FFY 2026

Annual Grant Application

Janet Mills, Governor

Michael Sauschuck, Commissioner

Dept. of Public Safety

Lauren V. Stewart, Director

Maine Bureau of Highway Safety

Table of Contents

1300.12(b) CONTENTS:

(1) Updates to any analysis in the triennial HSP, including at a minimum:

(i) (A) If there are adjustments to the countermeasure strategies, describe in narrative the means by which the strategy for programming funds was adjusted and informed by the most recent *annual report,* OR
B) if no adjustments, explain in writing why no adjustments were made

(ii) *Add* performance measures needed because of updated problem identification, or, as part of a Section 405 grant application, or, *amend* common (only) performance measures but not any other existing target

1300.12(b)

(2) Project and Subrecipient Information

Communications and Outreach Program Area

Statewide Strategic Media Plan: Paid and Earned Media

Project Description (incl. Location and Affected Communities): A robust public education paid and earned media campaign (television, radio, print, digital, social), combined with high-visibility and sustained enforcement, is proven to impact driver behavior (NHTSA). The MeBHS public relations and marketing program focuses on all the behavioral programs listed below:

Statewide Strategic Media Plan, Supporting CIOT/BUNE HVE Enforcement, Supporting DD HVE & Sustained, Supporting Impaired HVE & Sustained, Supporting Speed HVE & Sustained, Educating Drivers re: cannabis-impaired driving, Mature Driver PSA's, Pedestrian & Bicycle PSA's, Motorcycle Safety PSA's, Move Over PSA (Preventing Roadside Deaths -Emergency & Stationary Vehicles), Unattended Passengers Program.

MeBHS utilizes the Request for Proposal (RFP) and resultant vendor/contractor(s) to assist us with media buys and critical insight surveys during the fall and spring.

This project will also fund the creation of new PSAs for television, radio, digital, social media, and print. PSAs are currently in production, and focus on distracted driving, young drivers, unattended passengers and heatstroke, senior and older driving safety, and safe driving around Commercial Motor Vehicles. These were selected because of not being on target to meet the performance measures stated in the 2024-2026 THSP. We recognized the necessary adjustments needed and began working on these in FFY2025. For FFY2026, we plan to create PSAs focusing on impaired driving specifically cannabis use and alcohol/polysubstance use, motorcycle, child passenger safety, speeding, and preventing roadside deaths through education of the emergency and stationary vehicle move over law and speeding and aggressive driving. These PSAs will be created in a variety of formats from informational to testimonial. In addition, we plan to create a five-minute video of a personal story and message from a community member that had their lives affected by a fatal crash. This video will be shared with driver's education schools throughout Maine. The goal of this project is to connect with the public and share memorable PSAs consistent with NHTSA messaging. By doing this effectively, we can change driver's behavior.

The statewide media plan reaches Northern Maine to the Canada border and Southern Maine on the New Hampshire border, with special emphasis on high-crash and high fatal locations.

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 and to decrease first responder fatalities.
Project Agreement Number	PM26-001
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration of Contracted Services
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402/405b/405b flexed to 402/405d/405d Flexed to 402/405e/405e Flexed to 402/405f/405h
Eligible Use of Funds	23USC402/1300.21/1300.23/1300.24/1300.25/1300.27
GTS Voucher Coding	402PM/M1HVE/M1*PM/M8PE/B8APE/B8A*PM/B8LPE/B8L*PM/M8*PM/ M11MA/UNATTD/FDL*PM/FDLPEM/M12BPE/M5PEM/B5PEM/
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)

The existing media contract currently includes a survey among 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 fall 2024 critical insight report shows that the messaging recall stays almost the same year after year. There was a small decrease from 44% to 38%. When it comes to individual messaging a few highlights include Drive Sober, Maine message awareness rose to 67% for men under 35. Designate a Sober Driver target awareness increased by 9 points to 62%. Finally, Buckle Up. No Excuses! Increased to 79% total awareness.

Because we are currently not on track to meet our media recall target, we. will adjust our messaging to become more streamlined, increase our social media presence on various platforms, and continue to focus on creating meaningful media and messaging that is focus group tested with our Community Voices Project. Additionally, since we completed the EMS PRD connectivity project, funds will be utilized to educate the public regarding the safety of vehicles and individuals stopped roadside to support our performance measure of reducing first responder fatalities.

Traffic Safety Education Community Outreach Program

Project Description (incl. Location and Affected Communities): This project funds the activities for statewide traffic safety education. The traffic safety education may include Convincer and Rollover Simulator demonstrations for occupant protection, distracted driving, commercial motor vehicle safety, 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 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. This 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. Surveys and feedback are incorporated into the programming to further inform and enhance the programming. This project may also include community traffic safety education conducted by law enforcement agencies wishing to interact with their communities either through traffic safety education or collaboration.

Countermeasure Strategy	Decrease core performance measures C1-C11 and additional measures for distracted and senior/older drivers by implementing programs targeted toward all communities to provide education and outreach with respect to traffic safety and messaging for all program areas.
Project Agreement Number	CP26-001 and CP26-010-TBD
Amendment to Add Project Numbers	No
Subrecipient(s)	Alliance Highway Safety and Law Enforcement Agencies TBD (see list below of potential sub recipients on page 73
Organization Type	Marketing and outreach agency
Federal Funding Source(s)	402 or 405 b, d, e, f Flexed to 402
Eligible Use of Funds	23USC 402 and/or 1300.21, 1300.23, 1300.24
GTS Voucher Coding	402CP and/or M1*CP/FDL*CP/M8*CP/B8A*CP/B8L*CP/
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)

 MeBHS recently released the RFP for this project and a contract with the selected vendor is being negotiated. We have adjusted the scope of the project to ensure that it includes a survey, evaluation, and feedback component.

Community Voices for Road Safety

Project Description (incl. Location and Affected Communities): The Community Voices for Road Safety initiative originates from the Safe System Approach with a focus on Safer People. This program aims to create campaigns inspired by the voices of the target vulnerable community and encourage safe, responsible driving and behavior by people who use roads. Messaging is developed for the community by the community. This approach stimulates behavioral change through community engagement and positive messaging. This project involves analyzing data to identify key communities, gaining an understanding of each community's characteristics, values, and preferences, and actively engaging with local stakeholders. The service contract will support an investment of project management through dedicated staffing resources to execute program activities, meeting coordination, required engagement fees, research and evaluation, development and design of campaign materials and costs of placing market media.

Countermeasure Strategy	Decrease Core Performance Measures C1-C11 and additional measures for Distracted and Older/Senior Drivers as stated in the THSP. By implementing programs targeted at-risk populations to understand the issues of the community with respect to traffic safety and messaging for all program areas.
Project Agreement Number	CP26-002
Amendment to Add Project Numbers	No
Subrecipient(s)	Traveler's Marketing
Organization Type	Marketing and outreach agency
Federal Funding Source(s)	402, 405b, 405d, 405e Flexed to 402
Eligible Use of Funds	23USC 402 and/or 1300.21, 1300.23, 1300.24
GTS Voucher Coding	402CP and/or M1*CP/FDL*CP/M8*CP/B8A*CP/B8L*CP/
Amount of Federal Funds	$260,000.00
Planning and Administration? (if applicable)	No
Promised Project?	No

1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)

For FFY2026 we will focus these efforts on pedestrian safety in urban areas due to the increase that we continue to see in pedestrian-related crashes. Being able to find out directly from the community what type of messaging is most meaningful and will resonate with them, and how to reach our target population has been invaluable.

Sharing the Road with Trucks

Project Description (incl. Location and Affected Communities): The goal of the Virginia Tech Transportation Institute's Sharing the Road with Trucks outreach program is to increase both teen and adult drivers' knowledge of safe driving practices related to sharing the road (STR) with tractor-trailers and other commercial motor vehicles. Crashes involving large trucks have severe consequences often resulting in fatalities. These fatalities disproportionately come from the passenger vehicles involved in these crashes. In fact, four out of every five fatalities come from the passenger vehicle (FMCSA, 2023) and while the general motoring public is quick to place blame on the truck driver, research has found that 78% of crashes and close calls between a large truck and passenger vehicle are the fault of the passenger vehicle driver (Hanowski et al, 2007). From 2021-2024, there were 52 fatal crashes resulting in 54 deaths that involved a commercial motor vehicle in the state of Maine. In June of 2021, CMV fatalities were at a total of 7, while in June of 2025, CMV fatalities were at a total of 13.

The data shows that it was not the CMV that caused the crash, but rather the passenger vehicles travelling around CMVs. This evidence-based outreach program provides attendees with a hands-on, experiential learning approach in and around a tractor-trailer. This important and valuable demonstration provides a firsthand perspective from the driver's seat of the tractor-trailer, allowing attendees to see how big the no-zones (blind spots) around a truck really are while also walking around the truck and through the different no-zones where other passenger vehicles, bicycles, pedestrians are located. Attendees also learn important crash statistics, gain an understanding of the physics of large trucks (e.g., size, weight, stopping distance, etc.), and learn the five key strategies they can use to stay safe when encountering large trucks on our roadways. The intent of this program is to increase driver awareness and safety when maneuvering commercial motor vehicles (CMV). There will be in-person trainings, which will include a CMV with various objects set up around the vehicle to show the blind spots of a CMV. Attendees (of all ages) will each have a chance to walk around and have a seat in the CMV. They will see the no zones, bicycle and pedestrian visibility from the driver's point of view and see all the blind spots. They will also learn about crash statistics, strategies and the physics of CMVs. This program will also have a station or tent setup to show various videos and often will collaborate with local law enforcement and insurance agencies to include in these trainings. There are currently 18 other states that are partnered with Sharing the Road with Trucks and actively have this training at their locations. These events will be held at various locations for example (but not limited to): fairs, Trek Across Maine, Rec. Centers like YMCA's, car shows, driver's education locations, festivals and parades, health classes, etc., to offer 10 local in person trainings (see https://cmvroadsharing.org/). Sharing the Road with Trucks will do the outreach for these and other partners, participate in meetings, engage in event

planning, develop and support dissemination of necessary materials and travel to execute each training session and evaluate impact (i.e., through a brief participant survey). This project will also include staff administration costs, and travel costs associated with these trainings.

Countermeasure Strategy	Decrease Core Performance Measures C1-C11 and additional measures for Distracted and Older/Senior Drivers as stated in the THSP. By implementing programs targeted at-risk populations to understand the issues of the community with respect to traffic safety and messaging for all program areas.
Project Agreement Number	CP26--003
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration for Contracted Services
Organization Type	SHSO
Federal Funding Source(s)	402 or 405b flexed to 402/405d flexed to 402/405e flexed to 402
Eligible Use of Funds	23 USC 402/1300.21/1300.23/1300.24
GTS Voucher Coding	402CP/402DE/M1*CP/M1*DE/FDL*CP/FDL*DE/M8*CP/M8*DE/B8A*CP/B8A*DE/B8L*CP/B8L*DE
Amount of Federal Funds	$120,000.00
Planning and Administration? (if applicable)	No
Promised Project?	No

1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)

No adjustments to any countermeasure strategies are needed in FY2026, because this is a new project. However, adding this project was a result of analysis of overall fatal crashes involving large trucks.

<u>Distracted Driving Program Area</u>

Distracted Driving HVE and Sustained Enforcement and Education

Project Description (incl. Location and Affected Communities): This project is intended to support law enforcement agencies with grants to perform dedicated crash reduction overtime patrols focusing on 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). 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. Additionally, funds will support a publicized, regional distracted driving enforcement campaign during the first week of National Distracted Driving Awareness Month in FFY2026. This campaign will be comprised of law enforcement officers from various local jurisdictions within a designated county. The location of this activity will be dependent upon the agencies that apply for dedicated overtime enforcement activities.

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	DD26-TBD
Amendment to Add Project Numbers	Yes
Subrecipient(s)	TBD- Various State, Municipal, and County Law Enforcement Agencies (see list of potential subrecipients on pages 75-78)
Organization Type	State/Municipal/County Law Enforcement Agencies
Federal Funding Source(s)	402, 405e
Eligible Use of Funds	23 USC 402/1300.24
GTS Voucher Coding	402CP/M8DDLE/B8ADDLE/B8LDDLE
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)

Our FFY2024 Annual Report indicated that Maine was not on target to meet the distracted driving fatality performance measure. While the overall phone usage rate is down since the Hands-Free Law went into effect in 2019, In 2024, we saw the phone usage rate increase to 3.7% compared to 3.1% in 2023. To address this, we are working with our LELs and the Maine Chief of Police Traffic Safety Committee to increase distracted driving overtime patrols by law enforcement agencies. We will continue to loan our Distracted Driving Simulators to interested agencies and for various community safety events. In addition, we are working to pilot a regional distracted driving enforcement campaign to kick off the beginning of National Distracted Driving Month in April 2026 by utilizing a public transportation system, and law enforcement working together to collaborate on overtime enforcement. There is interest in hosting two separate campaigns, one in Northern Maine and one in Southern Maine. The routes the bus will follow, and time of enforcement will be determined based on the locations. Law Enforcement will be traveling a route in a transportation bus which is taller than most vehicles, allowing for a better advantage when looking into vehicles for phone usage. The LE on the bus will radio down to the LE on the ground in their cruisers where they will make the stop and issue a warning or citation. This campaign will be highly publicized to spread awareness of phone usage enforcement and educate the public on this topic. It will also encourage other law enforcement agencies to go out in their locations and increase their overtime patrols during the campaign.

Distracted Driving Observational Survey

Project Description (incl. Location and Affected Communities): Cell phone use and texting while driving can degrade driver performance visually, manually, and cognitively. Talking and texting while driving has become widely common in the past decade as drivers continue to take their cell phones into their vehicles. To gather data on actual cell phone use, and to determine if enforcement efforts and education have been successful, Maine conducts annual cell phone usage observational studies. Surveys have been conducted since 2018 when the hands-free law passed (except for 2020 due to the pandemic). The 2024 survey showed the overall use rate in 2024, across all counties and categories was 3.7%, significantly higher than the 3.1% measured in 2023. Since the law change in 2018, even with this small increase in 2024, the usage rage is overall down. Location or site selection of observations for the distracted driving survey are a subsample of sites selected for Maine's seat belt survey. The 2024 survey showed that people under the age of 25 had an any use rate of 5.9%. There was no significant difference between female use (3.9%) and male driver use (3.6%). Van drivers had the highest use rate at 4.5%. The van category is composed of minivans and other vans.

Observations of any use by county (combined 2021 to 2024) show:

County	Any
Hancock	6.2%
Aroostook	5.2%
Lincoln	5.1%
Washington	5.0%
Penobscot	4.7%
Waldo	4.0%
Oxford	3.6%
Androscoggin	3.3%
York	2.5%
Somerset	2.3%
Cumberland	2.2%
Kennebec	2.0%

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	DD26-100
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
GTS Voucher Coding	M8*DD/B8A*DD/B8L*DD
Amount of Federal Funds	$95,000.00/year
Planning and Administration? (if applicable)	No
Promised Project?	No

1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)

Due to the increase in phone usage, MeBHS will encourage law enforcement agencies in the highest any use rate counties to conduct sustained enforcement beyond just the April NHTSA HVE. We will also continue to target those counties with additional PSAs and print media and materials.

Emergency Medical Services (EMS) Program Area

Preventing Roadside Deaths: Public Education

Project Description (incl. Location and Affected Communities): Maine EMS has equipped many 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. Since this project is complete, we will focus efforts on educating the public regarding the safety of vehicles and individuals stopped at the roadside through public information campaigns. This is described in the Communications area under paid and earned media. This project will be implemented and used statewide with an initial emphasis on underserved rural communities. All affected communities are included.

Countermeasure Strategy	Create PSA's and handouts regarding Slow Down and Move Over and safety of first responders at roadside.
Project Agreement Number	EM26-001
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405h
Eligible Use of Funds	1300.27 (2)
GTS Voucher Coding	M12BPE
Amount of Federal Funds	$75,000 estimated
Planning and Administration? (if applicable)	No
Promised Project?	No

1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)

This project has been adjusted because the digital alert project is complete and now, we will focus on first responder safety through public education which is an allowable use of 405h funds.

Impaired Driving Program Area

Impaired Driving Program Management

Project Description (incl. Location and Affected Communities): Program Management costs associated with this program area include allowable expenditures for program manager activities, travel, and training statewide or out of state. Costs may also include general expenditure on operating costs e.g., printing, supplies, state indirect cost rates, insurance, and postage.

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 $4950) tolls, radio fees, and OIT/Wi-Fi. This project benefits and supports all Maine law enforcement agencies at their OUI checkpoints, saturation patrols, RIDE Team Details, as well as details scheduled by the MSP SPIDRE Team.

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	AL26-001
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402/405d/405d flexed to 402/405e flexed to 402
Eligible Use of Funds	23 USC 402/1300.23 (xi)(E)/1300.24(3)
GTS Voucher Coding	402AL/ /M5PEM/B5PEM/B5TST/FDLPEM/FDL*AL/B6PEM/ M8*AL/B8A*AL/B8L*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)

Program management is standard administration of a program. No adjustments to strategy for program management are needed for FFY2026.

Impaired Driving HVE- NHTSA Drive Sober or Get Pulled Over -and- Drive Sober, Maine Programs

Project Description (incl. Location and Affected Communities): The primary purpose of high-visibility saturation patrol and publicized sobriety checkpoint programs is to deter driving under the influence of alcohol and/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 are proven effective by the CTW Eleventh Edition 2023 receiving 4 and 5 stars respectively.

This project will support dedicated overtime costs for approximately 40 law enforcement agencies (LEA's) selected by previously described data analysis, to conduct 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 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 Liaisons 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 (RTV) is used to support various check point activities.

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. Paid and earned education and community engagement will be emphasized in FFY2026.
Project Agreement Number	AL26 -TBD or ID26-TBD
Amendment to Add Project Numbers	Yes
Subrecipient(s)	TBD- Various State, Municipal, and County Law Enforcement Agencies (see list of potential subrecipients on pages 75-78)
Organization Type	Maine Law Enforcement Agencies
Federal Funding Source(s)	402/405d
Eligible Use of Funds	23 USC 402/1300.23
GTS Voucher Coding	402 AL/M5HVE/FDLHVE
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)

The overall strategy has not changed, but the MeBHS will continue working to increase law enforcement partnership in our federally funded impaired driving grant program. We will continue to encourage agencies to conduct high-visibility enforcement during the two NHTSA Drive Sober or Get Pulled Over HVE Campaigns in December and August. We will also continue to share fatal and personal injury crash data, so agencies conduct sustained enforcement in areas where data indicates little change or an increase in impaired crashes. Twenty-nine (29) Intoxilyzer 9000 Instruments were deployed in FFY2025 to assist all agencies with breath testing. Additional instruments will be deployed in FFY2026. Officer training for DRE and ARIDE continue to support these efforts.

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. The SPIDRE Team consists of a team leader and team members from various troops across the state. 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 the Spring through Fall seasons 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 tourist 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	ID26-001
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/FDLHVE
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)

The SPIDRE Team will continue to deduct details in the Bangor areas during concert and support rural communities with limited resources to conduct checkpoints. Additionally, they are looking to add details in the Caratunk and West Forks area during the weekends when there is peak tourist rafting and tubing activity along the river. The team will occasionally deploy members when productive alongside the Cumberland County RIDE Team.

Drug Recognition Expert (DRE) and Forensic Phlebotomists (FP) Call-Out/ Training

Project Description (incl. Location and Affected Communities): MeBHS recognizes the importance of specially trained law enforcement officers for drug recognition evaluations (DRE) and forensic evidence collection through forensic phlebotomy (FP). The lack of available on-duty DREs and FPs results 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 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 the legalization of recreational cannabis sales.

