

FFY 2025

Annual Grant Application



Janet Mills, Governor

Michael Sauschuck, Commissioner

Dept. of Public Safety

Lauren V. Stewart, Director

Maine Bureau of Highway Safety

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

Paid and Earned Media

Project Name	Statewide Strategic Media Plan
Project Description (incl. Location and Affected Communities)	<p>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:</p> <p>Statewide Strategic Media Plan Supporting CIOT/BUNE HVE Enforcement Supporting DD HVE & Sustained Supporting Impaired HVE & Sustained Supporting Speed HVE & Sustained Cannabis-impaired driving Senior/Older/Mature Driver PSA's Pedestrian & Bicycle PSA's Motorcycle Safety PSA's Commercial Motor Vehicle Safety, Move Over PSA (Emergency & Stationary Vehicles) Unattended Passengers Program</p> <p>MeBHS uses the Request for Proposal (RFP) and resultant vendor/contractor(s) to assist us with PSA production, media buys, and critical insight surveys during the fall and spring. This project will</p>

	<p>include the creation of new PSAs for television, radio, digital, social media, and print. For print media we will create educational handouts for mature driving issues such as what to do when a loved one's driving skills are declining with age. The direction of these PSA's will be determined on a case-by-case basis, and we will review which program areas need additional content to better reach the target demographic and which need additional attention based on critical insight surveys and performance measures.</p> <p>Because we continue to see relatively consistent motorcycle fatalities, we will print and distribute the Maine Smart Riding Guide for those who pass their motorcycle rider course. Additionally, a long-form educational video will be created on motorcycle riding courses and is being created to ensure more constancy in the courses, and to cover more complicated subjects. It will be sent to motorcycle rider schools in the counties with the highest number of crashes first. For motorcycle safety those high-crash locations are identified in order of highest to lowest on pages 161-170 however all communities are affected. The goal for the overall media project is to educate about all areas of driver behavior and connect with the public on a personal level to create a more memorable PSA consistent with NHTSA messaging. By doing this effectively, drivers will reconsider some of their driving behaviors and make positive changes.</p> <p>The statewide media plan reaches both far North to the Canada border and to Southern Maine on the New Hampshire border, with special emphasis on high-crash and high fatal locations.</p>
Countermeasure Strategy	Increase media recall rate for public education supporting law enforcement activities, which will show that the public is more aware of the behavioral highway safety messages.
Project Agreement Number	PM25-001
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration for Contracted Services
Organization Type	State Highway Safety Office

Federal Funding Source(s)	402/405b/405b flexed to 402/405e/405e Flexed to 402/405f
Eligible Use of Funds	23USC402/1300.24/1300.25
GTS Voucher Coding	402PM/M1HVE/M1*PM/M8*PM/M11MA/UNATTD
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)	<p>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 Spring 2024 critical insight report shows that the messaging recall stays almost the same year after year. There was a small increase from 43% to 44%. The rest of the individual safety messages showed a similar small drop or increase. Breaking down that data further shows the recall rate by demographic was strong. Men 18 – 49 for occupant protection and speed was at 53% while men 18-49 for impaired and motorcycle was at 50%. Since our messaging is reaching the intended audience, no significant strategy adjustments are planned for FFY25 although we will continue to monitor for trends and adjust as necessary. The FFY23 Annual Report indicated that Maine was not on target to meet the Senior Driver Fatalities Target, so we intended to include specific messaging together with a new older driver program project. We will continue to monitor the value of paid and earned media against expenditure, while looking for new ways to reach drivers in Maine. We are planning to revamp almost all our PSA's, so our messaging stays fresh, relevant, and memorable. New messaging should help increase our message recall rate. In addition, we are partnering with the New England School of Communications to create focused videos for social media to focus on the number of fatalities occurring on the roadways each year, and which way the trend is heading. The videos will also receive audio only versions that can be used to play across radio stations.</p>

Communications and Outreach Program Area
Community Outreach & Education

Project Name	Traffic Safety Education Community Outreach Program
Project Description (incl. Location and Affected Communities)	<p>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, 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 demographic populations can be found. The seat belt education component of this program reaches approximately 4,000 citizens each year and provides education to grades K-12, private businesses, and state agencies. This Traffic Safety Education Program has been proven to be the most effective tool for outreach and communication to school-aged children, young drivers, parents, and the employer workforce and is presented statewide in historically all 16 counties (Androscoggin, Aroostook, Cumberland, Franklin, Hancock, Kennebec, Knox, Lincoln, Oxford, Penobscot, Piscataquis, Sagadahoc, Somerset, Waldo, Washington, and York.) The program is at the request of the communities located in those counties. Surveys and feedback are incorporated into the programming to further inform and enhance the programming.</p>
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	CP25-001
Amendment to Add Project Numbers	No
Subrecipient(s)	TBD by RFP
Organization Type	TBD by RFP
Federal Funding Source(s)	402 or 405e Flexed to 402
Eligible Use of Funds	23USC 402 and/or 1300.24(d)(3)
GTS Voucher Coding	402CP and/or M8*CP
Amount of Federal Funds	\$250,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	No adjustments to strategy necessary. MeBHS has been unable to timely release the RFP for this project. We have adjusted the scope of the project to include a survey, evaluation, and feedback component.

Project Name	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 includes analyzing the data to determine focus communities, learning about the community including demographics, cultural norms and preferences, and engaging community 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 toward at-risk or underserved communities to understand the issues of the community with respect to traffic safety and messaging for all program areas.
Project Agreement Number	CP25-002
Amendment to Add Project Numbers	No
Subrecipient(s)	TBD by RFP
Organization Type	TBD by RFP
Federal Funding Source(s)	402 or 405e Flexed to 402
Eligible Use of Funds	23USC 402 and/or 1300.24(d)(3)
GTS Voucher Coding	402CP and/or M8*CP
Amount of Federal Funds	\$250,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No

1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	No adjustments to strategy necessary. MeBHS has been unable to timely release the RFP for this project. We have adjusted the scope of the project to include a survey, evaluation, and feedback component.
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Distracted Driving Program Area

Project Name	Distracted Driving HVE and Sustained Enforcement and Education
Project Description (incl. Location and Affected Communities)	<p>This project will supply 405e funding to support grants to law enforcement agencies for dedicated crash reduction overtime patrols to conduct distracted driving enforcement where their data and state data indicate the most distracted driving related crashes, including US Route 1, I-95, I-295 and other designated high crash locations as demonstrated in the FFY2024-2026 Triennial Highway Safety Plan (THSP). 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.</p>
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	DD25-TBD
Amendment to Add Project Numbers	Yes. (See list of potential subrecipients below)
Subrecipient(s)	TBD – Law Enforcement Agencies – See List below of potential subrecipients.
Organization Type	State/Municipal/County Law Enforcement Agencies
Federal Funding Source(s)	405e
Eligible Use of Funds	1300.24
GTS Voucher Coding	M8DDLE

Amount of Federal Funds	\$1,000,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	The FFY2023 Annual Report indicated that Maine was not on target to meet the Distracted Driving Fatality performance measure despite seeing a decrease in distracted-related fatalities and a consistent decrease since 2020. The strategy has not changed, but MeBHS will seek to add additional agencies to the sustained enforcement model which will increase enforcement beyond just the April Distracted Driving NHTSA HVE. We will also increase our distracted media and outreach as part of our overall statewide media plan and emphasis a focus on the counties determined to have the highest any use rate from the annual usage survey.

Potential Subrecipients:

DD25-	Androscoggin County Sheriff's Office	Androscoggin County	Androscoggin County
DD25-	Aroostook County Sheriff's Office	Aroostook County	Aroostook County
DD25-	Ashland Police Department	Ashland	Aroostook County
DD25-	Auburn Police Department	Auburn	Androscoggin County
DD25-	Augusta Police Department	Augusta	Kennebec County
DD25-	Bangor Police Department	Bangor	Penobscot County
DD25-	Bar Harbor Police Department	Bar Harbor	Hancock County
DD25-	Bath Police Department	Bath	Sagadahoc County
DD25-	Baileyville Police Department	Baileyville	Washington County
DD25-	Belfast Police Department	Belfast	Waldo County
DD25-	Berwick Police Department	Berwick	York County
DD25-	Biddeford Police Department	Biddeford	York County
DD25-	Boothbay Harbor Police Department	Boothbay Harbor	Lincoln County
DD25-	Brewer Police Department	Brewer	Penobscot County
DD25-	Bridgton Police Department	Bridgton	Cumberland County
DD25-	Brunswick Police Department	Brunswick	Cumberland County
DD25-	Bucksport Police Department	Bucksport	Hancock County
DD25-	Buxton Police Department	Buxton	York County
DD25-	Calais Police Department	Calais	Washington County
DD25-	Camden Police Department	Camden	Knox County

DD25-	Cape Elizabeth Police Department	Cape Elizabeth	Cumberland County
DD25-	Caribou Police Department	Caribou	Aroostook County
DD25-	Carrabassett Valley Police Department	Carrabassett Valley	Franklin County
DD25-	Clinton Police Department	Clinton	Kennebec County
DD25-	Cumberland County Sheriff's Office	Cumberland County	Cumberland County
DD25-	Cumberland Police Department	Cumberland	Cumberland County
DD25-	Damariscotta Police Department	Damariscotta	Lincoln County
DD25-	Dexter Police Department	Dexter	Penobscot County
DD25-	Dover Foxcroft Police Department	Dover Foxcroft	Piscataquis County
DD25-	East Millinocket Police Department	East Millinocket	Penobscot County
DD25-	Eliot Police Department	Eliot	York County
DD25-	Eastport Police Department	Eastport	Washington County
DD25-	Ellsworth Police Department	Ellsworth	Hancock County
DD25-	Fairfield Police Department	Fairfield	Somerset County
DD25-	Falmouth Police Department	Falmouth	Cumberland County
DD25-	Farmington Police Department	Farmington	Franklin County
DD25-	Fort Fairfield Police Department	Fort Fairfield	Aroostook County
DD25-	Fort Kent Police Department	Fort Kent	Aroostook County
DD25-	Franklin County Sheriff's Office	Franklin County	Franklin County
DD25-	Freeport Police Department	Freeport	Cumberland County
DD25-	Fryeburg Police Department	Fryeburg	Oxford County
DD25-	Gardiner Police Department	Gardiner	Kennebec County
DD25-	Gorham Police Department	Gorham	Cumberland County
DD25-	Gouldsboro Police Department	Gouldsboro	Hancock County
DD25-	Greenville Police Department	Greenville	Piscataquis County
DD25-	Hallowell Police Department	Hallowell	Kennebec County
DD25-	Hampden Police Department	Hampden	Penobscot County
DD25-	Hancock County Sheriff's Office	Hancock County	Hancock County
DD25-	Holden Police Department	Holden	Penobscot County
DD25-	Houlton Police Department	Houlton	Aroostook County
DD25-	Islesboro Law Enforcement Department	Islesboro	Waldo County
DD25-	Jay Police Department	Jay	Franklin County
DD25-	Kennebec County Sheriff's Office	Kennebec County	Kennebec County
DD25-	Kennebunk Police Department	Kennebunk	York County
DD25-	Kennebunkport Police Department	Kennebunkport	York County
DD25-	Kittery Police Department	Kittery	York County
DD25-	Knox County Sheriff's Office	Knox County	Knox County
DD25-	Lewiston Police Department	Lewiston	Androscoggin County
DD25-	Lincoln County Sheriff's Office	Lincoln County	Lincoln County

