, Governor's
Representative for Highway Safety