This planned activity 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 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.

MeBHS continues to expand the number of Forensic Phlebotomist due to the increase in OUIs regarding drug impaired driving. This training program has been active for 5 years and is a major success in the field, in the laboratory and in the court room for prosecution. The ongoing partnership with Kennebec Valley Community College (KVCC) has assisted Maine with 48 LEO's attending the training. The course begins with 5 weeks of online instruction followed by 3 days of classroom and laboratory instruction, then a clinical rotation that requires students to show proficiency in blood drawing by completing 80 successful venipunctures. Kennebec Valley Community College plans to offer the course at least three times in FFY2025 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 FFY2025. Kennebec Valley Community College also plans to offer the Forensic Phlebotomy refresher training course in FFY2026. 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.

This planned activity will reimburse educational fees, and necessary travel costs for law enforcement officers that attend FP training and clinicals. Anticipated costs to have approximately 25-50 public safety professionals trained in forensic phlebotomy in FFY2026. 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 like the classroom instruction days at Kennebec Valley Community College.

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.

Countermeasure Strategy	Decrease impaired driving motor vehicle fatalities by using a combination of high-visibility and sustained enforcement, and sobriety checkpoints together with communication and education strategies.
Project Agreement Number	AL or ID26-100 + TBD
Amendment to Add Project Numbers	Yes
Subrecipient(s)	TBD- Various State, Municipal, and County Law Enforcement Agencies (see list of potential subrecipients on pages 23-25)
Organization Type	Municipal and County Law Enforcement
Federal Funding Source(s)	402/405d
Eligible Use of Funds	23 USC 402/1300.23
GTS Voucher Coding	402AL/M5BAC/M5PEM/FDLBAC
Amount of Federal Funds	$350,000.00
Planning and Administration? (if applicable)	No
3Promised Project?	No

1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)

No adjustment to strategy, however the MeBHS recognizes the need for additionally trained forensic phlebotomists and will continue to look for ways to provide an affordable and time efficient way to train additional officers. We will also work with our LEL's to look to increase the number of agencies, with active Drug Recognition Experts, that apply for call-out funding, to support the information that we have heard from prosecutors that DRE's are not readily available.

Potential Subrecipients for
Drug Recognition Expert (DRE) and Forensic Phlebotomists (FP) Call Out Grants

Androscoggin County Sheriff's Office	Androscoggin County	Androscoggin County
Aroostook County Sheriff's Office	Aroostook County	Aroostook County
Ashland Police Department	Ashland	Aroostook County
Auburn Police Department	Auburn	Androscoggin County
Augusta Police Department	Augusta	Kennebec County
Bangor Police Department	Bangor	Penobscot County
Bar Harbor Police Department	Bar Harbor	Hancock County
Bath Police Department	Bath	Sagadahoc County
Baileyville Police Department	Baileyville	Washington County
Belfast Police Department	Belfast	Waldo County
Berwick Police Department	Berwick	York County
Biddeford Police Department	Biddeford	York County
Boothbay Harbor Police Department	Boothbay Harbor	Lincoln County
Brewer Police Department	Brewer	Penobscot County
Bridgton Police Department	Bridgton	Cumberland County
Brunswick Police Department	Brunswick	Cumberland County
Bucksport Police Department	Bucksport	Hancock County
Buxton Police Department	Buxton	York County
Calais Police Department	Calais	Washington County
Camden Police Department	Camden	Knox County
Cape Elizabeth Police Department	Cape Elizabeth	Cumberland County
Caribou Police Department	Caribou	Aroostook County
Carrabassett Valley Police Department	Carrabassett Valley	Franklin County
Clinton Police Department	Clinton	Kennebec County
Cumberland County Sheriff's Office	Cumberland County	Cumberland County
Cumberland Police Department	Cumberland	Cumberland County
Damariscotta Police Department	Damariscotta	Lincoln County
Dexter Police Department	Dexter	Penobscot County
Dover Foxcroft Police Department	Dover Foxcroft	Piscataquis County
East Millinocket Police Department	East Millinocket	Penobscot County
Eliot Police Department	Eliot	York County
Eastport Police Department	Eastport	Washington County
Ellsworth Police Department	Ellsworth	Hancock County
Fairfield Police Department	Fairfield	Somerset County
Falmouth Police Department	Falmouth	Cumberland County
Farmington Police Department	Farmington	Franklin County
Fort Fairfield Police Department	Fort Fairfield	Aroostook County
Fort Kent Police Department	Fort Kent	Aroostook County
Franklin County Sheriff's Office	Franklin County	Franklin County
Freeport Police Department	Freeport	Cumberland County

Fryeburg Police Department	Fryeburg	Oxford County
Gardiner Police Department	Gardiner	Kennebec County
Gorham Police Department	Gorham	Cumberland County
Gouldsboro Police Department	Gouldsboro	Hancock County
Greenville Police Department	Greenville	Piscataquis County
Hallowell Police Department	Hallowell	Kennebec County
Hampden Police Department	Hampden	Penobscot County
Hancock County Sheriff's Office	Hancock County	Hancock County
Holden Police Department	Holden	Penobscot County
Houlton Police Department	Houlton	Aroostook County
Islesboro Law Enforcement Department	Islesboro	Waldo County
Jay Police Department	Jay	Franklin County
Kennebec County Sheriff's Office	Kennebec County	Kennebec County
Kennebunk Police Department	Kennebunk	York County
Kennebunkport Police Department	Kennebunkport	York County
Kittery Police Department	Kittery	York County
Knox County Sheriff's Office	Knox County	Knox County
Lewiston Police Department	Lewiston	Androscoggin County
Lincoln County Sheriff's Office	Lincoln County	Lincoln County
Lincoln Police Department	Lincoln	Penobscot County
Lisbon Police Department	Lisbon	Androscoggin County
Livermore Falls Police Department	Livermore Falls	Androscoggin County
Machias Police Department	Machias	Washington County
Madawaska Police Department	Madawaska	Aroostook County
Maine State Police	Maine	Statewide
Maine Warden Service	Maine	Statewide
Maine Capitol Police	Maine	Statewide
Mechanic Falls Police Department	Mechanic Falls	Androscoggin County
Mexico Police Department	Mexico	Oxford County
Milbridge Police Department	Milbridge	Washington County
Milo Police Department	Milo	Piscataquis County
Monmouth Police Department	Monmouth	Kennebec County
Mount Desert Police Department	Mount Desert	Hancock County
North Berwick Police Department	North Berwick	York County
Newport Police Department	Newport	Penobscot County
Norway Police Department	Norway	Oxford County
Oakland Police Department	Oakland	Kennebec County
Ogunquit Police Department	Ogunquit	York County
Old Orchard Beach Police Department	Old Orchard Beach	York County
Old Town Police Department	Old Town	Penobscot County
Orono Police Department	Orono	Penobscot County
Oxford County Sheriff's Office	Oxford County	Oxford County
Oxford Police Department	Oxford	Oxford County
Paris Police Department	Paris	Oxford County
Penobscot County Sheriff's Office	Penobscot County	Penobscot County

Phippsburg Police Department	Phippsburg	Sagadahoc County
Piscataquis County Sheriff's Office	Piscataquis County	Piscataquis County
Pittsfield Police Department	Pittsfield	Somerset County
Portland Police Department	Portland	Cumberland County
Presque Isle Police Department	Presque Isle	Aroostook County
Rangeley Police Department	Rangeley	Franklin County
Richmond Police Department	Richmond	Sagadahoc County
Rockland Police Department	Rockland	Knox County
Rockport Police Department	Rockport	Knox County
Rumford Police Department	Rumford	Oxford County
Sabattus Police Department	Sabattus	Androscoggin County
Saco Police Department	Saco	York County
Sagadahoc County Sheriff's Office	Sagadahoc County	Sagadahoc County
Sanford Police Department	Sanford	York County
Scarborough Police Department	Scarborough	Cumberland County
Searsport Police Department	Searsport	Waldo County
Skowhegan Police Department	Skowhegan	Somerset County
Somerset County Sheriff's Office	Somerset County	Somerset County
South Portland Police Department	South Portland	Cumberland County
Southwest Harbor Police Department	Southwest Harbor	Hancock County
Stockton Springs Police Department	Stockton Springs	Waldo County
Topsham Police Department	Topsham	Sagadahoc County
Thomaston Police Department	Thomaston	Knox County
South Berwick Police Department	South Berwick	York County
University of Southern Maine Gorham Police Department	University of Southern Maine Gorham	Cumberland County
Vassalboro Police Department	Vassalboro	Kennebec County
Veazie Police Department	Veazie	Penobscot County
Waldo County Sheriff's Office	Waldo County	Waldo County
Waldoboro Police Department	Waldoboro	Lincoln County
Washington County Sheriff Office	Washington County	Washington County
Washburn Police Department	Washburn	Aroostook County
Waterville Police Department	Waterville	Kennebec County
Wells Police Department	Wells	York County
Westbrook Police Department	Westbrook	Cumberland County
Wilton Police Department	Wilton	Franklin County
Windham Police Department	Windham	Cumberland County
Winslow Police Department	Winslow	Kennebec County
Winthrop Police Department	Winthrop	Kennebec County
Winter Harbor Police Department	Winter Harbor	Hancock County
Wiscasset Police Department	Wiscasset	Lincoln County
Yarmouth Police Department	Yarmouth	Cumberland County
York County Sheriff's Office	York County	York County
York Police Department	York	York County

DHHS HETL Chemist & Data Analyst Activities

Project Description (incl. Location and Affected Communities): This project funds the activities of two chemists at the Maine Health and Environmental Testing Lab (HETL) and one data analyst. Two chemists are tasked with analyzing blood samples for drugs. These chemists also assist with urine drug testing, blood alcohol testing, and the breath testing alcohol program. Training and travel costs are necessary for the chemists to maintain credentials to be recognized by the Maine court system as an expert witness in the field of forensic toxicology. These credentials are 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 CMI Instrument and Users trainings, Borkenstein courses, IACT Conference, and Web Based Courses. These chemists will also work on developing new and improved 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, as well as review and interpret 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. This activity will fund the supplies necessary 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.

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	ID26-006
Amendment to Add Project Numbers	No
Subrecipient(s)	Maine Department of Health and Environmental Sciences (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/B5BAC/B5TST/M8*AL/FDLBAC/FDL*AL/B6BAC/
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)

The DHHS HETL will continue to maintain the required toxicologist certifications, participate in training, and ensure testing meets the highest standards. The DHHS HETL successfully requested a state funded budget for personnel costs for all four chemists. Two have already been shifted to state funding, so this project reflects the remaining two.

Intoxilyzer 9000 Purchase Program to Support Impaired Driving HVE

Project Description (incl. Location and Affected Communities): 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 planned activity 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 88 Evidential Breath Test (EBT) instruments that are strategically located at points throughout the State, with additional instruments utilized as replacements for these 88 sites. A large majority of these State-owned EBT instruments are the model 8000 Intoxilyzer Instruments and they are 12-14 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. Most of the Thirty 9000 Intoxilyzer Instruments that were purchased in FFY2021 were deployed in FFY2024 and the beginning of FFY2025. Twenty-Five more 9000 Intoxilyzer Instruments (Phase 2) were purchased during FFY2025. These twenty-five additional 9000 instruments shall be deployed in areas of our state according to the strategic plan we follow based on instrument usage. This planned activity will also cover associated costs for training, licensing (including the request for a second COBRA software license), continued IT support from Maine's Office of Information Technology for the COBRA SQL server database and the reports generated by the 9000 instruments. These activities are part of a 5-year phased-in replacement of the current model 8000 EBTs still in use. This phased approach will allow 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. 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. When possible, equipment will be procured in the first or second quarter of the FFY to allow for deployment.

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	ID26-014
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration of Contract
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405d/405d flexed to 402/405e Flexed to 402
Eligible Use of Funds	1300.24(d)(3)
GTS Voucher Coding	B5TST/FDLPEM/FDL*AL/B6TST/B8A*AL/B8L*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)

The strategy to support law enforcement by deploying Intoxilyzer 9000 Instruments has not changed. Deployment in a phased approach continues through FFY2026.

Maine State Police Statewide Impaired Driving Coordinator

Project Description (incl. Location and Affected Communities): 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 countermeasure strategies to address impaired driving are implemented Statewide. The coordinator's purpose includes assisting the highway safety program coordinator with law enforcement training; conducting successful sobriety checkpoints; to ensure alcohol and drug testing procedures and protocols are in place; working to increase 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.

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/or drugs. These activities support various partners and communities such as the MEBHS, MCJA, BMV, Impaired Driving Task Force, LELs, and TSRPs, to deliver the best possible impaired driving reduction projects and educational information that save lives.

This will include, but is not limited to the DRE Program, Forensic Phlebotomy Program, OUI/SFST instruction, ARIDE instruction, 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	ID26-009
Amendment to Add Project Numbers	No
Subrecipient(s)	Maine State Police
Organization Type	Public Safety State Police Academy
Federal Funding Source(s)	405d
Eligible Use of Funds	1300.23 (i) (ii)
GTS Voucher Coding	M5IDC/FDLIDC
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)

This project has proven successful for several years and it is an important and integral part of the continued efforts to sustain and improve our overall Impaired Driving Program, including DRE, ARIDE, SFST, and supporting the Breath Testing Program. It continues to be an eligible use of s.405d funding and the MeBHS and the Maine State Police continue to recognize the importance of a statewide coordinator. No adjustments to strategy are needed for FFY2026.

Maine Criminal Justice Academy (MCJA) Specialized Impaired Driving Law Enforcement Training

Project Description (incl. Location and Affected Communities): Law enforcement officers well-trained in SFST, ARIDE, and DRE increase the likelihood that they will successfully detect impaired drivers during enforcement activities and/or traffic stops.

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 offered to 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. 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 and instructors to complete field certifications in more densely populated states. It may also fund selected attendance at the annual IACP Impaired Driving and Traffic Safety Conference (IDTS) which is critical for keeping DRE's current and proficient in utilizing best practices. A refresher training will be hosted at the Maine Criminal Justice Academy, where the selected instructors will train Maine DREs in updates and other material brought back from the IDTS Conference. This training will meet the requirements for the recertification in the DRE programs. In FFY2026, we plan to train 80-100 new officers for ARIDE as well as to add/train at least 15 new Drug Recognition Experts. 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. This supports the Breath Testing Project also identified in this grant application.

These projects are administered jointly with the Maine Drug Evaluation and Classification (DEC) Coordinator and the Impaired Driving Training Coordinator at the

Maine Criminal Justice Academy (MCJA). Training activities at the MCJA serve all Maine law enforcement agencies statewide and especially those agencies serving rural communities.

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	ID26-010
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/B5PEM/FDLPEM/B6PEM/M8*AL/B8A*AL/B8L*AL
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)

No strategy adjustments are needed for FFY26 as the MCJA law enforcement training project continues to be a valuable component in providing the necessary training to law enforcement officers so impaired driving offenses can be properly identified, enforced and adjudicated, and the state benefits from having highly trained officers.

Traffic Safety Resource Prosecutors

Project Description (incl. Location and Affected Communities): Continued funding for Maine's Traffic Safety Resource Prosecutor (TSRP) program is essential to sustaining a coordinated, multidisciplinary approach to the prosecution of impaired driving and other traffic-related offenses in Maine. TSRPs serve as subject matter experts who provide specialized training, education, and technical assistance to prosecutors and law enforcement personnel across the state. Their scope includes, but is not limited to, alcohol- and drug-impaired driving, distracted driving, vehicular homicide, occupant protection, and other highway safety concerns. In some jurisdictions, TSRPs also engage in direct prosecution.

The TSRP program supports a unified strategy by facilitating collaboration among law enforcement agencies, prosecutors, Bureau of Motor Vehicles hearing examiners, Department of Health and Human Services (DHHS) laboratory personnel, and other state impaired driving related stakeholders. Funding will continue to support the TSRP services contract, which delivers critical assistance in the investigation and prosecution of traffic safety and impaired driving cases. The program is endorsed by the National Highway Traffic Safety Administration (NHTSA), the National Traffic Law Center, and The National District Attorney's Association, and has a long history of demonstrated effectiveness in reducing impaired driving incidents.

TSRPs disseminate key resources such as training schedules, case law updates, trial strategies, and reference materials to ensure that prosecutors, judges, law enforcement officers, and other stakeholders remain informed and up to date. This project also includes funding for the printing and distribution of training materials.

Training Initiatives: This project supports a series of targeted training programs developed by Maine's TSRPs to address current challenges in impaired driving enforcement and prosecution. These programs are designed based on a comprehensive assessment of the needs of law enforcement officers, prosecutors, Bureau of Motor Vehicles hearing examiners, and DHHS forensic chemists. The goal is to deliver the most relevant and up-to-date content in an efficient and accessible format.

The following are brief descriptions of each class:

Fundamentals of OUI Investigation: This one-day course provides a comprehensive overview of the methodologies and principles employed by law enforcement in Operating Under the Influence (OUI) investigations. Topics include physiological and behavioral indicators of alcohol and drug impairment, chemical testing protocols, fatal motor vehicle crash investigations, and relevant Maine case law.

OUI: After the Arrest: This one-day course first explores the evolving statutory and case law landscape surrounding Maine's Implied Consent statutes and chemical testing

procedures. Topics include constitutional rights, DRE evaluations, chemical testing in the absence of a DRE, and recent legal precedents from SCOTUS and the Maine Law Court which focus on drug-related OUI investigations.

The second part of the court is developed based on the "Cops in Court" class by the National Traffic Law Center (NTLC), and its objectives are to enhance report writing and courtroom testimony skills for law enforcement officers engaged in impaired driving enforcement. Updated with contributions from Maine's TSRPs and NHTSA, the curriculum includes joint training sessions and moot court exercises to foster interagency collaboration, especially between law enforcement and prosecutors.

Prosecutor and Chemist Expert Testimony in Impaired Driving Cases: This one-day training is tailored for prosecutors and forensic chemists involved in impaired driving litigation. With the increasing complexity of chemical testing—particularly drug blood analysis at the Maine HETL laboratory—and the growing prevalence of recreational cannabis, expert testimony is becoming more critical. The course emphasizes courtroom communication strategies for scientific and legal professionals.

Prosecutor's Association Annual Conference Presentation: This initiative supports the participation of Maine TSRPs and approved subject matter experts at the annual Maine Prosecutors Conference in Bar Harbor. Project funding covers travel and lodging expenses for the TSRPs and/or presenters who deliver impaired driving-related content.

Maine Criminal Justice Academy (MCJA) Trainings:

• **Basic Law Enforcement Training Program OUI Week:** A 40-hour foundational training held twice annually, covering core aspects of OUI investigations. TSRPs contribute to modules on Maine OUI Law, administrative procedures, and courtroom testimony.

• **Advanced Roadside Impaired Driving Enforcement:** Offered multiple times annually across Maine, this course enhances officers' roadside detection skills. TSRPs participate as schedules permit.

• **Breath Testing Device Operator:** Certification training for breath testing device operation, held at various locations. TSRPs will assist when available.

• **Drug Recognition Expert (DRE) School:** Annual certification program for DREs, with TSRPs delivering several instructional segments.

• **DRE Refresher**: Annual re-certification course for DREs, supported by TSRP-led instructional blocks in case law.

Fatal Crash Investigation: This developing course aims to elevate the quality of fatal crash investigations, particularly by first responders. The curriculum will integrate expertise from multiple disciplines, including drug impairment recognition, crash reconstruction, legal procedures, and distraction analysis. Emphasis will be placed on early-stage impairment detection. A comprehensive investigation manual will be developed to support this training**.**

Train the Trainer: Developed by NHTSA, NAPC, and NDAA/NTLC in 2015, this course equips instructors with effective teaching methodologies for impaired driving education. It targets both formal and informal trainers, addressing the need for improved instructional quality across Maine's law enforcement and prosecutorial communities.