DD25-	Lincoln Police Department	Lincoln	Penobscot County
DD25-	Lisbon Police Department	Lisbon	Androscoggin County
DD25-	Livermore Falls Police Department	Livermore Falls	Androscoggin County
DD25-	Machias Police Department	Machias	Washington County
DD25-	Madawaska Police Department	Madawaska	Aroostook County
DD25-	Maine State Police	Maine	Statewide
DD25-	Maine Warden Service	Maine	Statewide
DD25-	Maine Capitol Police	Maine	Statewide
DD25-	Mechanic Falls Police Department	Mechanic Falls	Androscoggin County
DD25-	Mexico Police Department	Mexico	Oxford County
DD25-	Milbridge Police Department	Milbridge	Washington County
DD25-	Milo Police Department	Milo	Piscataquis County
DD25-	Monmouth Police Department	Monmouth	Kennebec County
DD25-	Mount Desert Police Department	Mount Desert	Hancock County
DD25-	North Berwick Police Department	North Berwick	York County
DD25-	Newport Police Department	Newport	Penobscot County
DD25-	Norway Police Department	Norway	Oxford County
DD25-	Oakland Police Department	Oakland	Kennebec County
DD25-	Ogunquit Police Department	Ogunquit	York County
DD25-	Old Orchard Beach Police Department	Old Orchard Beach	York County
DD25-	Old Town Police Department	Old Town	Penobscot County
DD25-	Orono Police Department	Orono	Penobscot County
DD25-	Oxford County Sheriff's Office	Oxford County	Oxford County
DD25-	Oxford Police Department	Oxford	Oxford County
DD25-	Paris Police Department	Paris	Oxford County
DD25-	Penobscot County Sheriff's Office	Penobscot County	Penobscot County
DD25-	Phippsburg Police Department	Phippsburg	Sagadahoc County
DD25-	Piscataquis County Sheriff's Office	Piscataquis County	Piscataquis County
DD25-	Pittsfield Police Department	Pittsfield	Somerset County
DD25-	Portland Police Department	Portland	Cumberland County
DD25-	Presque Isle Police Department	Presque Isle	Aroostook County
DD25-	Rangeley Police Department	Rangeley	Franklin County
DD25-	Richmond Police Department	Richmond	Sagadahoc County
DD25-	Rockland Police Department	Rockland	Knox County
DD25-	Rockport Police Department	Rockport	Knox County
DD25-	Rumford Police Department	Rumford	Oxford County
DD25-	Sabattus Police Department	Sabattus	Androscoggin County
DD25-	Saco Police Department	Saco	York County

DD25-	Sagadahoc County Sheriff's Office	Sagadahoc County	Sagadahoc County
DD25-	Sanford Police Department	Sanford	York County
DD25-	Scarborough Police Department	Scarborough	Cumberland County
DD25-	Searsport Police Department	Searsport	Waldo County
DD25-	Skowhegan Police Department	Skowhegan	Somerset County
DD25-	Somerset County Sheriff's Office	Somerset County	Somerset County
DD25-	South Portland Police Department	South Portland	Cumberland County
DD25-	Southwest Harbor Police Department	Southwest Harbor	Hancock County
DD25-	Stockton Springs Police Department	Stockton Springs	Waldo County
DD25-	Topsham Police Department	Topsham	Sagadahoc County
DD25-	Thomaston Police Department	Thomaston	Knox County
DD25-	South Berwick Police Department	South Berwick	York County
DD25-	University of Southern Maine Gorham Police Department	University of Southern Maine Gorham	Cumberland County
DD25-	Vassalboro Police Department	Vassalboro	Kennebec County
DD25-	Veazie Police Department	Veazie	Penobscot County
DD25-	Waldo County Sheriff's Office	Waldo County	Waldo County
DD25-	Waldoboro Police Department	Waldoboro	Lincoln County
DD25-	Washington County Sheriff Office	Washington County	Washington County
DD25-	Washburn Police Department	Washburn	Aroostook County
DD25-	Waterville Police Department	Waterville	Kennebec County
DD25-	Wells Police Department	Wells	York County
DD25-	Westbrook Police Department	Westbrook	Cumberland County
DD25-	Wilton Police Department	Wilton	Franklin County
DD25-	Windham Police Department	Windham	Cumberland County
DD25-	Winslow Police Department	Winslow	Kennebec County
DD25-	Winthrop Police Department	Winthrop	Kennebec County
DD25-	Winter Harbor Police Department	Winter Harbor	Hancock County
DD25-	Wiscasset Police Department	Wiscasset	Lincoln County
DD25-	Yarmouth Police Department	Yarmouth	Cumberland County
DD25-	York County Sheriff's Office	York County	York County
DD25-	York Police Department	York	York County

Project Name	Distracted Driving Manipulating Observational Survey																										
Project Description (incl. Location and Affected Communities)	<p>Cell phone use and texting while driving can degrade driver performance in three ways - visually, manually, and cognitively. Talking and texting while driving has grown in the past decade as drivers take their cell phones into their vehicles. To gather data on actual cell phone use, and to determine if enforcement efforts and education 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 April 2023 survey showed the overall use rate in 2023, across all counties and categories was 3.1%, significantly lower than the 4.5% measured in 2022. Since the law change, even with a small “spike” in use in 2022, the use rate is down. Location or site selection of observations for the distracted driving survey are a subsample of sites selected for Maine’s seat belt survey. Observations of any use by county (combined 2018 to 2023) show:</p> <table border="1"> <thead> <tr> <th>County</th><th>Any</th></tr> </thead> <tbody> <tr> <td>Lincoln</td><td>6.6%</td></tr> <tr> <td>Penobscot</td><td>6.2%</td></tr> <tr> <td>Waldo</td><td>6.0%</td></tr> <tr> <td>Aroostook</td><td>5.9%</td></tr> <tr> <td>Oxford</td><td>5.6%</td></tr> <tr> <td>Hancock</td><td>5.2%</td></tr> <tr> <td>Androscoggin</td><td>4.5%</td></tr> <tr> <td>Somerset</td><td>4.4%</td></tr> <tr> <td>Washington</td><td>4.3%</td></tr> <tr> <td>York</td><td>4.0%</td></tr> <tr> <td>Cumberland</td><td>3.1%</td></tr> <tr> <td>Kennebec</td><td>3.0%</td></tr> </tbody> </table>	County	Any	Lincoln	6.6%	Penobscot	6.2%	Waldo	6.0%	Aroostook	5.9%	Oxford	5.6%	Hancock	5.2%	Androscoggin	4.5%	Somerset	4.4%	Washington	4.3%	York	4.0%	Cumberland	3.1%	Kennebec	3.0%
County	Any																										
Lincoln	6.6%																										
Penobscot	6.2%																										
Waldo	6.0%																										
Aroostook	5.9%																										
Oxford	5.6%																										
Hancock	5.2%																										
Androscoggin	4.5%																										
Somerset	4.4%																										
Washington	4.3%																										
York	4.0%																										
Cumberland	3.1%																										
Kennebec	3.0%																										
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	DD25-100
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration of Service Contract
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405e Flexed to 402
Eligible Use of Funds	1300.24(d)(3)
GTS Voucher Coding	M8*DD
Amount of Federal Funds	\$84,000.00/year (PS est. \$35,000/TR est. \$1500/CS est. \$35,000/OTH est. \$12,500)
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	No adjustments to strategy, however the MeBHS will be encouraging law enforcement agencies in the highest any use rate counties to conduct sustained enforcement beyond just the April NHTSA HVE. We will also target those counties with additional print and media materials.

Emergency Medical Services (EMS) Program Area

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

	underserved rural communities. All affected communities are included.
Countermeasure Strategy	Deploy digital alert technology to provide electronic notification to drivers about first responder vehicles roadside ahead.
Project Agreement Number	EM25-001
Amendment to Add Project Numbers	No
Subrecipient(s)	Maine EMS
Organization Type	State EMS Agency
Federal Funding Source(s)	405h/405e Flexed to 402
Eligible Use of Funds	1300.27 and/or 1300.24 (d)(3)
GTS Voucher Coding	M12BDAT/M12BPE/M8*EM
Amount of Federal Funds	\$1,500,000.00 estimated
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	No adjustment to strategy is needed. This project is ongoing and has been successfully deployed and will continue as needed in FFY2025.

Impaired Driving Program Area

Project Name	Impaired Driving Program Management
Project Description (incl. Location and Affected Communities)	<p>Program Management costs associated with this program area include allowable expenditures for program manager activities, travel, and training statewide. Costs may also include general expenditures for operating costs e.g., printing, supplies, state indirect cost rates, insurance, and postage.</p> <p>The MeBHS Roadside Testing Vehicle (RTV) will also be supported under this project. The Maine State Police (MSP), county and local law enforcement agencies and the MeBHS will be reimbursed for all necessary RTV operational and maintenance expenses including supplies and equipment (with pre-approval from NHTSA prior to purchase), overtime for the troopers and other drivers working the RTV activities (estimated at \$65 per hour for 150 hours), fuel, maintenance, repairs, and monthly fees associated with storage (estimated at \$4950) tolls, radio fees, and OIT/Wi-Fi. This project benefits and supports all Maine law enforcement agencies at their OUI checkpoints and saturation patrols, including those scheduled by the SPIDRE Team.</p>
Countermeasure Strategy	Decrease impaired driving motor vehicle fatalities through implementation of a successful impaired driving program using Uniform Guideline #8 and Countermeasures that Work.
Project Agreement Number	AL25-001
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402/ 405e Flexed to 402
Eligible Use of Funds	23 USC 402
GTS Voucher Coding	402AL/ M8*AL
Amount of Federal Funds	\$500,000.00

Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	Program management is standard administration of a program. No adjustments to strategy for program management are needed for FFY2025.

Project Name	Impaired Driving HVE -NHTSA Driver Sober or Get Pulled Over – and – Drive Sober, Maine Programs
Project Description (incl. Location and Affected Communities)	<p>The primary purpose of high-visibility saturation patrol and publicized sobriety checkpoint programs is to deter driving under the influence of alcohol or drugs by increasing the perceived risk of arrest. To do this, high-visibility saturation patrols and sobriety checkpoints should be publicized extensively and conducted regularly, as part of an ongoing impaired driving enforcement program. Saturation patrols and publicized sobriety checkpoints are proven effective by the CTW Eleventh Edition 2023 receiving 4 and 5 stars respectively. This project will support dedicated overtime costs for approximately 30 law enforcement agencies (LEA's) selected by previously described data analysis, to participate in impaired driving enforcement details and checkpoints including those that support NHTSA's national campaigns in August and December. The "Drive Sober, Maine!" campaign is designed to further address the impaired driving problem in Maine (outside of the two, two-week national campaigns) but only during the months identified by each requesting agency. Sustained enforcement is based on an analysis of impaired crash and fatality data, OUI citation data, and locations with planned events involving alcohol and drugs. The location of activities is dependent upon the agencies that apply for dedicated overtime enforcement activities. Additionally, funds will support overtime costs to continue support of impaired driving enforcement efforts by Regional Impaired Driving Enforcement (RIDE) Teams. RIDE team members are comprised of law enforcement officers from various local jurisdictions within a designated county and include law enforcement officers that are proficient in</p>

	NHSTA Standardized Field Sobriety Training, ARIDE trained, Drug Recognition Experts, and Forensic Phlebotomists. RIDE team members may also include dedicated dispatch support staff. Each RIDE team member is selected by a designated RIDE team leader based on their impaired driving training and expertise. When established, RIDE teams will be focusing their efforts during the time and days identified by data-analysis of alcohol and drug related crashes in the counties identified as high crash areas. RIDE teams conduct impaired driving high-visibility saturation patrols and sobriety checkpoints in selected locations (using evidence-based traffic safety methods) throughout identified jurisdictions. Exact patrol locations are determined and agreed upon by the MeBHS program coordinators and the Law Enforcement Liaison in partnership with individual RIDE team leaders. MeBHS monitors the successes of the grant as it is being conducted to determine if modifications need to be implemented to ensure the activity is producing results. The MeBHS Roadside Testing Vehicle is used to support various 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 FFY2025.
Project Agreement Number	AL or ID25-TBD (See List of Subrecipients)
Amendment to Add Project Numbers	Yes
Subrecipient(s)	TBD – Various State, Municipal and County Law Enforcement Agencies
Organization Type	Maine Law Enforcement Agencies
Federal Funding Source(s)	402/405d
Eligible Use of Funds	23 USC 402/1300.23
GTS Voucher Coding	402 AL/M5HVE
Amount of Federal Funds	\$800,000.00

Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	The overall strategy has not changed, but the MeBHS will continue to encourage more law enforcement agencies to apply for and utilize funds for the two NHTSA Drive Sober or Get Pulled Over HVE in December and August. We will also share fatal and crash data and encourage agencies to conduct sustained enforcement in areas where data indicate little change or an increase in impaired crashes. The rollout and deployment of additional Intoxilyzer 9000's will assist all agencies, especially the more rural ones, with breath testing. The MeBHS created a new OUI checkpoint brochure in FFY2024 and that will be widely distributed.