This project ensures the continued availability of high-quality training—at no cost—to all prosecutorial and law enforcement organizations in Maine. Funding covers materials, travel, lodging, meals, and registration for training staff and attendees, including out-of-state experts. Training logistics (location, timing, format) are determined by TSRPs based on agency needs. Courses may be live-streamed or recorded for broader access. At least one session of each course will be offered during FFY2026, with additional sessions scheduled as needed. Post-training surveys will inform future programming. Some courses may be combined into intensive multi-day "boot camp" formats, a model successfully piloted in FFY2022. Maine. Traffic Safety Resource Prosecutors serve all law enforcement and prosecutorial agencies statewide and offer case consultations, research, resource upkeep and development, and other support in addition to their training.

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	ID26-011
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration of Contract
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405d/405d flexed to 402/ 405e Flexed to 402
Eligible Use of Funds	1300.23 and/or 1300.24 (d)(3)
GTS Voucher Coding	M5IDC/B5CS/FDLCS/B6CS/FDL*AL/M8*AL/B8A*AL/B8L*AL
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)

No strategy adjustments are needed for FFY26 as the TSRP's are a significant and successful resource to our state for law enforcement officers, prosecutors, judges, MeBHS staff, Bureau of Motor Vehicles OUI hearing officers, and are requested to present repeatedly on a national level.

MeBHS Impaired Driving Summit

Project Description (incl. Location and Affected Communities): MeBHS, in partnership with other highway safety partners, will continue to increase awareness of the persistent and serious issue of operating under the influence (OUI) by alcohol, drugs or a combination of alcohol and drugs. Hosting annual summits has proven to be successful as a training tool for attendees. The vendor, date, and location of the annual summit will be determined upon contract negotiation. These specialized Impaired Driving Summits typically see attendance of over 225 people consisting of law enforcement officers, prosecutors, toxicologists, defense attorneys, and other highway safety professionals. Several impaired driving experts from around the country are present at the summit each year as well. To continue to provide the level of instruction and expertise 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 vendor representatives attend other national conferences. By doing this, it allows them the opportunity to network with other highway safety professionals, see and hear other superior 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.

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	ID26-003
Amendment to Add Project Numbers	No
Subrecipient(s)	AAA Northern New England or RFP
Organization Type	Motor Vehicle Club
Federal Funding Source(s)	402/405d flexed to 402/ 405e Flexed to 402
Eligible Use of Funds	23 USC 402 and/or 1300.24(d)(3)
GTS Voucher Coding	402AL/FDL*AL/M8*AL/B8A*AL/B8L*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)

No adjustment to the countermeasure strategy is required although programming may be adjusted based on feedback from attendees. The 12th annual impaired driving summit was held during June of FFY2025. Roughly 225 people, consisting of law enforcement officers, prosecutors, toxicologists, defense attorneys, and other highway safety professionals from Maine, New Hampshire, Massachusetts, and Vermont were in attendance. The post-summit survey overwhelmingly supported the continuation of this annual event. The contracted vendor will continue to utilize the post-summit survey to help plan topics and subject matter expert speakers for the next FFY's summit.

Motorcycle Safety Program Area

Motorcycle Safety Community Engagement Coordinator Activities

Project Description (incl. Location and Affected Communities): 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. 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.

Currently, Maine employs a single Motorcycle Safety Program Coordinator whose primary responsibility is oversight of rider education schools statewide. That seasoned employee works with the Maine Bureau of Motor Vehicles (Maine BMV). This employee is a seasoned rider himself, and he constantly delivers our state's approved safety messages when out working with the riding schools. Also, on multiple occasions, he has been the face and voice of the state's public safety messages on television and radio. However, this one employee doesn't always have time during Maine's condensed riding season to engage citizens at social or fundraising gatherings hosted by the riding community. This request proposes using federal grant funding, for a second year, to contract up to two seasoned, professional, safety-minded motorcycle riders to promote state government motorcycle safety messages at various events throughout the peak riding season. The Maine Bureau of Highway Safety will provide messages and safety-related materials and will track engagement data to measure effectiveness. The scheduling of these contractors will be overseen by the Motorcycle Safety Program Coordinator with the Bureau of Motor Vehicles. Based on the crash data from 2022-2024 which can be found on page 132-135, these outreach safety coordinators will prioritize their efforts on the top five high-crash counties which are Androscoggin, Cumberland, Kennebec, Penobscot, and York. These contractors will attend events and other motorcycle gatherings in these counties. They will connect with riders and share handouts and other tools to promote our motorcycle safety messaging and to increase awareness of the dangers of impaired riding. Maine Bureau of Highway Safety is looking to improve the behaviors of riders of all skill levels. These contractors will also attend events centered around the non-rider community to educate them on motorcycle safety and how to ensure both the rider and driver are safely sharing the road.

Countermeasure Strategy	Decrease motorcyclist fatalities by utilizing "Share the Road" and "Watch for Motorcycles" safety messaging. Along with dedicated public outreach and community engagement specific to the use of proper riding gear, rider training, and riding sober.
Project Agreement Number	MC26-001
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)	405f or 405e Flexed to 402
Eligible Use of Funds	1300.25/1300.24(d)(3)
GTS Voucher Coding	M11MA/M8*MC/B8A*MC/B8L*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)

This was a new outreach project implemented in the Spring of 2024. MeBHS partnered with the Maine BMV in FFY2025 to conduct this project again. Feedback continues to be encouraging regarding the safety outreach topics brought to various communities. We will continue to adjust our strategy and focus on non-rider community events to increase our messaging.

Motorcycle Safety Instructor Training to Increase Recruitment and Retention

Project Description (incl. Location and Affected Communities): In concert with its unique responsibility to oversee motorcycle rider education in Maine, and our shared responsibility to contribute to motorcycle safety more broadly, the Maine Bureau of Motor Vehicles conducts an annual Rider Coach Preparation (RCP) course using the nationally standardized Motorcycle Safety Foundation curriculum to create professional motorcycle instructors. The RCP course is instructed by Maine BMV's Motorcycle Safety Program Coordinator (a full-time state employee) and is delivered over 3 weekends (9 days total) at one of Maine's licensed motorcycle training schools. A typical class load involves 10 instructor candidates. The State of Maine does not possess a dedicated and safe training facility suitable for this course. This grant requests $7500 for rental of a closed-course motorcycle training facility during the 3-weekend annual RCP course to assist with the recruitment and retention of professional motorcycle instructors across our state.

Countermeasure Strategy	Decrease motorcyclist fatalities and unhelmeted motorcyclist fatalities by increasing the recruitment, retention, and training of motorcycle safety training instructors.
Project Agreement Number	MC26-002
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)	405f or 405e Flexed to 402
Eligible Use of Funds	1300.25/1300.24(d)(3)
GTS Voucher Coding	M11MT/M8*MC/B8A*MC/B8L*MC
Amount of Federal Funds	$7,500.00
Planning and Administration? (if applicable)	No
Promised Project?	No

1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)

No adjustment to strategy. This was a new project for FFY2025, and we plan to conduct it again for FFY2026.

Occupant Protection and Child Passenger Safety Program Area

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	OP26-001
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402/405b flexed to 402 or 405e flexed to 402
Eligible Use of Funds	23 USC 402 and 1300.24
GTS Voucher Coding	402OP/M1*OP/M8*OP/B8A*OP/B8L*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)

No program management adjustments needed for program management

NHTSA Click it or Ticket (CIOT) HVE & 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 Click It or Ticket 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. As a result of the adjustments discussed in our annual report, MeBHS is working to expand the number of counties that are eligible for sustained enforcement as well as increase nighttime enforcement patrols to ensure that we are on track to meet our performance measures. Law enforcement overtime activities will increase the seat belt usage rate, increase voluntary compliance, and 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 but includes those at-risk, overburdened, or over-represented in crashes.

Countermeasure Strategy	Decrease unrestrained motor vehicle fatalities by using high-visibility and sustained enforcement activities coupled with communication and education strategies.
Project Agreement Number	OP-TBD or OPB26- TBD
Amendment to Add Project Numbers	Yes
Subrecipient(s)	TBD- Various State, Municipal, and County Law Enforcement Agencies (see list of potential subrecipients on pages 75-78)
Organization Type	Municipal and County Law Enforcement Agencies
Federal Funding Source(s)	402/405b
Eligible Use of Funds	23 USC 402/1300.21
GTS Voucher Coding	402OP/M1HVE/M1*OP/M2HVE
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)

The 2024 Annual Report showed that we are not on target to meet the observed seat belt use for passenger vehicles. Due to this, in FFY2026, based on data analysis and the results of the seat belt observational survey, the Bureau is working to increase participation from law enforcement agencies for overtime enforcement by expanding the number of counties that are eligible for year-round enforcement as well as utilizing Law Enforcement Liaisons to help recruit agencies. The Bureau is also encouraging nighttime seatbelt enforcement efforts, to decrease the % of non-use observed at nighttime, as well as promoting seat belt messaging and education using trailers/message boards across low-rate counties.

Maine State Police Targeted Occupant Protection Awareness Zone (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 as well as Troop G on the Maine Turnpike.

Countermeasure Strategy	Decrease unrestrained motor vehicle fatalities by using high-visibility and sustained enforcement activities coupled with communication and education strategies.
Project Agreement Number	OPB26-002
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/M2HVE
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)

There are no adjustments to strategy. The Maine State Police continue to conduct daytime and nighttime enforcement for seat belt violations during all routine patrol, as well as dedicated overtime patrols.

Annual Seat Belt & 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 Click It or Ticket HVE enforcement campaign. Results of surveys are certified and provided to NHTSA upon completion. Maine certified a 93.8% belt use rate in FFY2024. A FY2025 survey is currently underway and this project funds the FFY2026 survey contract. A CPS misuse survey was conducted in 2024, as a recommendation in the most recent OP Assessment. 96.9% of the children observed were restrained while 3.1% were not. 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	OPB26-003
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration of Contract
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405b/405e Flexed to 402
Eligible Use of Funds	1300.24(d)(3)
GTS Voucher Coding	M1OP/M2OP/M8*OP/B8A*OP/B8L*OP
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)

Maine will be reviewing the attitudinal survey questions and process to ensure that we are receiving the most accurate responses and the most recent and relevant information so that we may use that. Adjustments in amount of federal funds reflects increased FFY2025 expenditures.

Child Passenger Safety Technician and Instructor (CPSTI) Training & Inspection Site Activities

Project Description (incl. Location and Affected Communities): 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 stipend for activities associated with seat installations, check-up events, and training classes provided they are not already being paid by an employer for such activities. MeBHS anticipates at least four certification classes and at least one certification renewal class in the federal fiscal year 2026 resulting in up to 80 newly certified technicians.

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 hosting locations and dates for the trainings will be determined in the fall and spring to ensure that we are meeting the needs of potential trainees (as received by requests) and that we are ensured full class registrations. Additionally, MeBHS hopes to 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. Certified instructors in partnership with MeBHS will provide updated CPS Basic Awareness Training to be delivered to the 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 FFY2026, we expect to train up to 50 or more providers. Due to requests received, our certified instructors will provide multiple National School Bus training courses to be delivered to school districts, childcare providers and other transporters. This training will ensure that young passengers are properly secure while in a school bus, van, or other transit vehicle. Due to requests for special needs transporter training (STAC) from CPS Instructors and technicians, the Maine Bureau of Highway Safety hopes to host one or two Special Needs Transporter Training for technicians and instructors in Maine. Safe Travel for All Children (STAC) is designed to serve as an enrichment course for child passenger safety technicians (CPSTs) who are interested in learning more about adaptive transportation. The training, which lasts approximately two days, combines classroom lectures, discussions, and hands-on exercises. During the training, participants will be introduced to medical conditions that can impact restraint selection and can complete positioning, harnessing, and installation the adaptive restraint systems. The training concludes with an exam that assesses knowledge of adaptive

restraints, proper use, and installation. Child passenger safety activities are conducted statewide and primarily affect lower income and at-risk populations.

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	OPB26-001
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/M2TR/M2PE/M2CPS
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)

Due to multiple requests received from the public, as well as CPS technicians and instructors, we are adjusting our programming in FFY26 to include offering multiple National School Bus trainings where our CPSTI's will be training and educating school districts, transporters, childcare agencies, and other agencies with transit vehicles that transport children. This training will ensure that young passengers are properly secure while in a school bus, van, or other transit vehicle.

Also due to multiple requests from technicians regarding wanting more training regarding special needs transportation, we hope to host one or two special needs transporter training (STAC) for CPS technicians to be trained in Maine.

Occupant Protection Outreach & Education and CSS Distribution Program

Project Description (incl. Location and Affected Communities): This project supports partnering with multiple entities, organizations, and other businesses to provide outreach and education on the importance of Occupant Protection and Child Passenger Safety to any at-risk populations throughout Maine. We are expecting to partner with Woodfords Family Services in Westbrook, KVCAP in Augusta/Waterville, and others that provide case management and other various resources to families and children. We are providing these agencies with grant funding for CPST Training and activities. We have a new partnership/collaboration with DHHS, Help Me Grow, in which they will have five new CPSTs certified, one of which speaks seven different languages and will be able to provide translation services during appointments and help with translating and promoting educational messaging and/or resources regarding the importance of occupant protection designed to reach at-risk populations. Help Me Grow will help to alleviate some barriers with our distribution program. Such as, they will be providing car seat distribution and inspection appointments and education at families' homes, instead of having them come to a specific agency. By allowing the technicians to go to families' homes for these appointments, we can "meet families where they are" and provide this service in an easier, less stressful, and more inviting way. This grant funding will also allow agencies to conduct more community education by hosting more car seat checks, events, etc. The potential organizations we would partner with are serving the Southern Maine communities.

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	OPB26-004-TBD
Amendment to Add Project Numbers	Yes
Subrecipient(s)	Various Law Enforcement Agencies/Fire Departments/Non-Profit Entities
Organization Type	Non-Profit Supporting Income Eligible
Federal Funding Source(s)	402/405b
Eligible Use of Funds	23 USC 402/ 1300.21
GTS Voucher Coding	402CR/M1TR/M1PE/M1CPS/MICSS/B1CPS_US/M1*UNATTD/ M2TR/M2PE/M2CPS/M2CSS/B2CPS_US
Amount of Federal Funds	$80,000.00
Planning and Administration? (if applicable)	No
Promised Project?	No

1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)

After hearing about some language barriers that at-risk populations are facing when coming to Maine, we are going to have our CPS handouts and materials translated into various languages and sent out to our distribution, inspection sites and other various agencies for distribution.

Child Safety Seats (CSS) Inspection and Distribution for Income Eligible Families

Project Description (incl. Location and Affected Communities): 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 800 seats to income eligible children in FFY2026 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. At-risk communities are the rural towns throughout the State of Maine. Essential services are provided in larger towns/cities where smaller at-risk communities seek services. After learning about some of the barriers that the at-risk populations are facing, we are allowing all distribution sites to conduct appointments and education at families' homes, instead of having them come to a specific agency. By doing so, we can "meet people where they are" and provide this service in an easier, less stressful way and help alleviate some barriers that we are seeing in Maine.

The MeBHS and our partners plan the below number of inspection sites and events:
Population Served – Urban: 20
Population Served – Rural: 14
Population Served – At- Risk: 20
The State's distribution partner sites conduct outreach in their own communities as well.

This project will also include some necessary inspection stations and technician supplies and educational materials required for distribution if pre-approved by MeBHS.

Distribution sites and Inspection Stations can be found on the MeBHS website.

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	CR26-001
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405b (10%) / 402
Eligible Use of Funds	1300.21/23USC 402
GTS Voucher Coding	M1CSS/MIPE/MICPS/B1CPS_US/M2CSS/M2PE/M2CPS/B2CPS_US/402CR/
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)
Our distribution and inspection sites will distribute any new handouts and materials that have been translated into other various other languages based on priority of non-English languages most frequently spoke.

Older/Senior Driver Program Area

Maine Mature Drivers Project

Project Description (incl. Location and Affected Communities): MeBHS, in partnership with GeroPsych Maine LLC, will educate clinicians, doctors, physicians, caregivers, senior drivers, and their families, at various locations across the State of Maine. This education will address medical-function fitness to drive safely, driver licensing and medical review processes in the State of Maine, and alternative mobility options and transition planning for people who are no longer medically fit to drive. Together, these outreach objectives are intended to bridge a critical gap between public understandings of the driving privilege in advancing age with the interests of the State to support roadway safety AND continued mobility for those required to retire from driving. Because this effort will include in-person training across various locations within the State of Maine, travel, planning and administrative costs are parts of this project. Dr. Tom Meuser will develop partnerships with statewide, regional, and local organizations which serve older adults (e.g., Maine's five Area Agencies on Aging (AAA); UMaine Lifelong Communities Project; AARP Age-Friendly Communities). He will coordinate with these partners to offer 36 presentations (most local, in-person; Zoom for some professional audiences) on driving fitness in aging and planning for driving retirement when needed (i.e., slides, video, handouts, audience participation, discussion). These presentations will be targeted around the state, with at least 3 occurring in each of the five AAA regions (see http://www.maine4a.org/service.html). Dr. Meuser will conduct outreach among these and other partners, participate in meetings, engage in event planning, develop and support dissemination of necessary materials (including marketing), and then travel to execute each training session and evaluate impact (i.e., through a brief participant survey). Local social service professionals will also be invited.

Countermeasure Strategy	Decrease Senior/Older Driver Fatalities
Project Agreement Number	OD26-001
Amendment to Add Project Numbers	No
Subrecipient(s)	GeroPsych Maine LLC
Organization Type	LLC
Federal Funding Source(s)	402
Eligible Use of Funds	NHTSA Guideline #13 IV
GTS Voucher Coding	402OD
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)

This project was new in the year FFY2025 and was a highly successful program. MeBHS received much positive feedback from attendees and had members of the public and other partners reaching out to attend a class and collaborate with Dr. Meuser. MeBHS is looking to increase the number of classes from last FFY to 36.

Pedestrian and Bicyclist Program Area

Pedestrian and Motor Vehicle Enforcement and Education Program

Project Description (incl. Location and Affected Communities): 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 crashes, injuries, 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 who 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.

Countermeasure Strategy	Decrease Pedestrian and Bicyclist Fatalities
Project Agreement Number	PS26-001 to PS26- TBD
Amendment to Add Project Numbers	Yes
Subrecipient(s)	TBD- Various State, Municipal, and County Law Enforcement Agencies (see list of potential subrecipients on pages 75-78)
Organization Type	Municipal and County Law Enforcement Agencies
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC 402
GTS Voucher Coding	402PS
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)

The FFY2024 Annual Report indicated that Maine is on target to meet the pedestrian fatality target as we have seen a year-to-year drop. Even with the drop we still have work to do with preventing that number from rising again. Recently we have seen a shift to seeing more fatalities occur in urban areas, during the daytime, and when a pedestrian was not using a marked crosswalk. We will continue to look for ways to expand our dedicated enforcement and education efforts and will continue to work closely with the MaineDOT bike/ped coordinator and other municipal planning organizations as they implement their Vision Zero or Safe Street Audits. This includes possibly working with a marketing agency to conduct focus groups to help shape new pedestrian safety messaging. They will be able to hear firsthand from the community on how and where to reach our target audience. We will also encourage our law enforcement partners to conduct community education.

The MaineDOT and BHS VRU Safety Assessment from 2023 continue to guide these projects.

Planning and Administration Program Area

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.

MeBHS will also fund activities related to researching and implementing a new grants management system as well as a new data analysis system. The grant management system will replace our current system, which is in the process of being phased out with limited resources and support. The data analysis system would allow all data from both in-house and national databases into one system to increase efficiency and effectiveness of the data pulling and analysis process.

To continue to work toward our goal of decreasing and eliminating motor vehicle related road deaths in Maine, MeBHS is looking to host a one or two-day Maine Traffic Safety Summit. The summit will connect highway safety partners who are bringing awareness to the growing issue of traffic safety related fatalities. This summit will feature experts from around the country to discuss and educate attendees regarding best practices and national trends. By combining multiple program areas, the summit encourages professionals to network and learn about other highway safety topics that they might be interested in. The summit is anticipated to generate a significant amount of earned media, and the after-event survey will be used to provide useful recommendations for ongoing annual safety summits in Maine. We also plan to create and include a formal law enforcement/traffic safety recognition program to reward our partners for their exceptional efforts in reducing traffic safety related crashes and fatalities.

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	PA26-001
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)	No
Promised Project?	No

1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not):

No adjustments to P&A strategy are needed.

Speed and Police Traffic Services Safety Program Area

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. This program will also incur costs relating to sending instructor(s) to the Institute of Police Technology and Management (IPTM) Instructor Development Training. The purpose of this training is to gather new materials and understand new developments for the electronic speed measurement device (ESMD). These materials will then be used to improve the training and curriculum in Maine. All Law Enforcement Officers will benefit from this training as the curriculum is taught to every Law Enforcement Officer that goes through the Basic Law Enforcement Training Program at the Maine Criminal Justice Academy.

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	PT26-001
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402/405b flexed to 402/405d flexed to 402/ 405e Flexed to 402
Eligible Use of Funds	23 USC 402/ 1300.21 (g)(2)/1300.23(i)(2)(ii)/1300.24(f)(3)
GTS Voucher Coding	402PT/M1*PT/FDL*PT/M8*PT/B8A*PT/B8L*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)

There are no current changes to this countermeasure. MeBHS is actively engaging in training, education, monitoring etc., for coordinators to serve the communities statewide.

Law Enforcement Liaison Services & Activities

Project Description (incl. Location and Affected Communities): The Law Enforcement Liaison's promote the ongoing work of the highway safety office by interacting with Maine's law enforcement Agencies and key supporting partners to encourage increased participation in HVE campaigns during the federal fiscal year. Our LEL's provide data collection resources to Maine's law enforcement to better identify problem areas in their communities where evidence bases countermeasures can be used to make these areas safer for all roadway users.

Our LEL's continue to promote specialized training (SFST, ARIDE, DRE, and the Law Enforcement Phlebotomy program) soliciting input from MeBHS for grant funding opportunities to support those programs.

Countermeasure Strategy	Decrease speed-related motor vehicle fatalities through implementation and support of successful enforcement program using Uniform Guideline #15.
Project Agreement Number	PT26-002
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration of Service Contract
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402/405b flexed to 402/405d flexed to 402/405e Flexed to 402
Eligible Use of Funds	23 USC 402/ 1300.21(g)(2)/1300.23(i)(2)(ii)/1300.24(f)(3)
GTS Voucher Coding	402PT/M1*PT/FDL*PT/M8*PT/B8A*PT/B8L*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)

There are currently two LEL's for FFY2026 who are working collaboratively to promote specialized training with local and State law enforcement offices, as well as helping them identify problems within those communities and supporting our LE partners to help encourage their participation. There are no current changes to this countermeasure because the two LEL's are actively working collaboratively to promote trainings with various partners.

Speed 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	SC26-001 to SC26-TBD
Amendment to Add Project Numbers	Yes
Subrecipient(s)	TBD- Various State, Municipal, and County Law Enforcement Agencies (see list of potential subrecipients on pages 75-78)
Organization Type	State, Municipal, and County Law Enforcement Agencies
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC 402
GTS Voucher Coding	402SC
Amount of Federal Funds	$600,000.00
Planning and Administration? (if applicable)	No
Promised Project?	No

1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)

Currently, there are no changes to the Countermeasure Strategies for this program. MeBHS is continuously working in conjunction with local and State law enforcement agencies to decrease the speed-related vehicle fatalities and serious injury crashes.

Traffic Records Systems Program Area

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 and an update to the State Traffic Records Inventory (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	TR26-001
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration and Contract Administration
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402/405b flexed to 402/405d flexed to 402/ 405e flexed to 402
Eligible Use of Funds	23 USC 402/ 1300.21(2)(ii)/1300.23(2)/1300.24(3)
GTS Voucher Coding	402TR/M1*TR/FDL*TR/M8*TR/B8A*TR/B8L*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):

No strategy adjustment for program management is necessary.

Maine Crash Reporting System (MCRS)

Project Description (incl. Location and Affected Communities): The Maine Crash Reporting System (MCRS) statewide crash repository is consolidated in a Microsoft SQL Server database hosted by Maine Office of Information Technology with data governance ownership being the Maine Department of Public Safety.

Maine has achieved 100% electronic crash reporting to the State and paper reports are no longer accepted, a goal that many other states continue to strive to achieve. The MCRS web portal provides dashboards including statistics and logging that provide useful information to the systems administrators to track performance of the statewide system. Crash data is collected by either the MCRS client system that is installed at an agency or an agency's RMS system (currently TriTech/IMC is the only RMS vendor with a compliant crash module). Both systems use the same validation rules and schema to transmit xml data to the state portal.

These dashboards include days since an agency last uploaded crash data to the portal, average number of days for each agency to upload, and average number of days to upload statewide (across all agencies). Additionally, the portal provides standard pre-built reports as well as ad-hoc reporting capabilities.

Crash data collected in MCRS is shared with the Maine Department of Transportation (MaineDOT) and with local law enforcement agencies and traffic safety professionals via the MCRS web portal. The portal allows for crash report tracking, and error and rejection handling. The crash system has many strong validation rules and edit checks in place to ensure the accuracy, completeness, and timeliness of crash reports. The MCRS has undergone significant enhancements to improve functionality, security, and data accuracy and we continue to look for opportunities to integrate with other systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

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, create message switch interfaces, 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.

The State of Maine TRCC reviews emerging trends and the national MMUCC guidelines to determine if the crash form needs updating. The TRCC's process for updating the crash form is to convene the Crash Form Design working group of the TRCC that includes various crash data stakeholders. This working group decides on new and

deleted crash data elements, approves the crash form modifications, and forwards the recommendations to the Maine Department of Public Safety for implementation and updating of data collection systems.

Additional details regarding planned enhancements are in the Traffic Records Strategic Plan. The system is used statewide and includes all affected communities.

Countermeasure Strategy	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	TRC26-001
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)

Adjustments to this project are made each year when the TRCC prioritizes and votes on the most important elements for upgrade or change. We review the latest Advisory and Assessment to determine which enhancements will result in the most improvements for all users.

Maine eCitation System

Project Description (incl. Location and Affected Communities): The Maine Department of Public Safety (DPS) has deployed an electronic citation data collection client (i.e., Maine eCitation) that allows Maine State Police, county, and municipal local law enforcement agency to issue electronic traffic infraction citations and automatically transmit them to the Maine DPS eCitation repository. Once in the repository, the electronic citations are periodically transmitted (every 15 minutes) to the Maine Judicial Branch, Violation Bureau's Secure FTP (SFTP) site for processing by the Maine Judicial Branch's Odyssey Court Case Management System. The eCitation client also includes modules to collect eWarning traffic stop information and eStop (racial profiling traffic stop) data. Enhancements planned are detailed in the Traffic Records Strategic Plan and include court requested enhancements, developing security infrastructure, completing reporting and analysis functionality to provide reports to other users such as Highway Safey and creating message switch interfaces. 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	TRC26-001
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 402/1906
Eligible Use of Funds	1300.22(d) and/or 1300.24(d)(3)/1300.29
GTS Voucher Coding	M3DA and/or M8*TR B3DSA; B3C; B3MUC and/or M8*TR/ F1906CMD
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)

Maine is still trying to encourage all agencies to utilize the eCitation system eventually negating the need for paper citations. We have revisited helping agencies to come onboard by reinstating a project for providing in-cruiser printer assistance, and by allowing for collection of warnings and racial profiling stop data.

Maine eCitation In-Cruiser Printer Procurement

Added Project Description (incl. Location and Affected Communities): This project will supply funding to support utilization of the eCitation system by assisting law enforcement agencies with procurement of necessary in-cruiser printers (and related necessary components and supplies) in a one-time purchase. Currently agencies do not have the means to procure the printers required for using the system and are therefore opting to continue to use paper citations. In addition to increasing accessibility, this project also increases the timeliness and accuracy of citation data by eliminating the mailing of paper citations to the Violations Bureau and replacing it with an immediate electronic upload. This project would also allow these agencies accessibility to the eWarning and eStop components of the eCitation system for both issuing electronic warnings and allowing for accurate and timely recording of mandated driver demographic data.

Countermeasure Strategy	Increase accessibility to traffic records data through data collection in database and public access
Project Agreement Number	TR26-025-TBD
Amendment to Add Project Numbers	Yes
Subrecipient(s)	MeBHS Contract Administration
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC 402/1300.22(d) and/or 1300.22(d)(3)
GTS Voucher Coding	402TR
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)

No strategy adjustment needed for FFY2026. Maine is still trying to encourage all agencies to utilize the eCitation system eventually negating the need for paper citations.

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	TRC26-001
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)

This tool is very popular with the public, other local transportation agencies, news reporters and other subrecipients to help them understand the crash problem in their area. No adjustments to strategy are needed.

Maine BHS Data Warehouse

Project Description (incl. Location and Affected Communities): Continue 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 analyst, 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 power 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	TRC26-001
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 from 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)

No adjustments for FFY2026 necessary because work is on-going to add data to the warehouse.

Young Driver Program Area

MeBHS and MeBMV Driver Education Training Summit

Project Description (incl. Location and Affected Communities): 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 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 FFY2022 in Augusta. Other locations included Bangor and Portland. The FFY2025 event is scheduled for September in Auburn. The FFY2026 event has not been scheduled yet but will likely be held in the Portland area. This training is available to all Driver Educators statewide and includes all affected communities.

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	DE26-001
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS or Maine Bureau of Motor Vehicles
Organization Type	State Agency
Federal Funding Source(s)	402/405b flexed to 402/405d flexed to 402/405e flexed to 402
Eligible Use of Funds	23 USC 402/1300.21/1300.23/1300.24
GTS Voucher Coding	402DE/M1*DE/FDL*DE/M8*DE/B8A*DE/B8L*DE
Amount of Federal Funds	$50000.00
Planning and Administration? (if applicable)	No
Promised Project?	No

1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)

No adjustments to strategy are needed as the summit attendance is increasing year after year, and we have received excellent feedback. Attendee feedback and attendance numbers indicate southern or central Maine are the preferred choices for location.

Choices Matter-Rule the Road- Young Driver and Community Outreach Program

Project Description (incl. Location and Affected Communities): 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 involves 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.

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	TSP26-001
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS contract administration
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402/405b flexed to 402/405d flexed to 402/405e flexed to 402
Eligible Use of Funds	USC 23 402/1300.21/1300.23/1300.24(d)(3)
GTS Voucher Coding	402TSP/M1*TSP/FDL*TSP/M8*TSP/B8A*TSP/B8L*TSP
Amount of Federal Funds	$680,000.00
Planning and Administration? (if applicable)	No
Promised Project?	No.

1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)

The FY2024 annual report indicated that Maine was not on target to meet the Young Driver performance measure. To encourage more participation, engagement, and feedback from young drivers, we have elected to continue utilizing the Safe Roads Challenge component of the Choices Matter Program. The subrecipient works directly with young drivers and collects feedback from participants and host schools regarding success of the program. No strategy adjustments are needed at this time, but feedback is ongoing and adjustments and changes to programming will be made during the FFY as the project is implemented.

Potential Subrecipients for Distracted Driving, Impaired Driving, Occupant Protection, Pedestrian, Speed, Traffic Safety Education Grants

Androscoggin County Sheriff's Office	Androscoggin County	Androscoggin County
Aroostook County Sheriff's Office	Aroostook County	Aroostook County
Ashland Police Department	Ashland	Aroostook County
Auburn Police Department	Auburn	Androscoggin County
Augusta Police Department	Augusta	Kennebec County
Bangor Police Department	Bangor	Penobscot County
Bar Harbor Police Department	Bar Harbor	Hancock County
Bath Police Department	Bath	Sagadahoc County
Baileyville Police Department	Baileyville	Washington County
Belfast Police Department	Belfast	Waldo County
Berwick Police Department	Berwick	York County
Biddeford Police Department	Biddeford	York County
Boothbay Harbor Police Department	Boothbay Harbor	Lincoln County
Brewer Police Department	Brewer	Penobscot County
Bridgton Police Department	Bridgton	Cumberland County
Brunswick Police Department	Brunswick	Cumberland County
Bucksport Police Department	Bucksport	Hancock County
Buxton Police Department	Buxton	York County
Calais Police Department	Calais	Washington County
Camden Police Department	Camden	Knox County
Cape Elizabeth Police Department	Cape Elizabeth	Cumberland County
Caribou Police Department	Caribou	Aroostook County
Carrabassett Valley Police Department	Carrabassett Valley	Franklin County
Clinton Police Department	Clinton	Kennebec County
Cumberland County Sheriff's Office	Cumberland County	Cumberland County
Cumberland Police Department	Cumberland	Cumberland County
Damariscotta Police Department	Damariscotta	Lincoln County
Dexter Police Department	Dexter	Penobscot County
Dover Foxcroft Police Department	Dover Foxcroft	Piscataquis County
East Millinocket Police Department	East Millinocket	Penobscot County
Eliot Police Department	Eliot	York County
Eastport Police Department	Eastport	Washington County
Ellsworth Police Department	Ellsworth	Hancock County

Fairfield Police Department	Fairfield	Somerset County
Falmouth Police Department	Falmouth	Cumberland County
Farmington Police Department	Farmington	Franklin County
Fort Fairfield Police Department	Fort Fairfield	Aroostook County
Fort Kent Police Department	Fort Kent	Aroostook County
Franklin County Sheriff's Office	Franklin County	Franklin County
Freeport Police Department	Freeport	Cumberland County
Fryeburg Police Department	Fryeburg	Oxford County
Gardiner Police Department	Gardiner	Kennebec County
Gorham Police Department	Gorham	Cumberland County
Gouldsboro Police Department	Gouldsboro	Hancock County
Greenville Police Department	Greenville	Piscataquis County
Hallowell Police Department	Hallowell	Kennebec County
Hampden Police Department	Hampden	Penobscot County
Hancock County Sheriff's Office	Hancock County	Hancock County
Holden Police Department	Holden	Penobscot County
Houlton Police Department	Houlton	Aroostook County
Islesboro Law Enforcement Department	Islesboro	Waldo County
Jay Police Department	Jay	Franklin County
Kennebec County Sheriff's Office	Kennebec County	Kennebec County
Kennebunk Police Department	Kennebunk	York County
Kennebunkport Police Department	Kennebunkport	York County
Kittery Police Department	Kittery	York County
Knox County Sheriff's Office	Knox County	Knox County
Lewiston Police Department	Lewiston	Androscoggin County
Lincoln County Sheriff's Office	Lincoln County	Lincoln County
Lincoln Police Department	Lincoln	Penobscot County
Lisbon Police Department	Lisbon	Androscoggin County
Livermore Falls Police Department	Livermore Falls	Androscoggin County
Machias Police Department	Machias	Washington County
Madawaska Police Department	Madawaska	Aroostook County
Maine State Police	Maine	Statewide
Maine Warden Service	Maine	Statewide
Maine Capitol Police	Maine	Statewide
Mechanic Falls Police Department	Mechanic Falls	Androscoggin County
Mexico Police Department	Mexico	Oxford County
Milbridge Police Department	Milbridge	Washington County
Milo Police Department	Milo	Piscataquis County
Monmouth Police Department	Monmouth	Kennebec County

Mount Desert Police Department	Mount Desert	Hancock County
North Berwick Police Department	North Berwick	York County
Newport Police Department	Newport	Penobscot County
Norway Police Department	Norway	Oxford County
Oakland Police Department	Oakland	Kennebec County
Ogunquit Police Department	Ogunquit	York County
Old Orchard Beach Police Department	Old Orchard Beach	York County
Old Town Police Department	Old Town	Penobscot County
Orono Police Department	Orono	Penobscot County
Oxford County Sheriff's Office	Oxford County	Oxford County
Oxford Police Department	Oxford	Oxford County
Paris Police Department	Paris	Oxford County
Penobscot County Sheriff's Office	Penobscot County	Penobscot County
Phippsburg Police Department	Phippsburg	Sagadahoc County
Piscataquis County Sheriff's Office	Piscataquis County	Piscataquis County
Pittsfield Police Department	Pittsfield	Somerset County
Portland Police Department	Portland	Cumberland County
Presque Isle Police Department	Presque Isle	Aroostook County
Rangeley Police Department	Rangeley	Franklin County
Richmond Police Department	Richmond	Sagadahoc County
Rockland Police Department	Rockland	Knox County
Rockport Police Department	Rockport	Knox County
Rumford Police Department	Rumford	Oxford County
Sabattus Police Department	Sabattus	Androscoggin County
Saco Police Department	Saco	York County
Sagadahoc County Sheriff's Office	Sagadahoc County	Sagadahoc County
Sanford Police Department	Sanford	York County
Scarborough Police Department	Scarborough	Cumberland County
Searsport Police Department	Searsport	Waldo County
Skowhegan Police Department	Skowhegan	Somerset County
Somerset County Sheriff's Office	Somerset County	Somerset County
South Portland Police Department	South Portland	Cumberland County
Southwest Harbor Police Department	Southwest Harbor	Hancock County
Stockton Springs Police Department	Stockton Springs	Waldo County
Topsham Police Department	Topsham	Sagadahoc County
Thomaston Police Department	Thomaston	Knox County
South Berwick Police Department	South Berwick	York County
University of Southern Maine Gorham Police Department	University of Southern Maine Gorham	Cumberland County
Vassalboro Police Department	Vassalboro	Kennebec County

Veazie Police Department	Veazie	Penobscot County
Waldo County Sheriff's Office	Waldo County	Waldo County
Waldoboro Police Department	Waldoboro	Lincoln County
Washington County Sheriff Office	Washington County	Washington County
Washburn Police Department	Washburn	Aroostook County
Waterville Police Department	Waterville	Kennebec County
Wells Police Department	Wells	York County
Westbrook Police Department	Westbrook	Cumberland County
Wilton Police Department	Wilton	Franklin County
Windham Police Department	Windham	Cumberland County
Winslow Police Department	Winslow	Kennebec County
Winthrop Police Department	Winthrop	Kennebec County
Winter Harbor Police Department	Winter Harbor	Hancock County
Wiscasset Police Department	Wiscasset	Lincoln County
Yarmouth Police Department	Yarmouth	Cumberland County
York County Sheriff's Office	York County	York County
York Police Department	York	York County

1300.12(b)

(3) Complete and submit applications for any of the optional Section 405/Section 1906 grants per Appendix B

Section 405b – 1300.21 Occupant Protection Grants

- Attached Occupant Protection Strategic Plan

-405b supporting documentation:

Maine's Population by County- 2024

Rank	County	2024
1	Cumberland County	313,809
2	York County	220,143
3	Penobscot County	156,840
4	Kennebec County	128,461
5	Androscoggin County	115,272
6	Aroostook County	66,776
7	Oxford County	60,039
8	Hancock County	56,946
9	Somerset County	51,338
10	Knox County	40,981
11	Waldo County	40,617
12	Sagadahoc County	37,582
13	Lincoln County	36,491
14	Washington County	31,383
15	Franklin County	30,902
16	Piscataquis County	17,432

Section 405c – 1300.22 Traffic Safety Information System Improvement Grants

Attached Traffic Records Strategic Plan

-405c supporting documentation:

5.1 Traffic Records Performance Measures and Targets

5.1.1eCitation Completeness – Latitude/Longitude

Label: C-C-2
Status of Improvement: Demonstrated Improvement
Related Project/System: Maine eCitation
Narrative

Maine will improve the completeness of the eCitation system as measured in terms of:

The percentage of electronic citations with Latitude and Longitude values entered by the Officer.