Potential Subrecipients:

AL or ID25-	Androscoggin County Sheriff's Office	Androscoggin County	Androscoggin County
AL or ID25-	Aroostook County Sheriff's Office	Aroostook County	Aroostook County
AL or ID25-	Ashland Police Department	Ashland	Aroostook County
AL or ID25-	Auburn Police Department	Auburn	Androscoggin County
AL or ID25-	Augusta Police Department	Augusta	Kennebec County
AL or ID25-	Bangor Police Department	Bangor	Penobscot County
AL or ID25-	Bar Harbor Police Department	Bar Harbor	Hancock County
AL or ID25-	Bath Police Department	Bath	Sagadahoc County
AL or ID25-	Baileyville Police Department	Baileyville	Washington County
AL or ID25-	Belfast Police Department	Belfast	Waldo County
AL or ID25-	Berwick Police Department	Berwick	York County
AL or ID25-	Biddeford Police Department	Biddeford	York County
AL or ID25-	Boothbay Harbor Police Department	Boothbay Harbor	Lincoln County
AL or ID25-	Brewer Police Department	Brewer	Penobscot County
AL or ID25-	Bridgton Police Department	Bridgton	Cumberland County
AL or ID25-	Brunswick Police Department	Brunswick	Cumberland County
AL or ID25-	Bucksport Police Department	Bucksport	Hancock County
AL or ID25-	Buxton Police Department	Buxton	York County
AL or ID25-	Calais Police Department	Calais	Washington County
AL or ID25-	Camden Police Department	Camden	Knox County

AL or ID25-	Cape Elizabeth Police Department	Cape Elizabeth	Cumberland County
AL or ID25-	Caribou Police Department	Caribou	Aroostook County
AL or ID25-	Carrabassett Valley Police Department	Carrabassett Valley	Franklin County
AL or ID25-	Clinton Police Department	Clinton	Kennebec County
AL or ID25-	Cumberland County Sheriff's Office	Cumberland County	Cumberland County
AL or ID25-	Cumberland Police Department	Cumberland	Cumberland County
AL or ID25-	Damariscotta Police Department	Damariscotta	Lincoln County
AL or ID25-	Dexter Police Department	Dexter	Penobscot County
AL or ID25-	Dover Foxcroft Police Department	Dover Foxcroft	Piscataquis County
AL or ID25-	East Millinocket Police Department	East Millinocket	Penobscot County
AL or ID25-	Eliot Police Department	Eliot	York County
AL or ID25-	Eastport Police Department	Eastport	Washington County
AL or ID25-	Ellsworth Police Department	Ellsworth	Hancock County
AL or ID25-	Fairfield Police Department	Fairfield	Somerset County
AL or ID25-	Falmouth Police Department	Falmouth	Cumberland County
AL or ID25-	Farmington Police Department	Farmington	Franklin County
AL or ID25-	Fort Fairfield Police Department	Fort Fairfield	Aroostook County
AL or ID25-	Fort Kent Police Department	Fort Kent	Aroostook County
AL or ID25-	Franklin County Sheriff's Office	Franklin County	Franklin County
AL or ID25-	Freeport Police Department	Freeport	Cumberland County
AL or ID25-	Fryeburg Police Department	Fryeburg	Oxford County
AL or ID25-	Gardiner Police Department	Gardiner	Kennebec County
AL or ID25-	Gorham Police Department	Gorham	Cumberland County
AL or ID25-	Gouldsboro Police Department	Gouldsboro	Hancock County
AL or ID25-	Greenville Police Department	Greenville	Piscataquis County
AL or ID25-	Hallowell Police Department	Hallowell	Kennebec County
AL or ID25-	Hampden Police Department	Hampden	Penobscot County
AL or ID25-	Hancock County Sheriff's Office	Hancock County	Hancock County
AL or ID25-	Holden Police Department	Holden	Penobscot County
AL or ID25-	Houlton Police Department	Houlton	Aroostook County
AL or ID25-	Islesboro Law Enforcement Department	Islesboro	Waldo County
AL or ID25-	Jay Police Department	Jay	Franklin County
AL or ID25-	Kennebec County Sheriff's Office	Kennebec County	Kennebec County
AL or ID25-	Kennebunk Police Department	Kennebunk	York County
AL or ID25-	Kennebunkport Police Department	Kennebunkport	York County
AL or ID25-	Kittery Police Department	Kittery	York County
AL or ID25-	Knox County Sheriff's Office	Knox County	Knox County
AL or ID25-	Lewiston Police Department	Lewiston	Androscoggin County
AL or ID25-	Lincoln County Sheriff's Office	Lincoln County	Lincoln County

AL or ID25-	Lincoln Police Department	Lincoln	Penobscot County
AL or ID25-	Lisbon Police Department	Lisbon	Androscoggin County
AL or ID25-	Livermore Falls Police Department	Livermore Falls	Androscoggin County
AL or ID25-	Machias Police Department	Machias	Washington County
AL or ID25-	Madawaska Police Department	Madawaska	Aroostook County
AL or ID25-	Maine State Police	Maine	Statewide
AL or ID25-	Maine Warden Service	Maine	Statewide
AL or ID25-	Maine Capitol Police	Maine	Statewide
AL or ID25-	Mechanic Falls Police Department	Mechanic Falls	Androscoggin County
AL or ID25-	Mexico Police Department	Mexico	Oxford County
AL or ID25-	Milbridge Police Department	Milbridge	Washington County
AL or ID25-	Milo Police Department	Milo	Piscataquis County
AL or ID25-	Monmouth Police Department	Monmouth	Kennebec County
AL or ID25-	Mount Desert Police Department	Mount Desert	Hancock County
AL or ID25-	North Berwick Police Department	North Berwick	York County
AL or ID25-	Newport Police Department	Newport	Penobscot County
AL or ID25-	Norway Police Department	Norway	Oxford County
AL or ID25-	Oakland Police Department	Oakland	Kennebec County
AL or ID25-	Ogunquit Police Department	Ogunquit	York County
AL or ID25-	Old Orchard Beach Police Department	Old Orchard Beach	York County
AL or ID25-	Old Town Police Department	Old Town	Penobscot County
AL or ID25-	Orono Police Department	Orono	Penobscot County
AL or ID25-	Oxford County Sheriff's Office	Oxford County	Oxford County
AL or ID25-	Oxford Police Department	Oxford	Oxford County
AL or ID25-	Paris Police Department	Paris	Oxford County
AL or ID25-	Penobscot County Sheriff's Office	Penobscot County	Penobscot County
AL or ID25-	Phippsburg Police Department	Phippsburg	Sagadahoc County
AL or ID25-	Piscataquis County Sheriff's Office	Piscataquis County	Piscataquis County
AL or ID25-	Pittsfield Police Department	Pittsfield	Somerset County
AL or ID25-	Portland Police Department	Portland	Cumberland County
AL or ID25-	Presque Isle Police Department	Presque Isle	Aroostook County
AL or ID25-	Rangeley Police Department	Rangeley	Franklin County
AL or ID25-	Richmond Police Department	Richmond	Sagadahoc County
AL or ID25-	Rockland Police Department	Rockland	Knox County
AL or ID25-	Rockport Police Department	Rockport	Knox County
AL or ID25-	Rumford Police Department	Rumford	Oxford County
AL or ID25-	Sabattus Police Department	Sabattus	Androscoggin County
AL or ID25-	Saco Police Department	Saco	York County

AL or ID25-	Sagadahoc County Sheriff's Office	Sagadahoc County	Sagadahoc County
AL or ID25-	Sanford Police Department	Sanford	York County
AL or ID25-	Scarborough Police Department	Scarborough	Cumberland County
AL or ID25-	Searsport Police Department	Searsport	Waldo County
AL or ID25-	Skowhegan Police Department	Skowhegan	Somerset County
AL or ID25-	Somerset County Sheriff's Office	Somerset County	Somerset County
AL or ID25-	South Portland Police Department	South Portland	Cumberland County
AL or ID25-	Southwest Harbor Police Department	Southwest Harbor	Hancock County
AL or ID25-	Stockton Springs Police Department	Stockton Springs	Waldo County
AL or ID25-	Topsham Police Department	Topsham	Sagadahoc County
AL or ID25-	Thomaston Police Department	Thomaston	Knox County
AL or ID25-	South Berwick Police Department	South Berwick	York County
AL or ID25-	University of Southern Maine Gorham Police Department	University of Southern Maine Gorham	Cumberland County
AL or ID25-	Vassalboro Police Department	Vassalboro	Kennebec County
AL or ID25-	Veazie Police Department	Veazie	Penobscot County
AL or ID25-	Waldo County Sheriff's Office	Waldo County	Waldo County
AL or ID25-	Waldoboro Police Department	Waldoboro	Lincoln County
AL or ID25-	Washington County Sheriff Office	Washington County	Washington County
AL or ID25-	Washburn Police Department	Washburn	Aroostook County
AL or ID25-	Waterville Police Department	Waterville	Kennebec County
AL or ID25-	Wells Police Department	Wells	York County
AL or ID25-	Westbrook Police Department	Westbrook	Cumberland County
AL or ID25-	Wilton Police Department	Wilton	Franklin County
AL or ID25-	Windham Police Department	Windham	Cumberland County
AL or ID25-	Winslow Police Department	Winslow	Kennebec County
AL or ID25-	Winthrop Police Department	Winthrop	Kennebec County
AL or ID25-	Winter Harbor Police Department	Winter Harbor	Hancock County
AL or ID25-	Wiscasset Police Department	Wiscasset	Lincoln County
AL or ID25-	Yarmouth Police Department	Yarmouth	Cumberland County
AL or ID25-	York County Sheriff's Office	York County	York County
AL or ID25-	York Police Department	York	York County

Project Name	Maine State Police SPIDRE
Project Description (incl. Location and Affected Communities)	The State Police Impaired Driving Reduction Enforcement team (SPIDRE) is comprised of members of the Maine State Police that are proficient in NHSTA Standardized Field Sobriety Training as well as ARIDE trained, and several are certified as Drug Recognition Experts. SPIDRE consists of a team leader and team members are available Statewide. The SPIDRE team will increase publicized sobriety checkpoints and impaired driving high-visibility saturation patrols, with a focus on data-driven crash locations and scheduled events where there is a significant potential for impaired drivers. SPIDRE works primarily in the Bangor area during Spring-Fall for concerts and provides support to rural communities with little ability to conduct checkpoints (such as Presque Isle and Stonington) and in Southern Maine during peak vacation season. The team leader will be a liaison within the MeBHS to work with other agencies. The Maine Bureau of Highway Safety Roadside Testing Vehicle (RTV) and agency message trailers will be utilized when assisting other departments at various events and publicized sobriety checkpoints throughout the State.
Countermeasure Strategy	Decrease impaired driving motor vehicle fatalities by using a combination of high-visibility and sustained enforcement, sobriety checkpoints coupled with communication and education strategies.
Project Agreement Number	ID25-001
Amendment to Add Project Numbers	No
Subrecipient(s)	Maine State Police
Organization Type	Dept. of Public Safety-Maine State Police
Federal Funding Source(s)	405d
Eligible Use of Funds	1300.23
GTS Voucher Coding	M5HVE
Amount of Federal Funds	\$50,000.00(PS est. \$48k/ Other IDR est. \$2k).

Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	The SPIDRE Team has added details conducted on Maine's Interstate System during FFY24 and will continue those details in FFY25. This is the only minor adjustment to this project and was based on an analysis of crashes, fatalities, and serious injuries on the interstate system.

Project Name	Drug Recognition Expert (DRE) & Forensic Phlebotomist (FP) Call-Out/Training
Project Description (incl. Location and Affected Communities)	<p>MeBHS recognizes the importance of specially trained law enforcement officers for drug recognition 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 being reimbursed. Prosecutors are more likely to aggressively prosecute OUI cases when the proper evidence is gathered to create a solid legal foundation. We anticipate more law enforcement agencies will participate in the DRE Program as the issue of drug impaired driving becomes more of an issue here in our state following legalized recreational marijuana sales. This 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</p>

	<p>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. In FFY2020, MeBHS partnered with Kennebec Valley Community College to develop a Forensic Phlebotomy training course for law enforcement officers. The Forensic Phlebotomy course is modeled after Arizona's Forensic Phlebotomy course. The course provides 5 weeks of online instruction followed by 3 days of classroom instruction and a clinical rotation that requires students to show proficiency in blood draws by completing 80 successful venipunctures. The first course was offered in March of 2020 and 10 students successfully completed the training program in FFY2020. 22 students completed the course in FFY2021, and 7 students completed the course in FFY2022. Kennebec Valley Community College plans to offer the course at least four times in 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 FFY2025. 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 50-80 public safety professionals trained in forensic phlebotomy in FFY2025.</p>
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	<p>MeBHS would like to create other alternate training opportunities for Forensic Phlebotomy by utilizing the already certified and trained forensic phlebotomists. One of the training opportunities would consist of a mentorship program. Interest in the training would be initiated by the law enforcement agency to sign up for the program, the officer would be matched with a forensic phlebotomist in their area or be expected to travel to complete shadowing. The timeline to complete the shadowing would need to be determined, but it would be 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 the 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. Location is listed with subrecipients below.</p>
Countermeasure Strategy	Decrease impaired driving motor vehicle fatalities by using a combination of high-visibility and sustained enforcement, and sobriety checkpoints together with communication and education strategies.
Project Agreement Number	AL or ID25-100+TBD
Amendment to Add Project Numbers	Yes. Project numbers will be determined when we complete contracts with subrecipients. (See List of Potential Subrecipients)
Subrecipient(s)	TBD Municipal and County Law Enforcement Agencies
Organization Type	Municipal and County Law Enforcement Agencies
Federal Funding Source(s)	402/405d
Eligible Use of Funds	23 USC 402/1300.23
GTS Voucher Coding	402AL/M5BAC
Amount of Federal Funds	\$350,000.00

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

AL or ID25-	Androscoggin County Sheriff's Office	Androscoggin County	Androscoggin County
AL or ID25-	Aroostook County Sheriff's Office	Aroostook County	Aroostook County
AL or ID25-	Ashland Police Department	Ashland	Aroostook County
AL or ID25-	Auburn Police Department	Auburn	Androscoggin County
AL or ID25-	Augusta Police Department	Augusta	Kennebec County
AL or ID25-	Bangor Police Department	Bangor	Penobscot County
AL or ID25-	Bar Harbor Police Department	Bar Harbor	Hancock County
AL or ID25-	Bath Police Department	Bath	Sagadahoc County
AL or ID25-	Baileyville Police Department	Baileyville	Washington County
AL or ID25-	Belfast Police Department	Belfast	Waldo County
AL or ID25-	Berwick Police Department	Berwick	York County
AL or ID25-	Biddeford Police Department	Biddeford	York County
AL or ID25-	Boothbay Harbor Police Department	Boothbay Harbor	Lincoln County
AL or ID25-	Brewer Police Department	Brewer	Penobscot County
AL or ID25-	Bridgton Police Department	Bridgton	Cumberland County
AL or ID25-	Brunswick Police Department	Brunswick	Cumberland County
AL or ID25-	Bucksport Police Department	Bucksport	Hancock County
AL or ID25-	Buxton Police Department	Buxton	York County
AL or ID25-	Calais Police Department	Calais	Washington County
AL or ID25-	Camden Police Department	Camden	Knox County
AL or ID25-	Cape Elizabeth Police Department	Cape Elizabeth	Cumberland County
AL or ID25-	Caribou Police Department	Caribou	Aroostook County
AL or ID25-	Carrabassett Valley Police Department	Carrabassett Valley	Franklin County
AL or ID25-	Clinton Police Department	Clinton	Kennebec County

AL or ID25-	Cumberland County Sheriff's Office	Cumberland County	Cumberland County
AL or ID25-	Cumberland Police Department	Cumberland	Cumberland County
AL or ID25-	Damariscotta Police Department	Damariscotta	Lincoln County
AL or ID25-	Dexter Police Department	Dexter	Penobscot County
AL or ID25-	Dover Foxcroft Police Department	Dover Foxcroft	Piscataquis County
AL or ID25-	East Millinocket Police Department	East Millinocket	Penobscot County
AL or ID25-	Eliot Police Department	Eliot	York County
AL or ID25-	Eastport Police Department	Eastport	Washington County
AL or ID25-	Ellsworth Police Department	Ellsworth	Hancock County
AL or ID25-	Fairfield Police Department	Fairfield	Somerset County
AL or ID25-	Falmouth Police Department	Falmouth	Cumberland County
AL or ID25-	Farmington Police Department	Farmington	Franklin County
AL or ID25-	Fort Fairfield Police Department	Fort Fairfield	Aroostook County
AL or ID25-	Fort Kent Police Department	Fort Kent	Aroostook County
AL or ID25-	Franklin County Sheriff's Office	Franklin County	Franklin County
AL or ID25-	Freeport Police Department	Freeport	Cumberland County
AL or ID25-	Fryeburg Police Department	Fryeburg	Oxford County
AL or ID25-	Gardiner Police Department	Gardiner	Kennebec County
AL or ID25-	Gorham Police Department	Gorham	Cumberland County
AL or ID25-	Gouldsboro Police Department	Gouldsboro	Hancock County
AL or ID25-	Greenville Police Department	Greenville	Piscataquis County
AL or ID25-	Hallowell Police Department	Hallowell	Kennebec County
AL or ID25-	Hampden Police Department	Hampden	Penobscot County
AL or ID25-	Hancock County Sheriff's Office	Hancock County	Hancock County
AL or ID25-	Holden Police Department	Holden	Penobscot County
AL or ID25-	Houlton Police Department	Houlton	Aroostook County
AL or ID25-	Islesboro Law Enforcement Department	Islesboro	Waldo County
AL or ID25-	Jay Police Department	Jay	Franklin County
AL or ID25-	Kennebec County Sheriff's Office	Kennebec County	Kennebec County
AL or ID25-	Kennebunk Police Department	Kennebunk	York County
AL or ID25-	Kennebunkport Police Department	Kennebunkport	York County
AL or ID25-	Kittery Police Department	Kittery	York County
AL or ID25-	Knox County Sheriff's Office	Knox County	Knox County
AL or ID25-	Lewiston Police Department	Lewiston	Androscoggin County
AL or ID25-	Lincoln County Sheriff's Office	Lincoln County	Lincoln County
AL or ID25-	Lincoln Police Department	Lincoln	Penobscot County
AL or ID25-	Lisbon Police Department	Lisbon	Androscoggin County
AL or ID25-	Livermore Falls Police Department	Livermore Falls	Androscoggin County
AL or ID25-	Machias Police Department	Machias	Washington County

AL or ID25-	Madawaska Police Department	Madawaska	Aroostook County
AL or ID25-	Maine State Police	Maine	Statewide
AL or ID25-	Maine Warden Service	Maine	Statewide
AL or ID25-	Maine Capitol Police	Maine	Statewide
AL or ID25-	Mechanic Falls Police Department	Mechanic Falls	Androscoggin County
AL or ID25-	Mexico Police Department	Mexico	Oxford County
AL or ID25-	Milbridge Police Department	Milbridge	Washington County
AL or ID25-	Milo Police Department	Milo	Piscataquis County
AL or ID25-	Monmouth Police Department	Monmouth	Kennebec County
AL or ID25-	Mount Desert Police Department	Mount Desert	Hancock County
AL or ID25-	North Berwick Police Department	North Berwick	York County
AL or ID25-	Newport Police Department	Newport	Penobscot County
AL or ID25-	Norway Police Department	Norway	Oxford County
AL or ID25-	Oakland Police Department	Oakland	Kennebec County
AL or ID25-	Ogunquit Police Department	Ogunquit	York County
AL or ID25-	Old Orchard Beach Police Department	Old Orchard Beach	York County
AL or ID25-	Old Town Police Department	Old Town	Penobscot County
AL or ID25-	Orono Police Department	Orono	Penobscot County
AL or ID25-	Oxford County Sheriff's Office	Oxford County	Oxford County
AL or ID25-	Oxford Police Department	Oxford	Oxford County
AL or ID25-	Paris Police Department	Paris	Oxford County
AL or ID25-	Penobscot County Sheriff's Office	Penobscot County	Penobscot County
AL or ID25-	Phippsburg Police Department	Phippsburg	Sagadahoc County
AL or ID25-	Piscataquis County Sheriff's Office	Piscataquis County	Piscataquis County
AL or ID25-	Pittsfield Police Department	Pittsfield	Somerset County
AL or ID25-	Portland Police Department	Portland	Cumberland County
AL or ID25-	Presque Isle Police Department	Presque Isle	Aroostook County
AL or ID25-	Rangeley Police Department	Rangeley	Franklin County
AL or ID25-	Richmond Police Department	Richmond	Sagadahoc County
AL or ID25-	Rockland Police Department	Rockland	Knox County
AL or ID25-	Rockport Police Department	Rockport	Knox County
AL or ID25-	Rumford Police Department	Rumford	Oxford County
AL or ID25-	Sabattus Police Department	Sabattus	Androscoggin County
AL or ID25-	Saco Police Department	Saco	York County
AL or ID25-	Sagadahoc County Sheriff's Office	Sagadahoc County	Sagadahoc County
AL or ID25-	Sanford Police Department	Sanford	York County
AL or ID25-	Scarborough Police Department	Scarborough	Cumberland County
AL or ID25-	Searsport Police Department	Searsport	Waldo County
AL or ID25-	Skowhegan Police Department	Skowhegan	Somerset County

AL or ID25-	Somerset County Sheriff's Office	Somerset County	Somerset County
AL or ID25-	South Portland Police Department	South Portland	Cumberland County
AL or ID25-	Southwest Harbor Police Department	Southwest Harbor	Hancock County
AL or ID25-	Stockton Springs Police Department	Stockton Springs	Waldo County
AL or ID25-	Topsham Police Department	Topsham	Sagadahoc County
AL or ID25-	Thomaston Police Department	Thomaston	Knox County
AL or ID25-	South Berwick Police Department	South Berwick	York County
AL or ID25-	University of Southern Maine Gorham Police Department	University of Southern Maine Gorham	Cumberland County
AL or ID25-	Vassalboro Police Department	Vassalboro	Kennebec County
AL or ID25-	Veazie Police Department	Veazie	Penobscot County
AL or ID25-	Waldo County Sheriff's Office	Waldo County	Waldo County
AL or ID25-	Waldoboro Police Department	Waldoboro	Lincoln County
AL or ID25-	Washington County Sheriff Office	Washington County	Washington County
AL or ID25-	Washburn Police Department	Washburn	Aroostook County
AL or ID25-	Waterville Police Department	Waterville	Kennebec County
AL or ID25-	Wells Police Department	Wells	York County
AL or ID25-	Westbrook Police Department	Westbrook	Cumberland County
AL or ID25-	Wilton Police Department	Wilton	Franklin County
AL or ID25-	Windham Police Department	Windham	Cumberland County
AL or ID25-	Winslow Police Department	Winslow	Kennebec County
AL or ID25-	Winthrop Police Department	Winthrop	Kennebec County
AL or ID25-	Winter Harbor Police Department	Winter Harbor	Hancock County
AL or ID25-	Wiscasset Police Department	Wiscasset	Lincoln County
AL or ID25-	Yarmouth Police Department	Yarmouth	Cumberland County
AL or ID25-	York County Sheriff's Office	York County	York County
AL or ID25-	York Police Department	York	York County

Project Name	Civilian Phlebotomist Call-Out & Travel
Project Description (incl. Location and Affected Communities)	<p>Maine law enforcement officers continue to experience challenges in obtaining evidential blood draws in impaired driving cases. While the medical community (both pre-hospital and hospital) continue to assist in rare cases, they remain reluctant to obtain non-medical related blood draws. In response to this problem, Maine created the Forensic Phlebotomy program for law enforcement officers with the Kennebec Valley Community College and we reimburse trained officers for overtime callouts (see planned activity #ID25-100+). We do continue to maintain a small civilian phlebotomist call out reimbursement program.</p> <p>The civilian phlebotomy program is utilized to fill the gaps in geographic portions of the state where a forensic phlebotomist is not available to respond. Most forensic phlebotomists are from larger law enforcement agencies primarily in central and southern Maine. This leaves a large gap for western and northern Maine, but really is a problem statewide due to medical facilities increasingly disallowing their staff to draw forensic evidence. Civilian Phlebotomists receive a flat state-funded stipend of \$35 per call out, so this project would support additional funds (above the state stipend) for call out and travel costs associated with civilian phlebotomists to respond, on an as needed basis, to law enforcement officers requesting an evidential blood draw in impaired driving cases. The Maine Bureau of Highway Safety maintains the roster of qualified civilian phlebotomists available for call out. This list is distributed to local dispatch centers across the State of Maine. We anticipate upon roll-out of the program, that we will have up to 20 civilian phlebotomists available to be called out for evidentiary blood draws. Locations of the civilian</p>

	phlebotomist range throughout the state as far south as Biddeford to as far north as Bangor.
Countermeasure Strategy	Decrease impaired driving motor vehicle fatalities by using a combination of high-visibility and sustained enforcement, sobriety checkpoints coupled with communication and education strategies.
Project Agreement Number	ID25-013
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration of contracts
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405d and/or 405e Flexed to 402
Eligible Use of Funds	1300.23 and/or 1300.24 (d) (3)
GTS Voucher Coding	M5BAC/M8*AL B5BAC/B5TST/M8*AL
Amount of Federal Funds	\$500,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	We are not adjusting our strategy, but we are doing additional research to understand current statute and to ensure that any supplemental funds will be sustainable while we work to increase the state highway fund budget to eventually cover all civilian phlebotomist costs.