The result is an increase in completeness of 3.93%. The target for the next period is 26%.

Measurements

Start Date	End Date	Lat/Long Entered	Total Citations	Completeness (%)	Target (%)
April 1, 2018	March 31, 2019	150	2,905	5.16%	
April 1, 2019	March 31, 2020	618	9,199	6.72%	Not set
April 1, 2020	March 31, 2021	1,593	12,577	12.66%	7%
April 1, 2021	March 31, 2022	3,433	19,572	17.54%	14%
April 1, 2022	March 31, 2023	5,295	22,184	22.86%	19%
April 1, 2023	March 31, 2024	6,318	25,173	25.09%	24%
April 1, 2024	March 31, 2025	9,604	33,098	29.02%	25%
April 1, 2025	March 31, 2026				26%

Supporting Materials (Backup)

Current


```
SQLQuery1.sql - W...WMeCitation (64))*    ⊟  ×
 1 ⊟select count(*) as NUMBER_CITATIONS_WITH_LATLONG
 2  from Citations c
 3  inner join locations l on c.Id = l.id
 4  where documentcreationdate between '04/01/2024' and '03/31/2025'
 5    and documentreceiveddate < '04/30/2025'
 6    and l.Latitude > 0   and l.Longitude < 0;
 7
 8 ⊟select count(*) as NUMBER_CITATIONS
 9  from citations
10  where documentcreationdate between '04/01/2024' and '03/31/2025'
11    and documentreceiveddate < '04/30/2025';
12
```

89 %

Results | Messages

	NUMBER_CITATIONS_WITH_LATLONG
1	9604

	NUMBER_CITATIONS
1	33098

Baseline


```
SQLQuery8.sql - W-...liam.Wheeler (153))*  ⊟ × SQLQuery7.sql - W-...lliam.Wheeler (71))*      SQLQuery6.sql - W-...liam.Wheeler (147))
⊟select count(*) as NUMBER_CITATIONS_WITH_LATLONG from Citations c
   inner join locations l on c.Id = l.id
   where documentcreationdate between '04/01/2023' and '03/31/2024' and documentreceiveddate < '04/30/2024' and l.Latitude > 0 and l.Longitude < 0;
```

100 %

Results | Messages

	NUMBER_CITATIONS_WITH_LATLONG
1	6318

```
SQLQuery9.sql - W-...lliam.Wheeler (81))*  ⊟ × SQLQuery8.sql - W-...liam.Wheeler (153))*      SQLQuery7.sql - W-...lliam.Wheeler (71))*        SQLQuery6.sql - W-...
⊟select count(*) as NUMBER_CITATIONS
   from citations where documentcreationdate between '04/01/2023' and '03/31/2024' and documentreceiveddate < '04/30/2024';
```

100 %

Results | Messages

	NUMBER_CITATIONS
1	25173

Query Text:

select count(*) as NUMBER_CITATIONS_WITH_LATLONG from Citations cinner join locations l on c.Id = l.id
where documentcreationdate between '04/01/2024' and '03/31/2025' and documentreceiveddate < '04/30/2025'   and l.Latitude > 0   and l.Longitude < 0; select count(*) as NUMBER_CITATIONS from citations where documentcreationdate between '04/01/2024' and '03/31/2025'   and documentreceiveddate < '04/30/2025';

5.1.2eCitation Timeliness – Maine Violations Bureau

Label: C/A-T-1
Status of Improvement: Demonstrated Improvement
Related Project/System: Maine eCitation

Narrative

Maine will improve the Timeliness of the eCitation system as measured in terms of:

The average number of days from when the citation is issued to the time the citation is entered into the Maine Violations Bureau data system within a period determined by the State.

The state will show measurable progress using the following method: The average number of days from when the citation is issued to the time the citation is entered into the court citation database using a baseline period and a current period.

The result is an improvement in timeliness of 1.6 days. The target for the next period is 3.5 days.

Measurements

Start Date	End Date	Paper Citations	Electronic Citations	Total Citations	Avg Number of Days	Target (Days)
April 1, 2019	March 31, 2020	51,548	9,199	60,747	6.3	Not set
April 1, 2020	March 31, 2021	25,222	12,609	37,831	5.2	Not set
April 1, 2021	March 31, 2022	24,790	19,605	44,395	4.0	5
April 1, 2022	March 31, 2023	20,987	22,297	43,284	3.9	3.8
April 1, 2023	March 31, 2024	20,833	25,258	46,091	3.9	3.7
April 1, 2024	March 31, 2025	15,649	33,247	48,896	2.3	3.6
April 1, 2025	March 31, 2026					3.5

Supporting Materials (Backup)

```
SELECT VB_BIHEADER.CitationTimestamp, Int([CitationTimestamp]) AS CitationTimestampDate, VB_BIHEADER.TicketDate,
([CitationTimestampDate])-[TicketDate] AS DaysUntilEntered, Year([CitationTimestamp]) AS CalendarYear,
Month([CitationTimestamp]) AS CalendarMonth, IIf([CalendarMonth]<4,"04/" & [CalendarYear]-1 & " - 03/" & [CalendarYear],"04/" &
[CalendarYear] & " - 03/" & [CalendarYear]+1) AS PerformanceYear, VB_BIHEADER.ECitnIndctr
FROM VB_BIHEADER
WHERE (((VB_BIHEADER.CitationTimestamp)>#1/1/2019#));
```

```
SELECT [qry Performance Metric - Days from Service To Entry - Detail].PerformanceYear, IIf([EcitnIndctr]=1,"E-citation","paper") AS
[VSAC Type], Avg([qry Performance Metric - Days from Service To Entry - Detail].DaysUntilEntered) AS AvgOfDaysUntilEntered,
Count([qry Performance Metric - Days from Service To Entry - Detail].CitationTimestamp) AS CountOfCitationTimestamp
FROM [qry Performance Metric - Days from Service To Entry - Detail]
GROUP BY [qry Performance Metric - Days from Service To Entry - Detail].PerformanceYear, IIf([EcitnIndctr]=1,"E-citation","paper");
```

```
SELECT [qry Performance Metric - Days from Service To Entry - Detail].PerformanceYear, Avg([qry Performance Metric - Days from
Service To Entry - Detail].DaysUntilEntered) AS AvgOfDaysUntilEntered, Count([qry Performance Metric - Days from Service To Entry -
Detail].CitationTimestamp) AS CountOfCitationTimestamp
FROM [qry Performance Metric - Days from Service To Entry - Detail]
GROUP BY [qry Performance Metric - Days from Service To Entry - Detail].PerformanceYear;
```

5.1.3eCitation Uniformity – Maine Violations Bureau

Label: C/A-U-2
Status of Improvement: Demonstrated Improvement
Related Project/System: Maine eCitation

Narrative

Maine will improve the Uniformity of the eCitation system as measured in terms of:

The percentage of citation records entered into the Maine Violations Bureau data system submitted with a NIEM-compliant uniform statewide schema.

The state will show measurable progress using the following method: The percentage of citation records entered into the Maine Violations Bureau database with NIEM-compliant uniform statewide schema using a baseline period and a current period.

The result is an improvement in uniformity of 13.20 percent. The target for the next period is 54 percent.

Measurements

Start Date	End Date	Paper Citations	Electronic Citations	Total Citations	Percent NIEM-compliant	Target (%)
April 1, 2019	March 31, 2020	51,548	9,199	60,747	15.14%	Not set
April 1, 2020	March 31, 2021	25,222	12,609	37,831	33.33%	Not set
April 1, 2021	March 31, 2022	24,790	19,605	44,395	44.16%	Not set
April 1, 2022	March 31, 2023	20,987	22,297	43,284	51.51%	46%
April 1, 2023	March 31, 2024	20,833	25,258	46,091	54.80%	52%
April 1, 2024	March 31, 2025	15,649	33,247	48,896	68.00%	53%
April 1, 2025	March 31, 2026					54%

Supporting Materials (Backup)

```
SELECT VB_BIHEADER.CitationTimestamp, Int([CitationTimestamp]) AS CitationTimestampDate, VB_BIHEADER.TicketDate,
([CitationTimestampDate])-[TicketDate] AS DaysUntilEntered, Year([CitationTimestamp]) AS CalendarYear,
Month([CitationTimestamp]) AS CalendarMonth, IIf([CalendarMonth]<4,"04/" & [CalendarYear]-1 & " - 03/" & [CalendarYear],"04/" &
[CalendarYear] & " - 03/" & [CalendarYear]+1) AS PerformanceYear, VB_BIHEADER.ECitnIndctr
FROM VB_BIHEADER
WHERE (((VB_BIHEADER.CitationTimestamp)>#1/1/2019#));
```

```
SELECT [qry Performance Metric - Days from Service To Entry - Detail].PerformanceYear, IIf([EcitnIndctr]=1,"E-citation","paper") AS
[VSAC Type], Avg([qry Performance Metric - Days from Service To Entry - Detail].DaysUntilEntered) AS AvgOfDaysUntilEntered,
Count([qry Performance Metric - Days from Service To Entry - Detail].CitationTimestamp) AS CountOfCitationTimestamp
FROM [qry Performance Metric - Days from Service To Entry - Detail]
GROUP BY [qry Performance Metric - Days from Service To Entry - Detail].PerformanceYear, IIf([EcitnIndctr]=1,"E-citation","paper");
```

```
SELECT [qry Performance Metric - Days from Service To Entry - Detail].PerformanceYear, Avg([qry Performance Metric - Days from
Service To Entry - Detail].DaysUntilEntered) AS AvgOfDaysUntilEntered, Count([qry Performance Metric - Days from Service To Entry -
Detail].CitationTimestamp) AS CountOfCitationTimestamp
FROM [qry Performance Metric - Days from Service To Entry - Detail]
GROUP BY [qry Performance Metric - Days from Service To Entry - Detail].PerformanceYear;
```

5.1.4eCitation Completeness – Agency Count

Label: C/A-C-2
Status of Improvement: Demonstrated Improvement
Related Project/System: Maine eCitation

Narrative

Maine will improve the completeness of the eCitation system as measured in terms of:

The total number of agencies issuing citations electronically within a period determined by the State.

The state will show measurable progress using the following method: The number of agencies issuing electronic citations using a baseline period and a current period.

For agency counts, each Maine State Police Troop is considered an agency.

The result is an improvement in completeness of 16 agencies. The target for the next period is 68agencies.

Measurements

Start Date	End Date	Number of Agencies Issuing Citations	Number of Total Agencies	Target (Agencies)
April 1, 2018	March 31, 2019	5	162	
April 1, 2019	March 31, 2020	14	162	Not set
April 1, 2020	March 31, 2021	20	162	19
April 1, 2021	March 31, 2022	43	162	23
April 1, 2022	March 31, 2023	62	163	48
April 1, 2023	March 31, 2024	62	163	64
April 1, 2024	March 31, 2025	78	163	66
April 1, 2025	March 31, 2026			68

Backup

	Performance Period Agencies	Baseline Period Agencies
1	Augusta Police Department	Augusta Police Department
2	Bangor Police Department	Bangor Police Department
3	Bar Harbor & Mount Desert Police Department	Bar Harbor & Mount Desert Police Department
4	Bath Police Department	Bath Police Department
5	Belfast Police Department	
6	Berwick Police Department	Berwick Police Department
7	Biddeford Police Department	Biddeford Police Department
8	Boothbay Harbor Police Department	Boothbay Harbor Police Department
9	Brewer Police Department	Brunswick Police Department
10	Brunswick Police Department	Bucksport Police Department
11	Bucksport Police Department	
12	Buxton Police Department	
13	Camden Police Department	Camden Police Department
14	Cape Elizabeth Police Department	Cape Elizabeth Police Department
15	Caribou Police Department	Caribou Police Department
16	Cumberland County Sheriffs Dept	Cumberland County Sheriffs Dept
17	Cumberland Police Department	Cumberland Police Department
18	Dexter Police Department	Dexter Police Department
19	Eliot Police Department	Eliot Police Department
20	Ellsworth Police Department	Ellsworth Police Department
21	Fairfield Police Department	Fairfield Police Department
22	Farmington Police Department	Farmington Police Department
23	Fort Fairfield Police Department	Fort Fairfield Police Department
24	Franklin County Sheriffs Department	Franklin County Sheriffs Department
25	Gardiner Police Department	Gardiner Police Department
26	Gorham Police Department	Gorham Police Department
27	Hampden Police Department	
28	Hancock County Sheriffs Department	
29	Holden Police Department	Holden Police Department
30	Jay Police Department	
31	Kennebunk Police Department	
32	Knox County Sheriffs Department	Knox County Sheriffs Department
33	Lisbon Police Department	
34	Maine State Police Administration	Maine State Police Administration
35	Maine State Police Barracks Central	Maine State Police Barracks Central
36	Maine State Police Barracks North	Maine State Police Barracks North
37	Maine State Police Barracks South	Maine State Police Barracks South
38	Maine State Police Interstate	Maine State Police Interstate
39	Maine State Police Traffic Division	Maine State Police Traffic Division
40	Maine State Police Troop F	Maine State Police Troop F
41	Maine State Police Troop G	Maine State Police Troop G
42	Maine State Police Troop K	Maine State Police Troop K
43	Major Crimes North	
44	Major Crimes South	
45	Mechanic Falls Police Department	Mechanic Falls Police Department
46	Monmouth Police Department	Monmouth Police Department
47	North Berwick Police Department	North Berwick Police Department
48	Ogunquit Police Department	
49	Old Orchard Beach Police Department	Old Orchard Beach Police Department
50	Old Town Police Department	Old Town Police Department
51	Orono Police Department	
52	Portland Police Department	Portland Police Department
53	Presque Isle Police Department	Presque Isle Police Department
54	Rockland Police Department	
55	Rockport Police Department	Rockport Police Department
56	Sabattus Police Department	Sabattus Police Department
57	Saco Police Department	
58	Sagadahoc County Sheriffs Dept	Sagadahoc County Sheriffs Dept
59	Sanford Police Department	
60	Scarborough Police Department	Scarborough Police Department
61	Somerset County Sheriffs Department	Somerset County Sheriffs Department
62	SOS-BMV Enforcement Services Division	
63	South Portland Police Department	South Portland Police Department
64	Southwest Harbor Police Department	
65	Stockton Springs Police Department	Stockton Springs Police Department
66	Thomaston Police Department	
67	Topsham Police Department	Topsham Police Department
68	Veazie Police Department	Veazie Police Department
69	Wells Police Department	Wells Police Department
70	Westbrook Police Department	Westbrook Police Department
71	Wilton Police Department	Wilton Police Department
72	Windham Police Dept	Windham Police Dept
73	Winslow Police Department	Winslow Police Department
74	Winthrop Police Department	Winthrop Police Department
75	Wiscasset Police Department	Wiscasset Police Department
76	Yarmouth Police Department	Yarmouth Police Department
77	York County Sheriffs Department	York County Sheriffs Department
78	York Police Department	York Police Department
		Agencies with Citations in Baseline period but no citation in performance period:
		Maine State Police Troop C
		Phippsburg Police Department

5.1.5eCitation Completeness – Officer User Count

Label: C/A-C-2
Status of Improvement: Demonstrated Improvement
Related Project/System: Maine eCitation

Narrative

Maine will improve the completeness of the eCitation system as measured in terms of:

The total number of officer accounts in Maine eCitation.

The state will show measurable progress using the following method: The number of officer accounts in Maine eCitation for the baseline period compared to the current period.

The result is an improvement in completeness of 722 officer users. The target for the next period is 1,120 officer users.

Measurements

Start Date	End Date	Officer User Count	Target
April 1, 2017	March 31, 2018	11	
April 1, 2018	March 31, 2019	77	
April 1, 2019	March 31, 2020	320	Not set
April 1, 2020	March 31, 2021	412	380
April 1, 2021	March 31, 2022	823	450
April 1, 2022	March 31, 2023	1,088	850
April 1, 2023	March 31, 2024	1,397	1,100
April 1, 2024	March 31, 2025	2,119	1,110
April 1, 2025	March 31, 2026		1,120

Supporting Materials (Backup)

Current

SQLQuery2.sql - W...WMeCitation (77))*   ⊣ ✕   SQLQuery1.sql - W...WMeCitation (64))*

```
1   select count(*) from users where isofficer = 1 and created <= '03/31/2025'
```

118 %
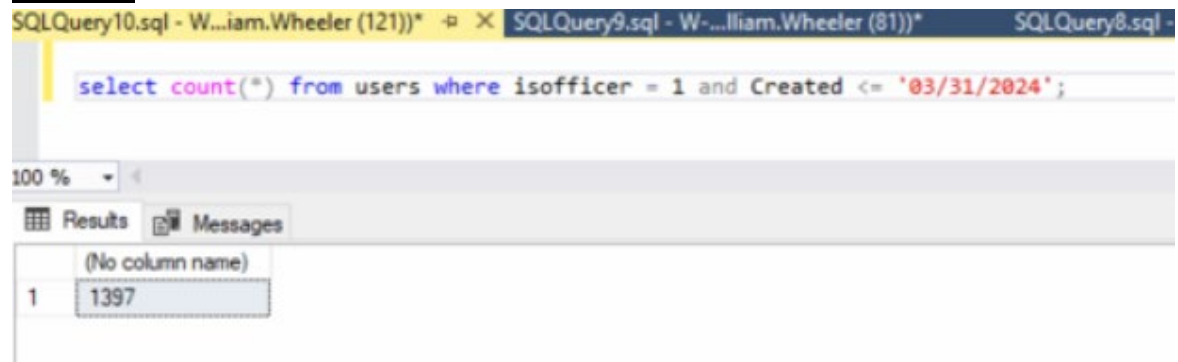
Results | Messages

(No column name)
1	2119

Baseline


```sql
select count(*) from users where isofficer = 1 and Created <= '03/31/2024';
```

100 %

Results | Messages

(No column name)
1	1397

5.1.6eCitation Timeliness

Label: C/A-T-1
Status of Improvement: Demonstrated Improvement
Related Project/System: Maine eCitation

Narrative

Maine will improve the Timeliness of the eCitation system as measured in terms of:

The average number of minutes from when the citation is issued to the time the citation is uploaded into the statewide citation database within a period determined by the State.

The state will show measurable progress using the following method: The average number of minutes (or hours) from when the citation is issued to the time the citation is uploaded into the statewide citation database using a baseline period and a current performance period.

The result is an improvement in timeliness of 150 minutes. The target for the next period is 3.8 hours.