Project Name	DHHS HETL Chemist & Data Analyst Activities
Project Description (incl. Location and Affected Communities)	<p>This project funds the activities of four chemists at the Maine Health and Environmental Testing Lab (HETL) and one data analyst. Four chemists are tasked with analyzing blood samples for drugs. These chemists also assist with urine drug testing, blood alcohol testing, and the breath testing alcohol program. Training and travel costs are necessary for the chemists to remain certified toxicologists and to ensure Maine is working under, and toward, best practices and to ensure that these chemists can provide expert toxicological and pharmacological testimony for Maine prosecutors as needed. Training may include SOFT conference, Borkenstein courses, IACP DRE conference, and Web Based Courses. These chemists will also work on developing testing methods for the analytical blood and urine drug testing programs, to expand the current drug testing panels available at HETL. They will help with intake and handling of evidence submitted by law enforcement agencies, perform analytical testing of toxicology evidence, 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.</p> <p>This activity will fund 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.</p>

Countermeasure Strategy	Decrease impaired driving motor vehicle fatalities by using a combination of high-visibility and sustained enforcement, sobriety checkpoints coupled with communication and education strategies.
Project Agreement Number	ID25-006
Amendment to Add Project Numbers	No
Subrecipient(s)	Maine Department of Health and Environmental Services (DHHS) Health and Environmental Testing Laboratory (HETL)
Organization Type	Maine Health and Human Services Department
Federal Funding Source(s)	405d and/or 405e Flexed to 402
Eligible Use of Funds	1300.23 and/or 1300.24(d)(3)
GTS Voucher Coding	M5BAC/M8*AL/B5BAC/B5TST/M8*AL M8*AL
Amount of Federal Funds	\$800,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	The DHHS HETL will continue to maintain required toxicologist certifications, participate in training, and ensure testing meets the highest standards. No adjustments to countermeasures strategies as the project is successful, but the DHHS HETL will be looking for state funded budget and personnel increases to sustain this program and the other requirements of the laboratory and we will continue to look for ways to transition 100% away from urine drug testing.

Project Name	Intoxilyzer 9000 Purchase Program to Support Impaired Driving HVE
Project Description (incl. Location and Affected Communities)	<p>The State of Maine utilizes breath testing devices as the primary means to obtain evidence in alcohol-impaired driving cases. The results from these breath testing devices are used as evidence in court to help prosecute OUI offenses. This 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 92 Evidential Breath Test (EBT) instruments that are strategically located at points throughout the State. A large majority of these State-owned EBT instruments are the model 8000 Intoxilyzer Instruments and they are 10-13 years old. They are frequently in need of repair, which is costly and can be detrimental to moving OUI investigations and cases forward in a timely manner. Thirty 9000 Intoxilyzer Instruments (Phase 1) were purchased in FFY2021 and those are scheduled to be deployed during FFY2024. Phase 2 of the 9000 Intoxilyzer Instrument rollout was originally intended for FFY2022, but due to the vendor’s inability to provide the necessary software development, MeBHS had to delay purchasing another batch of 9000 instruments. Phase 2 is now planned for FFY2025 and MeBHS plans to purchase thirty more 9000 instruments, which will replace many of the “older” 8000 instruments. These thirty new 9000 instruments shall be shipped, validated, and distributed in three sets of ten instruments. This planned activity will fund up to thirty new, model 9000 EBT instruments, including gas canisters and hand-held scanners, which are needed to operate the 9000 instruments. This planned activity will also cover associated costs for training, licensing (including the request of a second</p>

	<p>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. Equipment is planned to be placed in the following locations:</p> <p>Androscoggin SO, Augusta PD, Bangor PD, Dexter PD, Dover-Foxcroft PD, East Millinocket PD, Fairfield PD, Franklin SO, Fryeburg PD, Gardiner PD, Holden PD, Lewiston PD, Lincoln PD, Lisbon PD, Livermore Falls PD, Newport PD, Oakland PD, Old Town PD, Orono PD, Oxford PD, Oxford SO, Penobscot SO, Piscataquis SO, Pittsfield PD, Rumford PD, Skowhegan PD, Somerset SO, Waterville PD, Winslow PD, and Winthrop PD. Any equipment purchased will meet the Buy America Act (BAA) and will be on NHTSA's "Conforming Products List". Equipment will also be pre-approved by NHTSA, in writing, as required. Equipment will be procured in the first or second quarter of the FFY to allow for deployment.</p>
Countermeasure Strategy	Decrease impaired driving motor vehicle fatalities by using a combination of high-visibility and sustained enforcement, sobriety checkpoints coupled with communication and education strategies.
Project Agreement Number	ID25-014 (Phase 2)
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration of Contract
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405e Flexed to 402
Eligible Use of Funds	1300.24 (d)(3)
GTS Voucher Coding	M8*AL
Amount of Federal Funds	\$500,000.00

Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	The strategy to support law enforcement by deploying Intoxilyzer 9000's has not changed. However, we have worked through multiple unforeseen delays, some originating from the manufacturer product requiring each unit to be tested and calibrated and the requirement of new software to allow downloads from the 9000 to a Maine OIT database. Deployment of the "first batch" of 9000 instruments shall continue during the latter part of FFY24 and into FFY25 and this phase II purchase will occur in early FFY25.

Project Name	Maine State Police Statewide Impaired Driving Coordinator
Project Description (incl. Location and Affected Communities)	<p>Impaired Driving continues to be the largest challenge facing Maine, especially with the drug and opiate crisis, and the legalization of marijuana laws driving expansion of sales for recreational and medical marijuana. A dedicated statewide impaired driving coordinator ensures that all of Maine's 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 to work 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</p>

	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	ID25-009
Amendment to Add Project Numbers	No
Subrecipient(s)	Maine State Police
Organization Type	Public Safety State Police Agency
Federal Funding Source(s)	405d
Eligible Use of Funds	1300.23
GTS Voucher Coding	M5IDC
Amount of Federal Funds	\$150,000.00 (PS est. \$145k/TR est. \$5k/OTH est. \$2,500 and includes ICR for MSP).
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	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 FFY25.

Project Name	Maine Criminal Justice Academy (MCJA) Specialized Impaired Driving Law Enforcement Training
Project Description (incl. Location and Affected Communities)	<p>Well trained law enforcement in SFST, ARIDE, and DRE increase the likelihood that police officers will successfully detect impaired drivers during enforcement activities and/or traffic stops.</p> <p>This project funds the specialized training and supplies necessary for law enforcement officers to detect, apprehend, and prosecute motorists suspected of operating under the influence of alcohol and/or drugs. The Maine Impaired Driving Task Force has identified that a best practice methodology for OUI investigation dictates a three-pronged approach:</p> <p>(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.</p> <p>To ensure that DRE candidates meet the proficiency requirements without undue delay, these individuals may travel out of state for their certification requirements. This project provides travel expenses for DRE candidates 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 which</p>

	<p>is critical for keeping DRE's current and proficient in utilizing best practices. The goal is to train 80-100 new officers for ARIDE as well as to add/train at least 15 new Drug Recognition Experts in FFY2025. 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.</p>
Countermeasure Strategy	Decrease impaired driving motor vehicle fatalities by using a combination of high-visibility and sustained enforcement, sobriety checkpoints coupled with communication and education strategies.
Project Agreement Number	ID25-010
Amendment to Add Project Numbers	No
Subrecipient(s)	Maine Criminal Justice Academy
Organization Type	State Law Enforcement Training Academy
Federal Funding Source(s)	402 and/or 405d and/or 405e Flexed to 402
Eligible Use of Funds	23 USC 402 and/or 1300.23 and/or 1300.24 (d)(3)
GTS Voucher Coding	402AL/M5PEM/M8*AL/B5PEM
Amount of Federal Funds	\$100,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	No strategy adjustments are needed for FFY25 as the MCJA law enforcement training project continues to be a valuable component in providing the necessary

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

	<p>OUI Investigation Review (2) Prosecutor and Toxicologist Expert Testimony in Impaired Driving Cases; (3) Cops in Court; (4) Implied Consent Law; (6) Prosecutor Presentations; and (7) Maine Criminal Justice Academy (MCJA) Trainings. These classes have been chosen by the Maine TSRPs after reviewing the current landscape in Maine’s impaired driving investigation and enforcement and assessing the needs of police officers, prosecutors, the Bureau of Motor Vehicles Hearings Examiners, and the Health and Environmental Testing Chemists over the past year. The classes are designed to deliver the best and most current impaired driving investigation and prosecution information to the needed practitioners as efficiently as possible.</p> <p>The following are brief descriptions of each class:</p> <p>OUI Investigation Review: This class presents the concepts and principles employed by law enforcement officers in OUI investigation; including alcohol and drug impairment, chemical testing, fatal motor vehicle investigation and relevant Maine case law. The class has been accredited by the Maine Board of Bar Overseers for continuing legal education credits. This is a one-day class.</p> <p>Prosecutor and Chemist Expert Testimony in Impaired Driving Cases: As chemical testing in impaired driving investigation becomes more complicated with caselaw and the addition of drug blood testing capabilities at the Maine HETL laboratory and the addition of specialized expert staff and recreational cannabis becomes more widely popular, the frequency and need for expert testimony in drug impaired driving cases will be needed. These professionals</p>
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	<p>will benefit from specific training designed to teach them better courtroom communication skills. This is a one-day class.</p> <p>Cops in Court: This NTLC created class is intended to teach report writing and courtroom testifying to line officers who are involved in impaired driving enforcement. Maine's TSRP Scot Mattox assisted the NTLC and NHTSA in updating this curriculum in early 2000. He and TSRP Josh Saucier have further amended this training to include new prosecutors to obtain more joint training and moot court exercises. This class is for one day.</p> <p>Implied Consent: Maine's Implied Consent law and the relevant chemical testing procedures are an area of dynamic change in both statutory and case law around impaired driving investigations. Recent changes to Maine statutory law, the HETL procedures, as well as important cases handed down from both the SCOTUS and the Maine Law Court affect chemical testing collection and their subsequent admissibility. This is especially relevant for OUI drug investigations and blood testing. Course discussion topics include - Constitutional Rights and Chemical Testing; Implied Consent and Chemical Testing; How Implied Consent and Constitutional Rights Intersect; DRE Evaluations and Chemical Testing; Chemical Testing for drug OUI's when a DRE is not available; and Maine's Good Samaritan Law. This is a one-day class.</p> <p>Prosecutor's Association Annual Conference Presentation: The TSRP either attends or makes presentations at the annual Maine Prosecutors Conference held in Bar Harbor every October. This project would reimburse travel and lodging for the Maine</p>
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	<p>TSRPs or other relevant experts (approved by Maine BHS) who are presenting to the Maine Prosecutors Association at this conference.</p> <p>Maine Criminal Justice Academy Trainings: This project supports the Maine TSRPs teaching for the MCJA. The classes the TSRPs typical teach are:</p> <ul style="list-style-type: none"> •The MCJA Basic Law Enforcement Training Program OUI Week: Maine's basic police academy holds a 40-hour week on fundamental OUI investigation training. The TSRPs assist with several classes during this week including" Maine OUI Law; Administrative law; and Report Writing and Courtroom Testifying. This occurs twice annually. •Advanced Roadside Impaired Driving Enforcement: MCJA teaches several of these classes annually in various locations throughout Maine. The TSRPs assist with these classes whenever their schedule allows. •Breath Testing Device Operator MCJA provides these certification classes at various times and locations throughout Maine. The TSRP assists when possible. •Drug Recognition Expert School MCJA holds this certification training annually. The TSRP assists with several blocks of instruction at this school. •DRE Refresher MCJA holds this re-certification training annually. The TSRP assists with several blocks of instruction at this school. <p>This project is designed to provide this high-quality training – at no cost – to all prosecutorial districts in Maine that they would otherwise not be able to obtain. Project funding is intended to include the expenses associated with delivery of the above trainings including</p>
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	<p>printing/materials, travel, lodging, lunch on site, and registration fees (if applicable) for the training staff (including expenses for out of state subject matter experts) and prosecutors, law enforcement, and HETL and BMV staff attending.</p> <p>Due to changing staffing levels amongst agencies in Maine, the location, date, and time of the trainings will be determined by TSRPs in accordance with the needs of law enforcement and prosecutorial districts as assessed by the TSRPs at the time to training is offered. Emphasis will be placed on holding the training courses at different locations so that the greatest number of participants can attend. Some classes may be live streamed and/or recorded for on-demand video when appropriate.</p> <p>The goal is to provide at least one of each class during FFY2025 throughout the State. A survey instrument will be sent out after each class to provide the SHSO with data on how the class is received and what the needs are for future training. Additional classes (up to 2 of each) will be scheduled in conjunction with the SHSO if needed throughout the year. It should also be noted that some of the classes may be combined into three-day long "boot camp" style classes. This was an idea that the TSRPs began in FFY2022, and it was well received. Traffic Safety Resource Prosecutors serve all law enforcement and prosecutorial agencies statewide and are especially desired by the agencies with fewer resources.</p>
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	ID25-011

Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration of Contract
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405d and/or 405e Flexed to 402
Eligible Use of Funds	1300.23 and/or 1300.24(d)(3)
GTS Voucher Coding	M5CS/M8*AL/B5CS
Amount of Federal Funds	\$650,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	No adjustments to strategy are needed. The TSRP Program has proven extremely successful in ensuring that Maine law enforcement officers, prosecutors, judges, and Bureau of Motor Vehicle OUI hearing examiners and SHSO staff are well trained in cases involving alcohol, drugs, cannabis, and a combination of all, and have the resources needed to implement a successful impaired driving program. Maine TSRPs are well-known nationally and are sought out by others for their expertise and knowledge.

Project Name	MeBHS Impaired Driving Summit
Project Description (incl. Location and Affected Communities)	<p>MeBHS, in partnership with AAA Northern New England (AAA NNE), and other highway safety partners, will continue to increase awareness of the growing issue of drug impaired driving by hosting annual summits due to previous summits having been so successful. The date and location of the annual summit will be determined upon contract negotiation with AAA NNE. These specialized Impaired Driving Summits typically see attendance of over 200 people consisting of law enforcement officers, prosecutors, toxicologists, defense attorneys, and other highway safety professionals. Several impaired driving experts from around the country are present at the summit each year as well. For AAA NNE to continue to provide the level of instruction and demonstration necessary to continue attracting attendees, and for CEU's to be granted to eligible participants in the legal field, it is imperative to Maine's Impaired Driving Program that AAA NNE representatives attend other national conferences. By doing this, it allows them the opportunity to network with other highway safety professionals, see and hear other topnotch speakers and secure them for our annual summits. The goal is always to increase the attendance of the Impaired Driving Summits and to encourage greater judicial and legislative attendance. The summits generate a significant amount of earned media and the after-event surveys provide useful recommendations for ongoing annual summits in Maine. The location for the 2025 summit is TBD, however it will likely be in Augusta. This helps to ensure that we meet the needs of Northern, Central and Southern Maine on an annual rotating basis.</p>
Countermeasure Strategy	Decrease impaired driving motor vehicle fatalities by ensuring that the state carries out a well-developed and comprehensive

	communications program that supports the impaired driving prevention activities, including paid and earned media and public affairs with strategies focused on increasing knowledge and awareness.
Project Agreement Number	ID25-003
Amendment to Add Project Numbers	No
Subrecipient(s)	AAA of Northern New England
Organization Type	Motor Vehicle Club
Federal Funding Source(s)	402 and/or 405e Flexed to 402
Eligible Use of Funds	23 USC 402 and/or 1300.24(d)(3)
GTS Voucher Coding	402 AL/ M8*AL
Amount of Federal Funds	\$50,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	No adjustment to countermeasure strategy is required although programming may be adjusted based on the feedback from attendees. Attendees requested more Maine-specific speakers, more Maine-specific examples, and some hands-on breakout sessions. This will be the 11 th annual impaired driving summit and the FFY24 summit had the most attendees and the most prosecutor attendees in the history of the event. The post-summit survey overwhelmingly supported continuing this annual event.

Project Name	MADD Court Monitoring Program
Project Description (incl. Location and Affected Communities)	MADD's Court Monitoring Program enlists and trains court monitors to observe and document what happens in the courtroom during impaired driving proceedings. Court monitors track results and identify inconsistencies on how impaired driving cases are handled and resolved. MADD shares the information with law enforcement, judges, prosecutors, public defenders and, if necessary, the media, to help ensure appropriate actions. Studies have shown that the mere presence of a court monitor can have a positive effect on sentencing. Trained court monitors observe proceedings, gather data, and identify trends to keep the wheels of justice turning effectively and keep families safe. Research shows that court monitoring is an effective tool for bringing accountability and change to the criminal justice system. The four studies below demonstrate how court monitoring can result in higher rates of conviction, fewer case dismissals, and fewer repeat offenses. Shinar (1992) found that court-monitored cases in Maine produced higher conviction rates and stiffer sentences than unmonitored cases. Pobst et al. (1987) found that judges, prosecutors, and other officials in 51 communities believed that court monitoring programs helped increase OUI arrests, decrease pleas agreements and increase guilty pleas.
Countermeasure Strategy	Decrease impaired driving motor vehicle fatalities by ensuring that the state carries out a well-developed and comprehensive court monitoring program that supports the impaired driving prevention activities of law enforcement and prosecutors.
Project Agreement Number	ID25-004
Amendment to Add Project Numbers	No
Subrecipient(s)	Mothers Against Drunk Driving (MADD)
Organization Type	501(c)(3) non-profit organization
Federal Funding Source(s)	402 and/or 405e Flexed to 402

Eligible Use of Funds	23 USC 402 and/or 1300.24(d)(3)
GTS Voucher Coding	402 AL/ M8*AL
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)	Countermeasure strategy Criminal Justice (D) Prosecution was adjusted to include this Court Monitoring Program. Maine TSRPs and prosecutors believe that court monitoring in Maine has been helpful and successful in the past, and with the absence of a Judicial Outreach Liaison (JOL) or judicial training, court monitors are an opportunity to enhance transparency and accountability within the criminal justice system and to promote appropriate sentencing and reduce the likelihood of repeat impaired driving offenses.

Motorcycle Safety Program Area

Project Name	Motorcycle Safety Community Engagement Coordinator Activities
Project Description (incl. Location and Affected Communities)	<p>In early 2023, at the state's request, the National Highway Traffic Safety Administration comprehensively assessed Maine's motorcycle safety program. The assessment report specifically highlighted the need for Maine to expand outreach efforts to the state's riding population for the purposes of encouraging safer riding behaviors and increased safety awareness. 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 in the Bureau of Motor Vehicles. This employee is a seasoned rider himself and does indeed carry safety messages when out working with the schools and has on multiple occasions been the face and voice of the state's public safety messages on television and radio. He does not, however, have time during Maine's condensed riding season to also engage at social or fundraising gatherings hosted by the riding community. This request proposes to use federal grant funding, for a second year, to contract up to two seasoned, professional, safety-minded motorcycle riders to project state government motorcycle safety messages at various events throughout the peak riding season. The Maine Bureau of Highway Safety will provide messages and products and will track engagement data to measure</p>

	effects. The scheduling of these contractors will be overseen by the Motorcycle Safety Program Coordinator in the Bureau of Motor Vehicles. These coordinators will concentrate on high-crash counties such as York and Cumberland, however community activities will be conducted statewide.
Countermeasure Strategy	Decrease motorcyclist fatalities and unhelmeted motorcyclist fatalities by utilizing share the road safety messaging together with dedicated public outreach and community engagement specific to proper riding gear and sober riding.
Project Agreement Number	MC25-001
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	1300.24(d)(3)
GTS Voucher Coding	M11MA/M8*MC
Amount of Federal Funds	\$6,000.00 (PS est. \$5k/TR (MC fuel est. \$1k)
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	This is a new outreach project implemented in the Spring of 2024. Feedback has been encouraging regarding the safety outreach topics brought to the communities. Based on feedback from some of the motorcycle clubs, we are adjusting this strategy to focus less on biker events and more on community events.

Project Name	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	MC25-002
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	1300.24(d)(3)
GTS Voucher Coding	M11MI/M8*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 is a new project for FFY2025.

Occupant Protection and Child Passenger Safety Program Areas

Project Name	Occupant Protection Program Management
Project Description (incl. Location and Affected Communities)	This project funds costs associated with the maintenance and activities of highway safety program coordinators, highway safety demonstration vehicles and existing equipment used for occupant protection and traffic safety education programs. Vehicles and equipment include: the CPS trailers, and both the Convincer and Rollover Simulators.
Countermeasure Strategy	Uniform Guideline #20 Program Management
Project Agreement Number	OP25-001
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 & 1300.24
GTS Voucher Coding	402OP/M1*OP/M8*OP
Amount of Federal Funds	\$300,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	No program management adjustments needed for program management.

Project Name	NHTSA Click It or Ticket (CIOT) HVE & ME Buckle Up. No Excuses (BUNE) Sustained Enforcement and Education
Project Description (incl. Location and Affected Communities)	<p>Funds will support overtime enforcement and community education activities for law enforcement to conduct patrols for the NHTSA National <i>Click It or Ticket</i> high-visibility campaign and for qualifying agencies to conduct sustained enforcement under the state Buckle Up. No Excuses! campaign. In addition to enforcement, subrecipients will include community education as part of their seat belt safety activities. As a result of adjustments discussed in our annual report, the Bureau is going 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 will decrease unbelted passenger fatalities. Selected law enforcement agencies will be awarded grants following Maine's standard process for subrecipient contracting and will follow the data analysis process described in the Triennial Highway Safety Plan. Participating law enforcement agencies often incorporate an educational component to their CIOT activities through school events, MeBHS marketing events, and community PP&E events. Activity location is determined by subrecipient jurisdiction but includes those underserved, overburdened, or over-represented in crashes.</p>
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 or OPB25-010 – TBD (see list of subrecipients)

Amendment to Add Project Numbers	Yes. Each Law Enforcement Agency receiving funds for HVE will get a project agreement number beginning with OP25-010 and ending TBD.
Subrecipient(s)	Various Municipal and County Law Enforcement Agencies.
Organization Type	Municipal and County Law Enforcement Agencies
Federal Funding Source(s)	402/405b
Eligible Use of Funds	23 USC 402/1300.21
GTS Voucher Coding	402OP/M1HVE/M1*OP
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 2023 Annual Report showed that we are not on target to meet the unrestrained passenger vehicle occupant fatalities. Due to this, in FFY2025, based on data analysis and the results of the seat belt observational survey ,the Bureau is attempting to get increased 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

Potential Subrecipients:

OP or OPB25-	Androscoggin County Sheriff's Office	Androscoggin County	Androscoggin County
OP or OPB25-	Aroostook County Sheriff's Office	Aroostook County	Aroostook County
OP or OPB25-	Ashland Police Department	Ashland	Aroostook County
OP or OPB25-	Auburn Police Department	Auburn	Androscoggin County
OP or OPB25-	Augusta Police Department	Augusta	Kennebec County
OP or OPB25-	Bangor Police Department	Bangor	Penobscot County
OP or OPB25-	Bar Harbor Police Department	Bar Harbor	Hancock County