Measurements

Start Date	End Date	Total Citations	Average Number of Minutes	Target Minutes/Hrs
April 1, 2018	March 31, 2019	2,905	141 min	
April 1, 2019	March 31, 2020	9,199	7 min	Not set
April 1, 2020	March 31, 2021	12,577	23 min	6 min
April 1, 2021	March 31, 2022	19,572	43 min	22 min
April 1, 2022	March 31, 2023	22,184	135 min	40 min
April 1, 2023	March 31, 2024	25,173	180 min / 3 hrs	4 hrs
April 1, 2024	March 31, 2025	33,098	30 min	3.9 hrs
April 1, 2025	March 31, 2026			3.8 hrs

Supporting Materials (Backup)

Current


```
1   select avg(datediff(mi, DocumentCreationDate, DocumentReceivedDate)) as AVG_TIMELINESS_MINUTES
2     from Citations
3    where DocumentCreationDate between '04/01/2024' and '03/31/2025'
4      and DocumentReceivedDate < '04/30/2025';
5
```

	AVG_TIMELINESS_MINUTES
1	30

Baseline


```
select avg(datediff(mi, DocumentCreationDate, DocumentReceivedDate)) as AVG_TIMELINESS_MINUTES
  from Citations where DocumentCreationDate between '04/01/2023' and '03/31/2024' and DocumentReceivedDate < '04/30/2024';
```

	AVG_TIMELINESS_MINUTES
1	180

5.1.7 Crash Completeness

Label: C-C-02
Status of Improvement: No Improvement
Related Project/System: Maine Crash Reporting System (MCRS)

Narrative

This performance measure is based on the C-C-02 model performance measure. Maine will improve the Completeness of the Crash system as measured in terms of: The percentage of crash records with latitude and longitude values entered by the officer.

The state will show measurable progress using the following method:

Count the number of crash reports with latitude and longitude values (count only non-null and non-zero values) for all reporting agencies in the State during the baseline period and the current performance period. Then, count the total number of reports for all reporting agencies in the State for the same periods. Divide the total number of reports by the count of reports with latitude and longitude and multiply by 100 to get the percentage of reports with latitude and longitude for each period.

The numbers in this performance measure represent all crashes entered into the state crash database from all state reporting agencies.

The result is no improvement in completeness. The target for the next period is 67%.

Justification for Unmet Performance Targets

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.

Measurements

Start Date	End Date	Lat/Long Reports	Total Reports	Completeness (%)	Target (%)
April 1, 2013	March 31, 2014	23,256	37,530	61.97%	
April 1, 2014	March 31, 2015	24364	38,827	62.75%	
April 1, 2015	March 31, 2016	23,837	37,929	62.85%	
April 1, 2016	March 31, 2017	26,189	40,833	64.14%	
April 1, 2017	March 31, 2018	26,946	41,375	65.13%	
April 1, 2018	March 31, 2019	27,613	42,250	65.36%	

April 1, 2019	March 31, 2020	26,563	40,741	65.20%	66%
April 1, 2020	March 31, 2021	21,218	32,584	65.11%	66%
April 1, 2021	March 31, 2022	26,295	40,387	65.11%	66%
April 1, 2022	March 31, 2023	26,029	40,104	64.90%	66%
April 1, 2023	March 31, 2024	24,821	38,950	63.73%	66%
April 1, 2024	March 31, 2025	25,303	39,051	64.79%	66.5%
April 1, 2025	March 31, 2026				67%

Supporting Materials (Backup)

Current

select count(*) as 'Total Crashes',
SUM(case when (len(latitude)>0 and len(longitude)>0) then 1 else 0 end) 'Geocoded',
SUM(case when ((latitude is null or len(latitude)=0) and (longitude is null or len(longitude)=0)) then 1 else 0 end) 'Not Geocoded',
convert (decimal(10,2), sum(case when (len(latitude)>0 and len(longitude)>0) then 1 else 0 end) * 100/(count(*) * 1.0)) as 'Percent Geocoded'
from crashreport AS a Inner Join vMinCrashReportReceivedDate as b on a.reportingagency = b.reportingagency and a.reportnumber = b.reportnumber Inner Join refReportingAgency on a.reportingagency = refreportingagency.id
where a.CrashDate between '04/01/2024' and '03/31/2025' and b.MinReceivedDateAndTime < '04/30/2025'

Baseline

5.1.8 Crash Timeliness – Received within 5 days

Label: C-T-2
Status of Improvement: Demonstrated Improvement
Related Project/System: Maine Crash Reporting System (MCRS)

Narrative

Maine will improve the Timeliness of the Crash system as measured in terms of:

The percentage of crash reports entered into the database within 5 days after the crash.

Numbers in this performance measure represent all crashes entered into the state crash database from all state reporting agencies.

The result is an improvement in timeliness of 0.4%. The target for the next period is 88.7%.

Measurements

Start Date	End Date	Total Reports	Received within 5 days	Target (%)
April 1, 2019	March 31, 2020	40,730	87.80%	
April 1, 2020	March 31, 2021	32,578	87.69%	Not set
April 1, 2021	March 31, 2022	40,387	88.34%	88%
April 1, 2022	March 31, 2023	40,104	88.13%	88.5%
April 1, 2023	March 31, 2024	38,950	88.82%	88.5%
April 1, 2024	March 31, 2025	39,051	89.22%	88.6%
April 1, 2025	March 31, 2026			88.7%

Supporting Materials (Backup)

Current

select count(*) as 'Current Period - Crashes Received within Five Days of Crash'
from crashreport AS a
inner join vMinCrashReportReceivedDate as b on a.reportingagency = b.reportingagency and a.reportnumber
= b.reportnumber
inner join refReportingAgency on a.reportingagency = refReportingAgency.id
where a.CrashDate between '04/01/2024' and '03/31/2025'
  and b.minReceivedDateandtime < '04/30/2025'
  and datediff(DAY, a.crashdate, b.minReceivedDAteandtime) < 11;

Baseline

5.1.9 Crash Timeliness – Average

Label: C-T-1
Status of Improvement: Demonstrated Improvement
Related Project/System: Maine Crash Reporting System (MCRS)

Narrative

Maine will improve the Timeliness of the Crash system as measured in terms of:

The average number of days from the crash date to the date the crash report is entered into the crash database within a period determined by the State.

The state will show measurable progress using the following method: The average number of days from the crash date to the date the crash report is entered into the crash database using a baseline period and a current period. **Note:** Both the baseline and current periods are limited to reports entered into the database by April 30 of the baseline and current periods.

Numbers in this performance measure represent all crashes entered into the state crash database from all state reporting agencies.

The result is an improvement in timeliness of 0.33 days. The target for the next period is 5.2 days.

Measurements

Start Date	End Date	Total Reports	Average Number of Days	Target (Days)
April 1, 2012	March 31, 2013	34,271	12.1	
April 1, 2013	March 31, 2014	37,588	8.5	
April 1, 2014	March 31, 2015	38,811	7.5	
April 1, 2015	March 31, 2016	37,935	6.69	
April 1, 2016	March 31, 2017	40,833	6.48	
April 1, 2017	March 31, 2018	41,375	6.14	
April 1, 2018	March 31, 2019	42,257	11.66	
April 1, 2019	March 31, 2020	40,741	5.6	Not set
April 1, 2020	March 31, 2021	32,584	5.71	5.5
April 1, 2021	March 31, 2022	40,387	5.5	5.5
April 1, 2022	March 31, 2023	40,104	5.67	5.4
April 1, 2023	March 31, 2024	38,949	5.43	5.4
April 1, 2024	March 31, 2025	39,051	5.1	5.3
April 1, 2025	March 31, 2026			5.2

Supporting Materials (Backup)

<u>Current</u>

Performance Monitoring for all Reporting Agencies

Quick Stats

Start Date: 4/1/2023   End Date: 3/31/2024   Upload Cutoff Date: 4/30/2024   Go

Statewide Averages

Report Timeliness

5.43 Days

Approval Time

4.41 Days

Days from Approval to Upload

4.95 Days

Number of Reports

38949 Reports
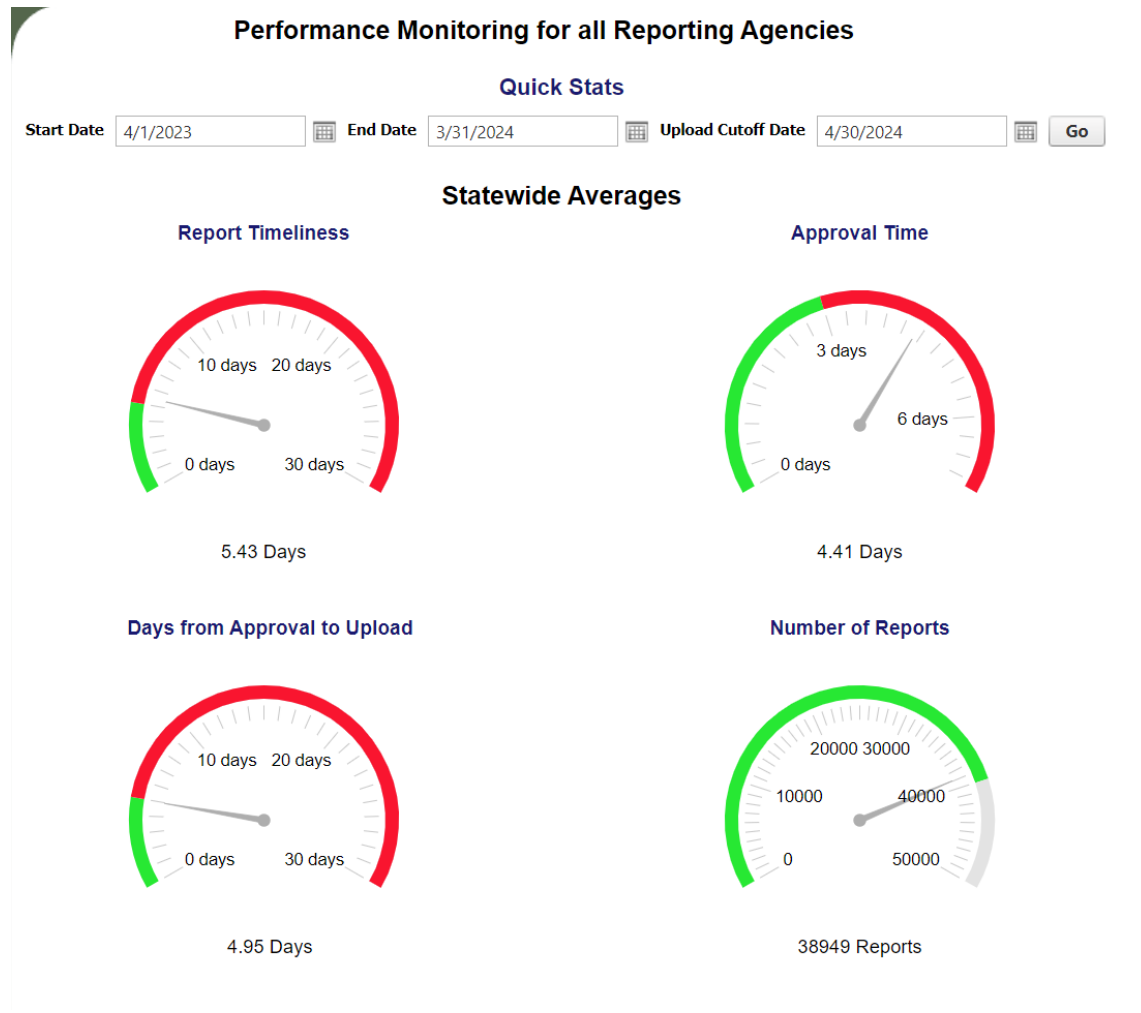
Baseline

Performance Monitoring for all Reporting Agencies

Quick Stats

Start Date 4/1/2023   **End Date** 3/31/2024   **Upload Cutoff Date** 4/30/2024   Go

Statewide Averages

Report Timeliness

5.43 Days

Approval Time

4.41 Days

Days from Approval to Upload
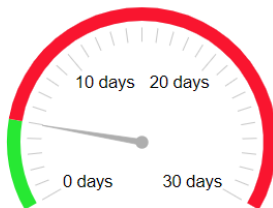
4.95 Days
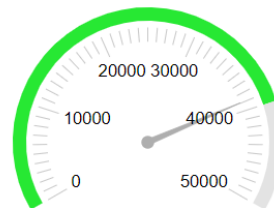
Number of Reports

38949 Reports

5.1.10 Crash Uniformity

Label: C-U-1
Status of Improvement: No Improvement
Related Project/System: Maine Crash Reporting System (MCRS)

Narrative

The number of MMUCC-compliant data elements entered into the crash database or obtained via linkage to other databases.

This Performance Measure evaluates the uniformity of the Maine Crash Reporting System by using the NHTSA MMUCC Mapping results to count the percentage of MMUCC V5 compliant crash data elements captured in the State of Maine Crash Form during the baseline period. It then compares that number to the number of MMUCC V5 compliant data elements captured in the form during the performance period.

Since NHTSA does not compile results to one percentage, but rather breaks them out by area, we are just averaging the reported percentages to simplify the comparison.

MMUCC V5 Compliance	April 1, 2017-March 31, 2018	April 1 2018 - March 31, 2019
Crash	70.70%	74.44%
Vehicle	59.09%	58.40%
Person	52.89%	56.94%
Roadway	22.92%	22.92%
Fatal Section	22.49%	22.49%
Large Vehicles & Hazardous Materials Section	24.09%	34.61%
Non-Motorist Section	40.53%	40.29%
Dynamic Data Elements	0.00%	32.20%
Average Compliance	**36.59%**	**42.79%**

Justification for Unmet Performance Targets

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

Measurements

Start Date	End Date	Percent Compliance	Target (%)
April 1, 2017	March 31, 2018	36.59%	
April 1, 2018	March 31, 2019	42.79%	
April 1, 2019	March 31, 2020	42.79%	44%
April 1, 2020	March 31, 2021	42.79%	44%
April 1, 2021	March 31, 2022	42.79%	44%
April 1, 2022	March 31, 2023	42.79%	44%
April 1, 2023	March 31, 2024	42.79%	44%
April 1, 2024	March 31, 2025	42.79%	44.1%
April 1, 2025	March 31, 2026		44.2%

Maine has determined that form revisions will drive target values for this measure.

Supporting Materials (Backup)

The following table contains the MMUCC V5 Mapping results from the NHTSA MMUCC Mapping reports.

April 1, 2017 to March 31, 2018

Maine MMUCC Mapping Scores

Total Percent Mappable for All Elements

Data Structure Name	System	Percent (%)
Maine Crash Data Standard and Crash Form	Crash	70.7 %
Maine Crash Data Standard and Crash Form	Vehicle	59.09 %
Maine Crash Data Standard and Crash Form	Person	52.89 %
Maine Crash Data Standard and Crash Form	Roadway	22.92 %
Maine Crash Data Standard and Crash	Fatal Section	22.49 %

Data Structure Name	System	Percent (%)
Form		
Maine Crash Data Standard and Crash Form	Large Vehicles & Hazardous Materials Section	24.09 %
Maine Crash Data Standard and Crash Form	Non-Motorist Section	40.53 %
Maine Crash Data Standard and Crash Form	Dynamic Data Elements	0 %

April 1, 2018 to March 31, 2019

Maine MMUCC Mapping Scores

Total Percent Mappable for All Elements

Data Structure Name	System	Percent (%)
Maine Crash Data Standard and Crash Form	Crash	74.44 %
Maine Crash Data Standard and Crash Form	Vehicle	58.4 %
Maine Crash Data Standard and Crash Form	Person	56.94 %
Maine Crash Data Standard and Crash Form	Roadway	22.92 %
Maine Crash Data Standard and Crash Form	Fatal Section	22.49 %
Maine Crash Data Standard and Crash Form	Large Vehicles & Hazardous Materials Section	34.61 %
Maine Crash Data Standard and Crash Form	Non-Motorist Section	40.29 %
Maine Crash Data Standard and Crash Form	Dynamic Data Elements	32.2 %

5.1.11 EMS Uniformity (NEMSIS 3.4)

Label: I-U-1
Status of Improvement: No Improvement
Related Project/System: MEFIRS

Narrative

Maine will improve the Uniformity of the EMS system as measured in terms of:

The percentage of records on the State EMS data file that are National Emergency Medical Service Information System 3.4 (NEMSIS)-compliant.

The state will show measurable progress using the following method:

Compare the percentage of NEMSIS 3.4 EMS reports entered during the baseline period compared to the percentage of NEMSIS 3.4 EMS reports entered during the current period.

Justification for Unmet Performance Targets

The NEMSIS 3.4 uniformity measure was retired as Maine transitioned to the NEMSIS 3.5-compliant EMS Run form. A new uniformity measure for NEMSIS 3.5 is now in place. No further changes are planned, as all EMS agencies completed the transition by April 1, 2024.

Measurements

Start Date	End Date	NEMSIS 3.4 Reports	Total Reports	NEMSIS 3.4 Compliant (%)	Target (%)
April 1, 2016	March 31, 2017	2,575	292,911	0.87%	
April 1, 2017	March 31, 2018	201,692	287,858	70.06%	
April 1, 2018	March 31, 2019	263,403	277,661	94.86%	
April 1, 2019	March 31, 2020	273,600	273,621	99.99%	99.99%
April 1, 2020	March 31, 2021	228,313	233,867	97.6%	100%
April 1, 2021	March 31, 2022	255,565	258,667	98.8%	100%
April 1, 2022	March 31, 2023	336,170	336,595	99.87%	100%

April 1, 2023	March 31, 2024	291,509	298,124	97.78%	100%
April 1, 2024	March 31, 2025	No data	No data	No data	100%
April 1, 2025	March 31, 2026				100%

5.1.12   EMS Uniformity (NEMSIS 3.5)

Label: I-U-1
Status of Improvement: Demonstrated Improvement
Related Project/System: MEFIRS

Narrative

Maine will improve the Uniformity of the EMS system as measured in terms of:

The percentage of records on the State EMS data file that are National Emergency Medical Service Information System 3.5 (NEMSIS)-compliant.

The state will show measurable progress using the following method:

Compare the percentage of NEMSIS 3.5 EMS reports entered during the baseline period compared to the percentage of NEMSIS 3.5 EMS reports entered during the current period.

The result is an increase in uniformity of 65.31%. The target for the next period is 45%.

Measurements

Start Date	End Date	NEMSIS 3.5 Reports	Total Reports	NEMSIS 3.5 Compliant (%)	Target (%)
April 1, 2022	March 31, 2023	0	336,595	0%	
April 1, 2023	March 31, 2024	102,984	298,124	34.54%	
April 1, 2024	March 31, 2025	306,287	306,760	99.85%	40%
April 1, 2025	March 31, 2026				45%

Supporting Materials (Backup)

Current

Year	Month	Incidents
2024	4	23211
2024	5	25095
2024	6	25627
2024	7	27761
2024	8	26735
2024	9	25229

Year	Month	
2024	10	25943
2024	11	23873
2024	12	25606
2025	1	26819
2025	2	24777
2025	3	25611
		306287

Baseline

Year	Month	Incidents
2024	4	23259
2024	5	25156
2024	6	25678
2024	7	27818
2024	8	26774
2024	9	25273
2024	10	25976
2024	11	23899
2024	12	25634
2025	1	26848
2025	2	24807
2025	3	25638
		306760

5.1.13 EMS Completeness

Label: I-C-3
Status of Improvement: Demonstrated Improvement
Related Project/System: MEFIRS

Narrative

This performance measure is based on the I-C-3 model performance measure.

Maine will improve the Completeness of the EMS system as measured in terms of:

The percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value.

The state will show measurable progress using the following method:

Count the number of EMS reports with no unknowns or blanks in critical data elements during the baseline period and the current performance period. Then, count the total number of EMS reports in the statewide EMS data system for the same periods. Divide the total number of reports by the count of reports with no unknowns or blanks in critical data elements and multiply by 100 to get the percentage of complete reports for each period.

The result is an increase in uniformity of 3.69%. The target for the next period is 93.2%.