OP or OPB25-	Bath Police Department	Bath	Sagadahoc County
OP or OPB25-	Baileyville Police Department	Baileyville	Washington County
OP or OPB25-	Belfast Police Department	Belfast	Waldo County
OP or OPB25-	Berwick Police Department	Berwick	York County
OP or OPB25-	Biddeford Police Department	Biddeford	York County
OP or OPB25-	Boothbay Harbor Police Department	Boothbay Harbor	Lincoln County
OP or OPB25-	Brewer Police Department	Brewer	Penobscot County
OP or OPB25-	Bridgton Police Department	Bridgton	Cumberland County
OP or OPB25-	Brunswick Police Department	Brunswick	Cumberland County
OP or OPB25-	Bucksport Police Department	Bucksport	Hancock County
OP or OPB25-	Buxton Police Department	Buxton	York County
OP or OPB25-	Calais Police Department	Calais	Washington County
OP or OPB25-	Camden Police Department	Camden	Knox County
OP or OPB25-	Cape Elizabeth Police Department	Cape Elizabeth	Cumberland County
OP or OPB25-	Caribou Police Department	Caribou	Aroostook County
OP or OPB25-	Carrabassett Valley Police Department	Carrabassett Valley	Franklin County
OP or OPB25-	Clinton Police Department	Clinton	Kennebec County
OP or OPB25-	Cumberland County Sheriff's Office	Cumberland County	Cumberland County
OP or OPB25-	Cumberland Police Department	Cumberland	Cumberland County
OP or OPB25-	Damariscotta Police Department	Damariscotta	Lincoln County
OP or OPB25-	Dexter Police Department	Dexter	Penobscot County
OP or OPB25-	Dover Foxcroft Police Department	Dover Foxcroft	Piscataquis County
OP or OPB25-	East Millinocket Police Department	East Millinocket	Penobscot County
OP or OPB25-	Eliot Police Department	Eliot	York County
OP or OPB25-	Eastport Police Department	Eastport	Washington County
OP or OPB25-	Ellsworth Police Department	Ellsworth	Hancock County
OP or OPB25-	Fairfield Police Department	Fairfield	Somerset County
OP or OPB25-	Falmouth Police Department	Falmouth	Cumberland County
OP or OPB25-	Farmington Police Department	Farmington	Franklin County
OP or OPB25-	Fort Fairfield Police Department	Fort Fairfield	Aroostook County
OP or OPB25-	Fort Kent Police Department	Fort Kent	Aroostook County
OP or OPB25-	Franklin County Sheriff's Office	Franklin County	Franklin County
OP or OPB25-	Freeport Police Department	Freeport	Cumberland County
OP or OPB25-	Fryeburg Police Department	Fryeburg	Oxford County
OP or OPB25-	Gardiner Police Department	Gardiner	Kennebec County
OP or OPB25-	Gorham Police Department	Gorham	Cumberland County
OP or OPB25-	Gouldsboro Police Department	Gouldsboro	Hancock County
OP or OPB25-	Greenville Police Department	Greenville	Piscataquis County
OP or OPB25-	Hallowell Police Department	Hallowell	Kennebec County

OP or OPB25-	Hampden Police Department	Hampden	Penobscot County
OP or OPB25-	Hancock County Sheriff's Office	Hancock County	Hancock County
OP or OPB25-	Holden Police Department	Holden	Penobscot County
OP or OPB25-	Houlton Police Department	Houlton	Aroostook County
OP or OPB25-	Islesboro Law Enforcement Department	Islesboro	Waldo County
OP or OPB25-	Jay Police Department	Jay	Franklin County
OP or OPB25-	Kennebec County Sheriff's Office	Kennebec County	Kennebec County
OP or OPB25-	Kennebunk Police Department	Kennebunk	York County
OP or OPB25-	Kennebunkport Police Department	Kennebunkport	York County
OP or OPB25-	Kittery Police Department	Kittery	York County
OP or OPB25-	Knox County Sheriff's Office	Knox County	Knox County
OP or OPB25-	Lewiston Police Department	Lewiston	Androscoggin County
OP or OPB25-	Lincoln County Sheriff's Office	Lincoln County	Lincoln County
OP or OPB25-	Lincoln Police Department	Lincoln	Penobscot County
OP or OPB25-	Lisbon Police Department	Lisbon	Androscoggin County
OP or OPB25-	Livermore Falls Police Department	Livermore Falls	Androscoggin County
OP or OPB25-	Machias Police Department	Machias	Washington County
OP or OPB25-	Madawaska Police Department	Madawaska	Aroostook County
OP or OPB25-	Maine State Police	Maine	Statewide
OP or OPB25-	Maine Warden Service	Maine	Statewide
OP or OPB25-	Maine Capitol Police	Maine	Statewide
OP or OPB25-	Mechanic Falls Police Department	Mechanic Falls	Androscoggin County
OP or OPB25-	Mexico Police Department	Mexico	Oxford County
OP or OPB25-	Milbridge Police Department	Milbridge	Washington County
OP or OPB25-	Milo Police Department	Milo	Piscataquis County
OP or OPB25-	Monmouth Police Department	Monmouth	Kennebec County
OP or OPB25-	Mount Desert Police Department	Mount Desert	Hancock County
OP or OPB25-	North Berwick Police Department	North Berwick	York County
OP or OPB25-	Newport Police Department	Newport	Penobscot County
OP or OPB25-	Norway Police Department	Norway	Oxford County
OP or OPB25-	Oakland Police Department	Oakland	Kennebec County
OP or OPB25-	Ogunquit Police Department	Ogunquit	York County
OP or OPB25-	Old Orchard Beach Police Department	Old Orchard Beach	York County
OP or OPB25-	Old Town Police Department	Old Town	Penobscot County
OP or OPB25-	Orono Police Department	Orono	Penobscot County
OP or OPB25-	Oxford County Sheriff's Office	Oxford County	Oxford County
OP or OPB25-	Oxford Police Department	Oxford	Oxford County
OP or OPB25-	Paris Police Department	Paris	Oxford County

OP or OPB25-	Penobscot County Sheriff's Office	Penobscot County	Penobscot County
OP or OPB25-	Phippsburg Police Department	Phippsburg	Sagadahoc County
OP or OPB25-	Piscataquis County Sheriff's Office	Piscataquis County	Piscataquis County
OP or OPB25-	Pittsfield Police Department	Pittsfield	Somerset County
OP or OPB25-	Portland Police Department	Portland	Cumberland County
OP or OPB25-	Presque Isle Police Department	Presque Isle	Aroostook County
OP or OPB25-	Rangeley Police Department	Rangeley	Franklin County
OP or OPB25-	Richmond Police Department	Richmond	Sagadahoc County
OP or OPB25-	Rockland Police Department	Rockland	Knox County
OP or OPB25-	Rockport Police Department	Rockport	Knox County
OP or OPB25-	Rumford Police Department	Rumford	Oxford County
OP or OPB25-	Sabattus Police Department	Sabattus	Androscoggin County
OP or OPB25-	Saco Police Department	Saco	York County
OP or OPB25-	Sagadahoc County Sheriff's Office	Sagadahoc County	Sagadahoc County
OP or OPB25-	Sanford Police Department	Sanford	York County
OP or OPB25-	Scarborough Police Department	Scarborough	Cumberland County
OP or OPB25-	Searsport Police Department	Searsport	Waldo County
OP or OPB25-	Skowhegan Police Department	Skowhegan	Somerset County
OP or OPB25-	Somerset County Sheriff's Office	Somerset County	Somerset County
OP or OPB25-	South Portland Police Department	South Portland	Cumberland County
OP or OPB25-	Southwest Harbor Police Department	Southwest Harbor	Hancock County
OP or OPB25-	Stockton Springs Police Department	Stockton Springs	Waldo County
OP or OPB25-	Topsham Police Department	Topsham	Sagadahoc County
OP or OPB25-	Thomaston Police Department	Thomaston	Knox County
OP or OPB25-	South Berwick Police Department	South Berwick	York County
OP or OPB25-	University of Southern Maine Gorham Police Department	University of Southern Maine Gorham	Cumberland County
OP or OPB25-	Vassalboro Police Department	Vassalboro	Kennebec County
OP or OPB25-	Veazie Police Department	Veazie	Penobscot County
OP or OPB25-	Waldo County Sheriff's Office	Waldo County	Waldo County
OP or OPB25-	Waldoboro Police Department	Waldoboro	Lincoln County
OP or OPB25-	Washington County Sheriff Office	Washington County	Washington County
OP or OPB25-	Washburn Police Department	Washburn	Aroostook County
OP or OPB25-	Waterville Police Department	Waterville	Kennebec County
OP or OPB25-	Wells Police Department	Wells	York County
OP or OPB25-	Westbrook Police Department	Westbrook	Cumberland County
OP or OPB25-	Wilton Police Department	Wilton	Franklin County
OP or OPB25-	Windham Police Department	Windham	Cumberland County

OP or OPB25-	Winslow Police Department	Winslow	Kennebec County
OP or OPB25-	Winthrop Police Department	Winthrop	Kennebec County
OP or OPB25-	Winter Harbor Police Department	Winter Harbor	Hancock County
OP or OPB25-	Wiscasset Police Department	Wiscasset	Lincoln County
OP or OPB25-	Yarmouth Police Department	Yarmouth	Cumberland County
OP or OPB25-	York County Sheriff's Office	York County	York County
OP or OPB25-	York Police Department	York	York County

Project Name	Maine State Police Targeted Occupant Protection Awareness Zones (TOPAZ)
Project Description (incl. Location and Affected Communities)	<p>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 the 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</p> 
Countermeasure Strategy	Decrease unrestrained motor vehicle fatalities by using high-visibility and sustained enforcement activities coupled with communication and education strategies.

Project Agreement Number	OPB25-002
Amendment to Add Project Numbers	No
Subrecipient(s)	Maine State Police
Organization Type	Dept. of Public Safety-State Police
Federal Funding Source(s)	405b
Eligible Use of Funds	1300.21-405b HVE
GTS Voucher Coding	M1HVE
Amount of Federal Funds	\$100,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	Other than requesting more nighttime enforcement, there is no adjustment 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.

Project Name	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 <i>Click It or Ticket HVE</i> enforcement campaign. Results of surveys are certified and provided to NHTSA upon completion. Maine certified a 94.5% belt use rate in FFY2023. A FY2024 survey is currently underway and this project funds the FFY2025 survey contract. A CPS misuse survey was conducted in 2023, as a recommendation in the most recent OP Assessment. 96.5% of the children observed were restrained while 3.5% 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	OPB25-003
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	M10P/M8*OP
Amount of Federal Funds	\$222,105.00
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

	feedback to inform our continued enforcement and educational countermeasures.
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Project Name	Child Passenger Safety Technician and Instructor (CPSTI) Training & Inspection Site Activities
Project Description (incl. Location and Affected Communities)	<p>This project will support the new certification training costs (and possible conference attendance) for Child Passenger Safety (CPS) technicians and instructors. It will also provide for recertification for those with expired credentials. Child Passenger Safety Technicians participating in MeBHS authorized and sponsored events and Maine CPS Instructors receive 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 2025 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 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. This one day CEU training would occur if the planned CPS Conference doesn't occur. It did not occur in FFY24, as planned.</p> <p>In FFY25, MeBHS will either host a CPS Conference for technicians and instructors OR host multiple smaller CEU and seat sign-off events throughout each portion in Maine (Northern, Southern, Central, etc.). The CPS</p>

	<p>Conference would be a one- or two-day event at a centrally located venue. This conference would host national CPS speakers, provide CEU credits, seat signoffs for technicians and more. It would be an excellent opportunity for technicians to receive all their recertification requirements in just one or two days. This would also help the State of Maine CPS technician retention rate as well as provide an opportunity for technicians to build relationships with one another and allow for collaborations in the future (car seat check events, etc.).</p> <p>Certified instructors in partnership with MeBHS, will provide 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 FFY2025, we expect to train up to 50 or more providers.</p> <p>Due to requests from the public and CPS Instructors, certified instructors in partnership with MeBHS, will provide a National School Bus training to be delivered to school districts, daycare providers and other transporters. This training will ensure that young passengers are properly secure while in a school bus, van, or other transit vehicle. We are planning to bring in a speaker/outside trainer to Maine so that our instructors can be properly trained on the National School Bus Safety curriculum and then they can provide that training and education to various school districts and other transporter agencies.</p> <p>After discussing with our law enforcement liaisons, a new CPS Tip Sheet/Quick Reference Guide will be created for law enforcement officers. It will have basic child passenger safety information and the state child restraint laws on it for officers to</p>
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	<p>utilize as a quick reference guide. This will help to alleviate the lack of knowledge that some officers feel prohibits them from writing citations and warnings or providing guidance during a routine traffic stop. Due to requests for special needs transporter training (STAC) from CPS Instructors and technicians, the Maine Bureau of Highway Safety hopes to host a Special Needs Transporter Training for technicians and instructors in Maine. <i>Safe Travel for All Children</i> (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 underserved communities.</p>
Countermeasure Strategy	Decrease unrestrained motor vehicle fatalities by ensuring parents and caregivers are trained in properly transporting children, including education of laws, proper fitting of child safety seats, and access to seats for income eligible children.
Project Agreement Number	OPB25-001
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405b
Eligible Use of Funds	1300.21
GTS Voucher Coding	M1TR/M1PE/M1CPS
Amount of Federal Funds	\$100,000.00

Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	<p>Due to multiple requests received from the public, as well as CPS technicians and instructors, we are adjusting our programming in FFY25 to include a National School Bus training where our CPSTI's will be trained, and they will then provide that training and education to 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. We are planning to bring in a speaker/outside trainer to Maine so that our instructors can be properly trained on the National School Bus Safety curriculum and then they can provide that training and education to various school districts and other transporter agencies. Also due to multiple requests from technicians regarding wanting more training regarding special needs transportation, we hope to host a special needs transporter training (STAC) for CPS Instructors and technicians in Maine.</p>

Project Name	Occupant Protection Outreach & Education and CSS Distribution Program
Project Description (incl. Location and Affected Communities)	<p>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 underserved or minority populations throughout Maine. We are expecting to partner with the Wabanaki Tribe Public Health and Wellness, Woodfords Family Services in Westbrook, 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 culturally and linguistically appropriate educational messaging and/or resources to their communities regarding the importance of occupant protection. 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 and New Mainers/Refugees, and Immigrants. .</p>
Countermeasure Strategy	Decrease unrestrained motor vehicle fatalities by ensuring parents and caregivers are trained in properly transporting children, including education of laws, proper fitting of child safety

	seats, and access to seats for income eligible children.
Project Agreement Number	OPB25-004
Amendment to Add Project Numbers	No
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	USC 23 402/1300.21
GTS Voucher Coding	402CR/M1TR/M1PE/M1CPS/MICSS/B1CPS_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)	The increase of law enforcement and first responders being certified has resulted from direct outreach, including a first responder only CPST training being conducted in FFY224. The Wabanaki partnership has stemmed from various PP&E efforts to include the tribes in more CPS activities. The DHHS Help Me Grow program will help to alleviate some barriers with our distribution program by providing car seat distribution and inspection appointments and education at families' homes, instead of having them come to a specific agency. After hearing from different agencies and families, we have learned that some families have been struggling with finding transportation to/from the car seat inspection agency and/or having trouble with finding childcare for their child during these appointments. By allowing the technicians to go to families' homes for these appointments, 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. After hearing about some language barriers that the New Mainer population is 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 to New Mainers.