Measurements

Start Date	End Date	Complete Reports	Total Reports	Completeness (%)	Target (%)
April 1, 2019	March 31, 2020	244,031	274,568	89%	Not set
April 1, 2020	March 31, 2021	170,761	275,141	63%	Not set
April 1, 2021	March 31, 2022	275,751	303,008	91%	65%
April 1, 2022	March 31, 2023	276,429	298,992	92.45%	92%
April 1, 2023	March 31, 2024	277,426	298,125	93.06%	No target set
April 1, 2024	March 31, 2025	296,779	306,760	96.75%	93.1%
April 1, 2025	March 31, 2026				93.2%

Current

Year	Month	Incidents
2024	4	22404
2024	5	24165
2024	6	24741
2024	7	26814
2024	8	25776
2024	9	24163
2024	10	24970
2024	11	23238
2024	12	24984
2025	1	26179
2025	2	24253
2025	3	25092
		296779

Baseline

Year	Month	Incidents
2024	4	23259
2024	5	25156
2024	6	25678
2024	7	27818
2024	8	26774
2024	9	25273
2024	10	25976
2024	11	23899
2024	12	25634
2025	1	26848
2025	2	24807
2025	3	25638
		306760

5.1.14   EMS Timeliness – Received within 24 Hours

Label: I-T-2
Status of Improvement: No Improvement
Related Project/System: MEFIRS

Narrative

Maine will improve the Timeliness of the EMS system as measured in terms of:

The percentage of EMS reports entered into the database within 24 hours after the incident.

Numbers in this performance measure represent all EMS reports entered into the state EMS database from all reporting services.

The result is a decrease in uniformity. The target for the next period is 96.62%.

Measurements

Start Date	End Date	Total Reports	Received within 24 Hours	Target (%)
April 1, 2019	March 31, 2020	274,568	85%	
April 1, 2020	March 31, 2021	275,141	62%	Not set
April 1, 2021	March 31, 2022			86%
April 1, 2022	March 31, 2023	298,992	96.07%	86%
April 1, 2023	March 31, 2024	298,125	96.60%	No target set
April 1, 2024	March 31, 2025	306.760	92.64%	96.61%
April 1, 2025	March 31, 2026			96.62%

Current

Year	Month	Incidents	LessThan24
2024	4	23259	21637
2024	5	25156	23380
2024	6	25678	23821
2024	7	27818	25992
2024	8	26774	24937
2024	9	25273	23549
2024	10	25976	24286
2024	11	23899	22338
2024	12	25634	23798
2025	1	26848	24812
2025	2	24807	22168
2025	3	25638	23469
		306760	284187 92.64%

Baseline

Year	Month	Incidents
2024	4	23259
2024	5	25156
2024	6	25678
2024	7	27818
2024	8	26774
2024	9	25273
2024	10	25976
2024	11	23899
2024	12	25634
2025	1	26848
2025	2	24807
2025	3	25638
		306760

5.1.15   Roadway Uniformity – MIRE – Roadway Segment

Label: R-U-01
Status of Improvement: No Improvement
Related Project/System: Roadway

Narrative

Maine will improve the Uniformity of roadway elements as measured in terms of:

The percentage of MIRE-compliant Roadway fundamental data elements entered in the roadway database or obtained through linkage to other databases.

The result showed no improvement in uniformity. The target for the next period is 88.2 percent.

Justification for Unmet Performance Targets

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

Measurements

Start Date	End Date	Percent Complete	Target (Percent)
April 1, 2020	March 31, 2021	80.47%	Not set
April 1, 2021	March 31, 2022	86.01%	Not set
April 1, 2022	March 31, 2023	86.01%	88%
April 1, 2023	March 31, 2024	86.01%	88.1%
April 1, 2024	March 31, 2025	No data	88.2%
April 1, 2025	March 31, 2026		88.3%

Supporting Materials (Backup)

<u>Current</u>

Maine Mapping Scores

Generated on 29-JUN-21

Mapping Info

Guideline Name	Guideline Version	State Structure Name	Version Comment
MIRE 2.0 FDEs	2	Maine AWLRS Metadata Design Document & AWD Metadata - 2021	2019 MIRE FDE Mapping

Total Percent Mappable for All Elements

Data Structure Name	System	Percent (%)
Maine AWLRS Metadata Design Document & AWD Metadata - 2021	Roadway Segment	86.01 %
Maine AWLRS Metadata Design Document & AWD Metadata - 2021	At-Grade Intersection/Junctions	75.95 %
Maine AWLRS Metadata Design Document & AWD Metadata - 2021	Intersection Leg (Each Approach)	100 %
Maine AWLRS Metadata Design Document & AWD Metadata - 2021	Interchange/Ramp	57.58 %

<u>Baseline</u>

Maine Mapping Scores

Generated on 02-MAR-20

Mapping Info

Guideline Name	Guideline Version	State Structure Name	Version Comment
MIRE 2.0 FDEs	2	Guidebook for Data Files Maine, August 2017	2019 MIRE FDE Mapping

Total Percent Mappable for All Elements

Data Structure Name	System	Percent (%)
Guidebook for Data Files Maine, August 2017	Roadway Segment	80.47 %
Guidebook for Data Files Maine, August 2017	At-Grade Intersection/Junctions	79.76 %
Guidebook for Data Files Maine, August 2017	Intersection Leg (Each Approach)	66.67 %
Guidebook for Data Files Maine, August 2017	Interchange/Ramp	60.88 %

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

Label: R-U-01
Status of Improvement: No Improvement
Related Project/System: Roadway

Narrative

Maine will improve the Uniformity of roadway elements as measured in terms of:

The percentage of MIRE-compliant Roadway fundamental data elements entered in the roadway database or obtained through linkage to other databases.

The result showed no improvement in uniformity. The target for the next period is 77.2 percent.

Justification for Unmet Performance Targets

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

Measurements

Start Date	End Date	Percent Complete	Target (Percent)
April 1, 2020	March 31, 2021	79.76%	Not set
April 1, 2021	March 31, 2022	75.95%	Not set
April 1, 2022	March 31, 2023	75.95%	77%
April 1, 2023	March 31, 2024	75.95%	77.1%
April 1, 2024	March 31, 2025	No data	77.2%
April 1, 2025	March 31, 2026		77.3%

Supporting Materials (Backup)

<u>Current</u>

Maine Mapping Scores

Mapping Info

Guideline Name	Guideline Version	State Structure Name	Version Comment
MIRE 2.0 FDEs	2	Maine AWLRS Metadata Design Document & AWD Metadata - 2021	2019 MIRE FDE Mapping

Total Percent Mappable for All Elements

Data Structure Name	System	Percent (%)
Maine AWLRS Metadata Design Document & AWD Metadata - 2021	Roadway Segment	86.01 %
Maine AWLRS Metadata Design Document & AWD Metadata - 2021	At-Grade Intersection/Junctions	75.95 %
Maine AWLRS Metadata Design Document & AWD Metadata - 2021	Intersection Leg (Each Approach)	100 %
Maine AWLRS Metadata Design Document & AWD Metadata - 2021	Interchange/Ramp	57.58 %

<u>Baseline</u>

Maine Mapping Scores

Mapping Info

Guideline Name	Guideline Version	State Structure Name	Version Comment
MIRE 2.0 FDEs	2	Guidebook for Data Files Maine, August 2017	2019 MIRE FDE Mapping

Total Percent Mappable for All Elements

Data Structure Name	System	Percent (%)
Guidebook for Data Files Maine, August 2017	Roadway Segment	80.47 %
Guidebook for Data Files Maine, August 2017	At-Grade Intersection/Junctions	79.76 %
Guidebook for Data Files Maine, August 2017	Intersection Leg (Each Approach)	66.67 %
Guidebook for Data Files Maine, August 2017	Interchange/Ramp	60.88 %

5.1.17 Roadway Uniformity – MIRE – Interchange/Ramp Elements

Label: R-U-01
Status of Improvement: No Improvement
Related Project/System: Roadway

Narrative

Maine will improve the Uniformity of roadway elements as measured in terms of:

The percentage of MIRE-compliant Roadway fundamental data elements entered in the roadway database or obtained through linkage to other databases.

The result showed no improvement in uniformity. The target for the next period is 59.2 percent.

Justification for Unmet Performance Targets

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

Measurements

Start Date	End Date	Percent Complete	Target (Percent)
April 1, 2020	March 31, 2021	60.88%	Not set
April 1, 2021	March 31, 2022	57.58%	Not set
April 1, 2022	March 31, 2023	57.58%	59%
April 1, 2023	March 31, 2024	57.58%	59.1%
April 1, 2024	March 31, 2025	No data	59.2%
April 1, 2025	March 31, 2026		59.3%

Supporting Materials (Backup)

<u>Current</u>

Maine Mapping Scores

Generated on 29-JUN-21

Mapping Info

Guideline Name	Guideline Version	State Structure Name	Version Comment
MIRE 2.0 FDEs	2	Maine AWLRS Metadata Design Document & AWD Metadata - 2021	2019 MIRE FDE Mapping

Total Percent Mappable for All Elements

Data Structure Name	System	Percent (%)
Maine AWLRS Metadata Design Document & AWD Metadata - 2021	Roadway Segment	86.01 %
Maine AWLRS Metadata Design Document & AWD Metadata - 2021	At-Grade Intersection/Junctions	75.95 %
Maine AWLRS Metadata Design Document & AWD Metadata - 2021	Intersection Leg (Each Approach)	100 %
Maine AWLRS Metadata Design Document & AWD Metadata - 2021	Interchange/Ramp	57.58 %

<u>Baseline</u>

Maine Mapping Scores

Generated on 02-MAR-20

Mapping Info

Guideline Name	Guideline Version	State Structure Name	Version Comment
MIRE 2.0 FDEs	2	Guidebook for Data Files Maine, August 2017	2019 MIRE FDE Mapping

Total Percent Mappable for All Elements

Data Structure Name	System	Percent (%)
Guidebook for Data Files Maine, August 2017	Roadway Segment	80.47 %
Guidebook for Data Files Maine, August 2017	At-Grade Intersection/Junctions	79.76 %
Guidebook for Data Files Maine, August 2017	Intersection Leg (Each Approach)	66.67 %
Guidebook for Data Files Maine, August 2017	Interchange/Ramp	60.88 %

Section 405d – 1300.23 Impaired Driving Countermeasures Grants

- Attached Impaired Driving Strategic Plan

-405d supporting documentation:

Maine Impaired Driving Task Force Charter

(As approved on May 25, 2023)

Article I. Mission

The mission of the State of Maine Impaired Driving Task Force is to prevent and eliminate impaired driving fatalities and injuries in Maine.

Article II. Authority

The Maine Impaired Driving Task Force (herein after referred to as the "MIDTF") was established under the authority of the Maine Governor's designated Highway Safety Representative (GR) and direction of the Maine Bureau of Highway Safety (MEBHS).

Article V. Officers

The officers of the MIDTF shall consist of a chair and, when convenient, a vice chair. The officers of the MIDTF shall be appointed by the Director of the Bureau of Highway Safety, and said officers shall manage the business, affairs, and property of the MIDTF. Additionally, the chair shall run the meetings of the MIDTF; in the chair's absence, the vice-chair, if any, or a representative appointed pro-temp by the Director of the Bureau of Highway Safety shall run the meeting.

MIDTF Membership:

Chair: Jeremy Morin, Highway Safety Coordinator MEBHS

Vice Chair: Josh Saucier, TSRP, Dirigo Safety

AAA Northern New England	Thomas Baran	Traffic Safety Specialist/Public Affairs
	Daniel Goodman	Manager of Public Affairs and Traffic Safety
AdCare Educational Institute of Maine	Holly Kiidli	Workforce Development Coordinator
Androscoggin County District Attorney's Office	Patricia Mador	Assistant District Attorney
Aroostook County District Attorney's Office	Todd Collins	District Attorney
Attorney	Theodore Hoch	Attorney (retired)
Bangor Police Department	Jason Stuart	Lieutenant
Brunswick Police Department	Scott Stewart	Chief of Police

Department of Administrative and Financial Services, Office of Cannabis Policy	Heather Doran	Licensing Analyst
Department of Health and Human Services, Maine Center for Disease Control and Prevention	Ellen Blake David Pied	Public Health Educator in Substance Use Prevention Communication and Policy Manager
Department of Health and Human Services, Maine Center for Disease Control, Health and Environmental Testing Laboratory	Ellen Fraser Heather Dyer Katherine Kilgore Nicole Miller Maria Pease Kelsey Springer	Toxicology Supervisor, Chemist III Forensic Toxicology Chemist II Forensic Toxicology Chemist II Forensic Toxicology Chemist II Forensic Toxicology Chemist II Forensic Toxicology Chemist II
Department of Public Safety, Maine Criminal Justice Academy	Edwin D. Finnegan James Lyman	Training Coordinator Training Coordinator
Department of Public Safety, Bureau of Highway Safety	Lauren Stewart Jaime Pelotte Kasey Theriault John Roma	Director Contract Grant Manager / FARS Highway Safety Coordinator Highway Safety Coordinator
Department of the Secretary of State, Bureau of Motor Vehicles	Christopher Ireland Lynne Gardner Annette Oliver Anne Schools	Director of Driver License Services Director of Legal Affairs Senior Section Manager Assistant Director of Legal Affairs
Dirigo Safety, LLC	Scot Mattox Josh Saucier Pat Hood Jim Willis	Traffic Safety Resource Prosecutor Traffic Safety Resource Prosecutor Law Enforcement Liaison Law Enforcement Liaison
Gorham Police Department	Kaitlyn Crawford Theodore Hatch	Sergeant / DRE Sergeant/ DRE
Holden Police Department	Eduardo Benjamin	Chief of Police / DRE
Kennebec County District Attorney's Office	Shannon Flaherty	Assistant District Attorney
Knox County District Attorney's Office	Natasha Irving	District Attorney
Maine State Police	Bruce Scott Seth Allen Haley Fleming	Lieutenant MSP Traffic Safety Division Sergeant Maine State Police/ DRE Maine State Police
Maine Warden Service	Joshua Beal	Warden Sergeant / DRE

Office of the Attorney General, Office of the Chief Medical Examiner	Lindsey Chasteen	Chief Medical Examiner Office Administrator
	Erik Hyatt	Director of Laboratory and Morgue Operations
Penobscot County District Attorney's Office	Mercedes Gurney	Assistant District Attorney
Presque Isle Police Department	Sgt. Kyle White	Sergeant/Forensic Phlebotomist/DRE
Portland Police Department	Zachary Theriault	Officer
Sanford Police Department	Chantel Allen	Officer
Sagadahoc County Sheriff's Office	Matthew Sharpe	Sergeant / DRE
South Portland Police Department	Jessica Ramsay	Officer / DRE / Forensic Phlebotomist
York County District Attorney's Office	Sheila Nevells	Assistant District Attorney
	Mark Squires	Assistant District Attorney

Section 405e – 1300.24 Distracted Driving Grants

-405e supporting documentation:

Driver's License Exam Questions

Enter sample distracted driving questions from the State's driver's license examination.

Distracted Driving Questions

1. When using a cellular telephone in your vehicle, you should:
   A) Continue driving as you normally would
   B) Pull off the road before dialing
   C) Monitor traffic conditions before answering or making calls

2. Nearly all accidents involve;

   A) Visual, manual, cognitive distractions
   B) Listening to the radio
   C) Talking to your passenger

3. A driver under what age is prohibited from operating while using a mobile telephone or handheld electronic device?

   A) 20
   B) 21
   C) 18

4. To manage or eliminate distractions, it's important to understand the three distinct types;

   A) Visual, speed and road conditions
   B) Visual, manual and cognitive
   C) Hearing, passengers and darkness

5. Laws that prohibit cell phone use and texting have an impact on what?

   A) Getting your license
   B) Safety
   C) Time management

6. In the rush to be on time, don't make the sometimes fatal mistake of;

    A) Putting your 4-way flashers on to get other motorists off the road
    B) Multi-tasking behind the wheel
    C) Neither A or B are correct

7. Nearly all motor vehicle accidents involve what?

    A) A combination of two or more types of distractions
    B) A driver who has no formal education
    C) A vehicle operated by an out of state driver

8. When driving, tuning the radio would be considered what type of distraction?

    A) Visual distraction
    B) Manual distraction
    C) Cognitive distraction

9. When using a cellular telephone in your vehicle, you should;

    A) Continue driving as you normally would
    B) Put the phone on the dashboard
    C) Monitor traffic conditions before answering or making calls

Legal citations

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least $25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?   Primary Offense

Date enacted   09/29/2011
Date amended   02/20/20

Prohibition on texting while driving.

Requirement Description	State Citation(s) captured (Read-only: System Calculated)
Prohibition on texting while driving.	29-A 2119; 2121
Definition of covered wireless communication devices.	29-A 101
Minimum fine of at least $25 for an offense.	29-A 2119; 2121

Add legal citations for exemption(s) to the State's texting ban.

Citation	Amended Date
Title 29-A 2119; 2121	02/20/2020

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least $25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?   Primary Offense

Date enacted   09/20/2007
Date amended   10/15/2015

Prohibition on youth cell phone use while driving.

Requirement Description	State Citation(s) captured (Read-only: System Calculated)
Prohibition on youth cell phone use while driving.	29-A 1304; 29-A 1311; 29-A 2119;2121
Definition of covered wireless communication devices.	29-A 101
Minimum fine of at least $25 for an offense.	29-A 1304; 1311; 2119; 2121

Add legal citations for exemption(s) to the State's youth cell phone use ban.

Citation	Amended Date
29-A 1304; 1311; 2119; 2121	2/20/2020

Legal Citation: Only cite to laws that will be enacted by the application due date, enforced by October 1 and effective during the entire fiscal year of the grant.

State Statute

Legal Citation   MRSA 29-A 1304; 1311; 2119; 2121

Amended Date   2/20/2020

Section 405f – 1300.25 Motorcycle Safety Grants

-405f supporting documentation:

Excerpt from Triennial Highway Safety Plan for Motorcycle Safety Reduction in Fatalities and Crashes Involving Motorcycles:

Highway Safety Planning Process and Problem Identification §1300.11(b)(1)

(i) Description of the Planning Process, data sources and information used

Planning Process

In a Safe System, all stakeholders are responsible to collaborate to ensure that crashes do not lead to fatalities or serious injuries. The MeBHS begins the Highway Safety Planning process by gathering and reviewing available data from various sources (such as those listed below) to inform decisions about which traffic safety problems or concerns are most prevalent or evident statewide, and then within various counties, towns, and cities. We can also drill down to streets, intersections and even nodes to address issues at a more granular level. This data analysis allows us to answer the common 5 W's (Who, What, When, Where, and Why). It also informs which highway safety incentive grants the State will be eligible to apply for, and to assist us in determining effective projects and countermeasures through data-driven analysis which ensures that our funds are directed for maximum safety impact.

Because Maine has relatively small numbers to work with, we also look at trends related to our performance measures over a 5-year average and determine if adjustments need to be made in the selection of countermeasure strategies to ensure constant and improvement performance. For FFY2024, we used various data sources to understand which places or peoples were at most risk of being over-represented in traffic crashes and we identified at-risk populations. We then conducted public listening sessions to help understand what various communities believed are their biggest traffic safety concerns. Maine has the benefit of immediate access to various data sources that contribute to problem identification and project and program evaluation. Maine's electronic crash reporting system (MCRS) collects and houses all reportable crash records from State, municipal and county law enforcement agencies. Additionally, the Maine DOT has a crash analysis unit that receives a daily import of MCRS raw crash data into their agency crash analysis system (MaineCrash) where it is scrubbed and verified for roadway, serious injury, and property damage analysis. During the past year, more Maine law enforcement agencies began using the e-Citation system allowing us immediate citation data to help with problem identification.

Data Sources and Information

The following sources are used to gather important data and information to inform the planning process:

- Fatality Analysis Reporting System (FARS): Maine FARS and NHTSA FARS/STSI
- NHTSA STSI and other data sites such as:
  Our Nation's Roadway Safety Crisis (ArcGIS Story Map) Our Nation's Roadway Safety Crisis (arcgis.com)

  U.S. Census Bureau – Community Resilience Estimates 2019 Community Resilience Estimates arcgis.com)

  NCSA's Fatality and Injury Reporting System Tool (FIRST)

https://cdan.nhtsa.gov/

- FHWA VMT
- Highway Safety's Crash and Citation Data Warehouse
- Maine Crash Reporting System (MCRS)
- Maine e-Citation System
- Maine EMS Run-Reporting System
- Maine DOT-Maine Crash
- Maine DOT-Public Map Viewer
- Maine's Public Crash Query Tool
- Maine Violations Bureau (citation and adjudication)
- Maine BMV licensed drivers, registered vehicles
- Census Data
- University of Southern Maine driver observation and attitudinal surveys
- Critical Insight Media Surveys
- Prior subrecipient history from various MeBHS grants tracking systems (Excel, GMIS)
- AAA Foundation Studies
- Results from Community Public Participation and Engagement Outreach Sessions

To identify highway safety problem areas and effective evidence-based countermeasures, the MeBHS consults with many of our partners, including those who are members of the Maine Transportation Safety Coalition (MTSC) during the planning process (some listed as data sources above and others listed below). There are many data elements that the MeBHS and our partners analyze to identify highway safety problems for both the Strategic Highway Safety Plan and the MeBHS HSP. The following data elements include some that are analyzed as part of the planning process to determine highway safety challenges/problems:

Fatalities	Population	Gender	Roadway Traffic counts	Time/Day
Crashes		Age	High Traffic Roadways	Location
Serious Injuries	Surveys	Seat Belt Usage	Roadway Design	Causation factors
Property Damage	Ethnicity	Language	Vehicles	Socioeconomics

The MeBHS and the Maine DOT collaborate constantly. In early May we determine and finalize the required identical performance targets for fatalities, serious injury, and fatalities per 100 million VMT for the MeBHS HSP and the State Highway Safety Improvement Plan (HSIP). Additionally, the MeBHS, Maine DOT and the Maine SOS collaborated on the updated 2022 Strategic Highway Safety Plan (SHSP). Maine's SHSP is a major component and requirement of the (HSIP), but more importantly it provides a road map as we collaborate and work together toward Maine's overall safety goal of Toward Zero Deaths. The intent of the SHSP is to:

- Improve travel safety for all transportation system users

- Address all aspects that influence safety: Enforcement, Engineering, Education and EMS

- Coordinate the safety improvement efforts of various agencies and stakeholders

- Guide investment decisions toward strategies and countermeasures with the most potential to reduce fatalities and serious injuries

- Provide an avenue for partners to have ongoing communication and network

- Enhance data and resource sharing among stakeholders and partners

- Plan coordination (SHSP/HSP/HSIP/CVSP)

Process Participants

The MeBHS and our partners consider it essential to continue to collaborate with traffic safety stakeholders to remain current about emerging traffic safety issues. This allows for appropriate action to be taken to address any identified problems inclusive and equitable for all road users.

The MeBHS staff regularly participate in meetings with:

- Maine DOT including: Strategic Highway Safety Plan (SHSP), Traffic Incident Management (TIM), Autonomous Vehicle (AV), and Large Animal Collision
- Community coalitions and various highway safety advocacy groups

- State, county, and municipal law enforcement meetings and events
- Maine CDC working groups for substance abuse, the Alcohol-Stakeholder Group, and tobacco and marijuana
- Various meetings of other Region 1 states HSOs
- National conferences including GHSA and KIM
- Maine Transportation Safety Coalition meetings
- Traffic Records Coordinating meetings
- Impaired Driver Task Force meetings
- Speed Task Force meetings
- Occupant Protection Task Force meetings
- Child Passenger Safety Technician trainings
- Subrecipient meetings/trainings/monitoring
- Emergency Medical Services meetings
- Judicial and courts meetings
- Attorney General and Assistant District Attorney meetings
- Meetings with the Office of the Secretary of State and the Bureau of Motor Vehicles
- Overrepresented communities through public participation and engagement

to gather partner input and feedback. Additional monitoring and data analysis is conducted throughout the HSP cycle to reaffirm or redirect planning and funding to address emergent or immediate needs.

The MeBHS current safety partners include:

AAA of Northern New England	Maine Transportation Safety Coalition
American Association of Retired People (AARP)	Alliance Highway Safety
Department of Health and Human Services – Elder Service	Federal Highway Administration (FHWA)
Office of the Attorney General	SADD National
Federal Motor Carrier Safety Administration (FMCSA)	Ford Driving Skills for Life
District Attorneys	Federal Rail Administration (FRA)
Governor's Highway Safety Association (GHSA)	DHHS Health Environmental Testing Lab (HETL)
Maine Bicycle Coalition	Maine Bureau of Labor Standards
Maine Bureau of Motor Vehicles (BMV)	Maine CDC Injury and Violence Prevention
Maine Associations of Chiefs of Police (MECOP)	Maine Criminal Justice Academy (MCJA)
Maine Department of Education	Maine Department of Public Safety (DPS)
Maine Department of Transportation (MeDOT)	Maine Driver Education Association

Maine Emergency Medical Services (EMS)	Maine Motor Transport Association
Maine Municipal Association	Maine Principals Association
Maine Secretary of State's Office	Maine Sheriff's Association
Maine State Police	Maine Substance Abuse Mental Health Services
Maine Turnpike Authority	Maine Violations Bureau
Motorcycle Rider Education of Maine, Inc.	National Highway Traffic Administration (NHTSA)
NL Partners Marketing	Safety and Health Council of Northern New England (SHCNNE)
United Bikers of Maine (UBM) Traffic Records Coordinating Committee	University of Southern Maine _____ _____ Impaired Driving Task Force
Maine CDC Alcohol Stakeholders Group	Occupant Protection Task Force

MOTORCYCLE SAFETY AWARENESS PERFORMANCE TARGETS AND MEASURES FROM THE TRIENNIAL HIGHWAY SAFETY PLAN FOR MOTORCYCLE AWARENESS:

C-7	Motorcyclist Fatalities (FARS)	Annual	26	23	27	29	21	24	23	22
		5-Year Average	20	22	25	25	25			
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Annual	17	18	20	21	13	17	16	15
		5-Year Average	14	15	18	18	18			

	Media Recall Target	Season	47%	52%	35%	36%	43%	43%	44%	44%
		5-Year Average	49%	48%	46%	45%	43%			

Performance Measure: C-7) Motorcyclist Fatalities

While the five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison yeas of 25.1%, Maine will attempt to reverse this trend, reducing the number of motorcycle fatalities to 24.

2024 Target: Maine will decrease the number of motorcycle fatalities from a baseline (2017-2021) value of 25 to a target value of 24, a 5.0 % decrease.

2025 Target: Maine will decrease the number of motorcycle fatalities from a baseline (2017-2021) value of 25 to a target value of 23, a 9.0 % decrease.

2026 Target: Maine will decrease the number of motorcycle fatalities from a baseline (2017-2021) value of 25 to a target value of 22, a 12.9 % decrease.

Performance Measure: C-8) Unhelmeted Motorcyclist Fatalities

While the five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison years of 28.6%, Maine will attempt to reverse this trend, reducing the number of unhelmeted motorcyclist fatalities to 17.

2024 Target: Maine will decrease the number of unhelmeted motorcycle fatalities from a baseline (2017-2021) value of 18 to a target value of 17, a 5.0 % decrease.

2025 Target: Maine will decrease the number of unhelmeted motorcycle fatalities from a baseline (2017-2021) value of 18 to a target value of 16, a 10.6 % decrease.

2026 Target: Maine will decrease the number of unhelmeted motorcycle fatalities from a baseline (2017-2021) value of 18 to a target value of 15, a 16.2 % decrease.

Performance Measure: Media Recall Target

While the five-year alternative baseline method shows an average decrease from the previous three baseline periods to the corresponding comparison years of 22.5%, Maine will attempt to reverse this trend, increasing the recall rate to 44%

2024 Target: Maine will increase the media recall rate from a baseline (2019-2023) rate of 43% to a target rate of 44%, a 3.3% increase.

2025 Target: Maine will increase the media recall rate from a baseline (2019-2023) rate of 43% to a target rate of 45%, a 5.6% increase.

2026 Target: Maine will increase the media recall rate from a baseline (2019-2023) rate of 43% to a target rate of 46%, an 8.0% increase.

State of Maine Basic Rider Courses by County (Alphabetically)

Androscoggin	67	**Kennebec**	37
Aroostook	15	**Knox**	0
Cumberland	0	**Lincoln**	0
Franklin	8	**Oxford**	8
Hancock	59	**Penobscot**	0
Sagadahoc	0	**Washington**	1
Somerset	0	**York**	82
Statewide	335		

State of Maine Registrations Highest to Lowest by County

Motorcycle Registration by County

York	10,744
Cumberland	8,649
Penobscot	5,772
Kennebec	4,978
Androscoggin	4,189
Oxford	3,008
Aroostook	2,801
Hancock	2,206
Somerset	2,191
Waldo	1,987
Lincoln	1,587
Knox	1,501
Franklin	1,447
Sagadahoc	1,445
Washington	1,013
Piscataquis	746
(None)	263
Grand Total = 54,477	

Moped Registration by County

York	2,652
Cumberland	930
Penobscot	178
Hancock	159
Kennebec	156
Androscoggin	113
Aroostook	111
Knox	96
Sagadahoc	93
Somerset	85
Lincoln	76
Waldo	56
Oxford	49
Piscataquis	43
Washington	32
Franklin	10
(None)	2
Grand Total = 4,841	

Municipal Motorcycle Registration by County:

Cumberland	12
York	5
Androscoggin	5
Sagadahoc	2
Kennebec	1
Oxford	1
Aroostook	1
Hancock	1
Waldo	1
Knox	1
Penobscot	0
Somerset	0
Lincoln	0
Franklin	0
Washington	0
Piscataquis	0
(None)	0

Grand Total = 30

Antique Motorcycle Registration by County:

York	368
Cumberland	335
Kennebec	143
Androscoggin	137
Knox	92
Penobscot	83
Lincoln	67
Waldo	57
Sagadahoc	56
Hancock	49
Oxford	45
Aroostook	35
Franklin	30
Somerset	25
Washington	21
Piscataquis	5
(None)	2

Grand Total = 1,550

Disabled Motorcycle Registration by County:

York	43
Cumberland	32
Penobscot	31
Androscoggin	27
Kennebec	21
Aroostook	17
Somerset	11
Waldo	9
Knox	9
Sagadahoc	8
Hancock	7
Oxford	6
Franklin	4
Washington	4
Lincoln	3
Piscataquis	1
(None)	0

Grand Total = 234

Special Veteran Motorcycle Registration by County:

York	372
Cumberland	200
Kennebec	154
Penobscot	141
Androscoggin	123
Aroostook	82
Oxford	66
Knox	57
Somerset	50
Hancock	49
Sagadahoc	45
Lincoln	37
Waldo	34
Washington	31
Franklin	27
Piscataquis	16
(None)	1

Grand Total = 1,485

Purple Heart Motorcycle Registration by County:

York	11
Cumberland	6
Penobscot	5
Kennebec	4
Washington	3
Oxford	2
Somerset	2
Piscataquis	2
Androscoggin	1
Sagadahoc	1
Knox	1
Lincoln	1
Franklin	1
Aroostook	0
Hancock	0
Waldo	0
(None)	0

Grand Total = 40

Disabled Veteran Motorcycle Registration by County:

York	13
Androscoggin	11
Kennebec	8
Oxford	6
Cumberland	5
Hancock	5
Penobscot	3
Franklin	3
Aroostook	2
Somerset	2
Knox	1
Washington	1
Piscataquis	1
Sagadahoc	0
Waldo	0
Lincoln	0
(None)	0

Grand Total = 61

FY 2026 Motorcyclist Safety Grants Eligibility (23 CFR 1300.25)

FATALITIES IN MOTOR VEHICLE TRAFFIC CRASHES INVOLVING A MOTORCYCLE RIDER WITH BAC = .08+*
AND REGISTERED MOTORCYCLES, BY STATE AND YEAR
FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2021-2022 FINAL
REGISTERED MOTORCYCLES - FEDERAL HIGHWAY ADMINISTRATION (FHWA)

	Calendar Year					
	2021			2022		
State	Total Fatalities in Crashes *Involving* a Motorcycle	Fatalities *Involving* a Motorcycle Rider With BAC = .08+	Registered Motorcycles	Total Fatalities in Crashes *Involving* a Motorcycle	Fatalities *Involving* a Motorcycle Rider With BAC=.08+	Registered Motorcycles
Maine	21	6	59,854	32	12	50,061

State of Maine Motorcycle and Moped Crashes by County (Highest to Lowest)

2022:				
County	Crash Count	Unit Count	Single Motorcycle Crashes	Motorcycle Crashes Involving Another Motor Vehicle
York	157	163	80	77
Cumberland	125	131	50	75
Kennebec	69	69	26	70
Penobscot	58	58	27	31
Androscoggin	47	47	17	30
Oxford	29	30	14	15
Somerset	29	29	18	11
Hancock	24	24	16	8
Lincoln	19	19	14	5
Knox	16	18	7	9
Waldo	18	18	11	7
Franklin	16	17	12	4
Sagadahoc	16	16	7	9
Aroostook	12	12	7	5
Washington	6	6	6	0
Piscataquis	5	5	3	2
2022 Total	646	662	332	314

2023:				
County	Crash Count	Unit Count	Motorcycle Only Crashes	Motorcycle Crashes Involving Another Motor Vehicle
Cumberland	125	127	51	74
York	120	129	58	62
Androscoggin	56	57	24	32
Penobscot	51	52	28	23
Kennebec	45	56	25	20
Hancock	28	30	16	12
Oxford	45	46	26	19
Somerset	22	23	9	13
Waldo	19	21	12	7
Knox	15	15	5	10
Aroostook	13	14	6	7
Sagadahoc	13	13	9	4
Lincoln	11	12	5	6
Franklin	8	8	5	3
Washington	6	7	3	3
Piscataquis	4	4	2	2
2023 Total	581	603	284	297

2024:			
County	Crash Count	Unit Count	Motorcycle Only Crashes	Motorcycle Crashes Involving Another Motor Vehicle
Cumberland	118	119	50	68
York	115	117	51	64
Penobscot	65	66	34	31
Kennebec	61	63	31	30
Androscoggin	56	56	17	39
Oxford	27	29	14	13
Hancock	25	26	10	15
Aroostook	18	18	10	8
Waldo	16	16	10	6
Somerset	15	16	6	9
Knox	14	15	4	10
Sagadahoc	13	14	6	7
Franklin	11	11	8	3
Lincoln	9	9	5	4
Washington	9	9	5	4
Piscataquis	3	4	1	2
2024 Total	574	587	262	313

State of Maine Motorcycle and Moped Crashes- Operators Under the Influence of Medications/Drugs/Alcohol by County (Highest to Lowest)

2022			
County	Crash Count	Motorcycle Unit Count	Motorcycle Operator Count
York	9	9	9
Cumberland	4	4	4
Androscoggin	3	3	3
Kennebec	3	3	3
Lincoln	3	3	3
Aroostook	2	2	2
Oxford	2	2	2
Somerset	2	2	2
Franklin	1	1	1
Penobscot	1	1	1
Sagadahoc	1	1	1
Waldo	1	1	1
2022 Total	32	32	32

2023			
County	Crash Count	Motorcycle Unit Count	Motorcycle Operator Count
Cumberland	6	6	6
York	5	5	5
Kennebec	4	4	4
Penobscot	3	3	3
Androscoggin	1	2	2
Franklin	1	1	1
Hancock	1	1	1
Knox	1	1	1
Lincoln	1	1	1
Piscataquis	1	1	1
Somerset	1	1	1
2023 Total	26	27	27

2024			
County	Crash Count	Motorcycle Unit Count	Motorcycle Operator Count
Cumberland	5	5	5
Hancock	3	3	3
Androscoggin	2	2	2
Lincoln	2	2	2
Penobscot	2	2	2
Somerset	2	2	2
Washington	2	2	2
York	2	2	2
Aroostook	1	1	1
Kennebec	1	1	1
Knox	1	1	1
2024 Total	23	23	23

State of Maine Motorcycle (MC) Fatal Crashes by County (Highest to Lowest)

2022:			
County	Motorcycle Only Fatal Crashes	Motorcycle Fatal Crashes Involving Another Motor Vehicle	Fatality Count
Cumberland	3	5	8
York	2	3	5
Kennebec	3	1	4
Hancock	0	2	2
Lincoln	1	1	2
Oxford	1	1	2
Penobscot	0	2	2
Somerset	1	1	2
Waldo	2	0	2
Franklin	1	0	1
Sagadahoc	0	1	1
Washington	0	2	1
2022 Total	14	19	33

2023:			
County	Motorcycle Only Fatal Crashes	Motorcycle Fatal Crashes Involving Another Motor Vehicle	Fatality Count
Cumberland	3	1	4
York	1	3	4
Hancock	2	1	3
Penobscot	1	1	2
Androscoggin	0	1	1
Kennebec	1	0	1
Waldo	0	1	1
2023 Total	8	8	16

2024:			
County	Motorcycle Only Fatal Crashes	Motorcycle Fatal Crashes Involving Another Motor Vehicle	Fatality Count
York	5	0	5
Kennebec	1	4	5
Aroostook	2	2	4
Cumberland	2	2	4
Oxford	0	4	4
Penobscot	2	2	4
Androscoggin	1	1	2
Knox	1	1	2
Somerset	0	2	2
Franklin	0	1	1
Hancock	0	2	2
2024 Total	14	21	35

State of Maine Impaired Motorcycle (MC) Fatal Crashes by County (Highest to Lowest)

2022:			
County	Motorcycle Only	Involving Another Motor Vehicle	Fatality Count
Cumberland	2	1	3
Waldo	2	0	2
Kennebec	1	0	1
Lincoln	1	0	1
Somerset	0	1	1
York	1	0	1
2022 Total	7	2	9

2023:			
County	Motorcycle Only	Involving Another Motor Vehicle	Fatality Count
Cumberland	1	0	1
Hancock	1	0	1
Penobscot	1	0	1
2023 Total	3	0	3

2024:			
County	Motorcycle Only	Involving Another Motor Vehicle	Fatality Count
Androscoggin	1	0	1
Penobscot	1	0	1
2024 Total	2	0	2

Section 405h – 1300.27 Preventing Roadside Deaths Grants

-405h supporting documentation:

	(A) Suspected Serious Injury	(B) Suspected Minor Injury	(C) Possible Injury	(K) Fatal Injury	(O) No Apparent Injury	Crashes
Emergency Vehicle Crashes (Ambulance-Fire-Police)						
	Person Count	Person Count	Person Count	Person Count	Person Count	Crash Count
2017 Total	0	1	1	0	47	17
2018 Total	0	5	1	0	9	8
2019 Total	2	1	6	1	32	12
2020 Total	0	1	0	0	12	7
2021 Total	0	1	0	1	9	6
2022 Total	0	0	1	0	19	9
2023 Total	1	2	3	0	7	4
Grand Total	**3**	**11**	**12**	**2**	**135**	**63**

1300.12(b)

(4) Complete and provide the required State Certifications and Assurances – per appendix A – signed by the Governor's Representative

Attachments

ME_FY26_405b_Occupant Protection Strategic Plan

ME_FY26_405c_Traffic Records Strategic Plan

ME_FY26_405d_Impaired Driving Strategic Plan

ME_FY26_Certifications and Assurances Appendix A

ME_FY26_Application Requirements Appendix B

ME_FY2024-2026 THSP – Updated