Project Name	Child Safety Seats (CSS) Inspection and Distribution for Income Eligible Families
Project Description (incl. Location and Affected Communities)	<p>This project supports the purchase and distribution of child safety seats (convertible and/or booster) for Maine income eligible families that are issued through partner CPS distribution sites having at least one certified technician on staff and various Inspection Stations located around the state. Every distribution and inspection station are staffed with certified child passenger safety technicians. We expect to distribute more than 800 seats to income eligible children in FFY2025 through our current and active distributions sites. Inspection stations and distribution stations are located around the State of Maine and serve 70% of the State. Most Maine counties offer car seat inspection services. Underserved communities are the rural towns throughout the State of Maine. Essential services are provided in larger towns/cities where smaller underserved communities seek services. After discussing with various agencies that work with the New Mainer populations, we have learned that the New Mainer population in Maine could benefit from Child Passenger Safety training and education. After learning about some of the barriers that the New Mainers 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 events:</p> <p>Population Served - urban 18 Population Served - rural 16 Population Served- at risk 20</p>

	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	CR25-001
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405b (10%) BIL/402
Eligible Use of Funds	1300.21/23USC 402
GTS Voucher Coding	M1CSS/MIPE/MICPS/402CR/B1CPS_US
Amount of Federal Funds	\$150,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	After discussing with various agencies that work with the New Mainer populations, we have learned that the New Mainer population in Maine could benefit from Child Passenger Safety training and education. After learning about some of the barriers that the New Mainers 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. Our distribution and inspection sites will also distribute any new handouts and materials, once translated into other various languages.

Older/Senior Driver Program Area

Project Name	MeBHS Older Driver Safety Expo
Project Description (incl. Location and Affected Communities)	MeBHS, in partnership with a vendor to be named and other highway safety partners, intend to increase awareness of keeping older drivers safe behind the wheel, by hosting the first annual Older Driver Safety Expo. The date and location of the annual expo will be determined upon contract negotiation with the chosen vendor following the State RFP process. This Expo will host various vendors, and care givers from the older driver community. MeBHS is hopeful that we will have various traffic safety partners in attendance, such as, members from the Bureau of Motor Vehicles, and their Medical Review Board, which hosts various care givers, and clinicians from across the State of Maine. The purpose of this expo is to educate and collaborate with Senior Centers, older drivers, and their families and/or care givers to provide them with information and transportation options that are available to them. Since this is the first annual expo, we are hopeful that there will be a large turnout and that it will benefit older drivers and their safety behind the wheel. The expo will have various vendors, and speakers in attendance.
Countermeasure Strategy	Decrease Senior Driver Fatalities
Project Agreement Number	OD25-001
Amendment to Add Project Numbers	No
Subrecipient(s)	AAA Northern New England or TBD by RFP
Organization Type	TBD by RFP
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC 402/NHTSA Uniform Guideline #13 VI, VII
GTS Voucher Coding	4020D

Amount of Federal Funds	\$50,000.00 including costs associated with venue, audio and visual equipment, speaker travel and fees.
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	The FY23 Annual Report indicated that Maine was not on target to meet the Older Driver performance target. Meetings with various stakeholders in the area of senior/older drivers resulted in a request for a summit.

Project Name	Maine Pathways Driving Rehabilitation Services
Project Description (incl. Location and Affected Communities)	MeBHS, in partnership with Maine Pathways Driving Rehabilitation Services, would collaborate, to educate clinicians, doctors, and physicians on when to refer patients/drivers to the Bureau of Motor Vehicles for a driving evaluation. Pathways would also educate clinicians, doctors, and physicians on how and when to have the difficult conversations with caregivers and older drivers about the potential of losing their driver's license, what to expect, and what resources are available to caregivers and drivers. This will help bridge the gap between the disconnect of older drivers and caregivers to allow them to be prepared for the loss of licensure, and know what resources are available for them all. This will build a better understanding of what steps are being taken and will give drivers and caregiver time to prepare for the loss of licensure.
Countermeasure Strategy	Decrease Senior/Older Driver Fatalities
Project Agreement Number	OD25-002
Amendment to Add Project Numbers	No
Subrecipient(s)	Maine Pathways Driving Rehabilitation Services
Organization Type	Non profit
Federal Funding Source(s)	402
Eligible Use of Funds	NHTSA Guideline #13 IV
GTS Voucher Coding	402 OD
Amount of Federal Funds	\$50,000.00 including costs associated with venue, audio and visual equipment, speaker travel and fees.
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	This is a new project for FFY2025

Pedestrian and Bicyclist Program Area

Project Name	Pedestrian and Motor Vehicle Enforcement and Education Program
Project Description (incl. Location and Affected Communities)	<p>Focused enforcement (in high pedestrian crash locations) will continue to be utilized to reduce the number of pedestrian crashes and fatalities in the State of Maine. Agencies will be selected based on crash, injury, geographic and socioeconomic data. If not all the identified agencies accept an award, the MeBHS will use our data-analysis to select additional subrecipients in surrounding areas to impact those towns/cities. MeBHS anticipates 10-15 subrecipients for pedestrian-related enforcement activities. The Maine DOT Pedestrian Safety Working Group is known to work with those that are homeless, older adults, and those 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.</p>
Countermeasure Strategy	Decrease pedestrian and bicyclist fatalities
Project Agreement Number	PS25-001-PS25-xxx
Amendment to Add Project Numbers	Yes (see list of potential subrecipients below)
Subrecipient(s)	TBD
Organization Type	Municipal and County Law Enforcement Agencies
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC 402
GTS Voucher Coding	M8*PS
Amount of Federal Funds	\$250,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No

1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	The FFY2023 Annual Report indicated that Maine is not on target to meet the pedestrian fatality target and that we are seeing a trend of approximately 20 pedestrian fatalities per year. We have also 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 . We will also encourage our law enforcement partners to conduct community education.
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Potential Subrecipients:

PS25-	Androscoggin County Sheriff's Office	Androscoggin County	Androscoggin County
PS25-	Aroostook County Sheriff's Office	Aroostook County	Aroostook County
PS25-	Ashland Police Department	Ashland	Aroostook County
PS25-	Auburn Police Department	Auburn	Androscoggin County
PS25-	Augusta Police Department	Augusta	Kennebec County
PS25-	Bangor Police Department	Bangor	Penobscot County
PS25-	Bar Harbor Police Department	Bar Harbor	Hancock County
PS25-	Bath Police Department	Bath	Sagadahoc County
PS25-	Baileysville Police Department	Baileysville	Washington County
PS25-	Belfast Police Department	Belfast	Waldo County
PS25-	Berwick Police Department	Berwick	York County
PS25-	Biddeford Police Department	Biddeford	York County
PS25-	Boothbay Harbor Police Department	Boothbay Harbor	Lincoln County
PS25-	Brewer Police Department	Brewer	Penobscot County
PS25-	Bridgton Police Department	Bridgton	Cumberland County
PS25-	Brunswick Police Department	Brunswick	Cumberland County
PS25-	Bucksport Police Department	Bucksport	Hancock County
PS25-	Buxton Police Department	Buxton	York County
PS25-	Calais Police Department	Calais	Washington County
PS25-	Camden Police Department	Camden	Knox County
PS25-	Cape Elizabeth Police Department	Cape Elizabeth	Cumberland County
PS25-	Caribou Police Department	Caribou	Aroostook County

PS25-	Carrabassett Valley Police Department	Carrabassett Valley	Franklin County
PS25-	Clinton Police Department	Clinton	Kennebec County
PS25-	Cumberland County Sheriff's Office	Cumberland County	Cumberland County
PS25-	Cumberland Police Department	Cumberland	Cumberland County
PS25-	Damariscotta Police Department	Damariscotta	Lincoln County
PS25-	Dexter Police Department	Dexter	Penobscot County
PS25-	Dover Foxcroft Police Department	Dover Foxcroft	Piscataquis County
PS25-	East Millinocket Police Department	East Millinocket	Penobscot County
PS25-	Eliot Police Department	Eliot	York County
PS25-	Eastport Police Department	Eastport	Washington County
PS25-	Ellsworth Police Department	Ellsworth	Hancock County
PS25-	Fairfield Police Department	Fairfield	Somerset County
PS25-	Falmouth Police Department	Falmouth	Cumberland County
PS25-	Farmington Police Department	Farmington	Franklin County
PS25-	Fort Fairfield Police Department	Fort Fairfield	Aroostook County
PS25-	Fort Kent Police Department	Fort Kent	Aroostook County
PS25-	Franklin County Sheriff's Office	Franklin County	Franklin County
PS25-	Freeport Police Department	Freeport	Cumberland County
PS25-	Fryeburg Police Department	Fryeburg	Oxford County
PS25-	Gardiner Police Department	Gardiner	Kennebec County
PS25-	Gorham Police Department	Gorham	Cumberland County
PS25-	Gouldsboro Police Department	Gouldsboro	Hancock County
PS25-	Greenville Police Department	Greenville	Piscataquis County
PS25-	Hallowell Police Department	Hallowell	Kennebec County
PS25-	Hampden Police Department	Hampden	Penobscot County
PS25-	Hancock County Sheriff's Office	Hancock County	Hancock County
PS25-	Holden Police Department	Holden	Penobscot County
PS25-	Houlton Police Department	Houlton	Aroostook County
PS25-	Islesboro Law Enforcement Department	Islesboro	Waldo County
PS25-	Jay Police Department	Jay	Franklin County
PS25-	Kennebec County Sheriff's Office	Kennebec County	Kennebec County
PS25-	Kennebunk Police Department	Kennebunk	York County
PS25-	Kennebunkport Police Department	Kennebunkport	York County
PS25-	Kittery Police Department	Kittery	York County
PS25-	Knox County Sheriff's Office	Knox County	Knox County
PS25-	Lewiston Police Department	Lewiston	Androscoggin County
PS25-	Lincoln County Sheriff's Office	Lincoln County	Lincoln County
PS25-	Lincoln Police Department	Lincoln	Penobscot County
PS25-	Lisbon Police Department	Lisbon	Androscoggin County

PS25-	Livermore Falls Police Department	Livermore Falls	Androscoggin County
PS25-	Machias Police Department	Machias	Washington County
PS25-	Madawaska Police Department	Madawaska	Aroostook County
PS25-	Maine State Police	Maine	Statewide
PS25-	Maine Warden Service	Maine	Statewide
PS25-	Maine Capitol Police	Maine	Statewide
PS25-	Mechanic Falls Police Department	Mechanic Falls	Androscoggin County
PS25-	Mexico Police Department	Mexico	Oxford County
PS25-	Milbridge Police Department	Milbridge	Washington County
PS25-	Milo Police Department	Milo	Piscataquis County
PS25-	Monmouth Police Department	Monmouth	Kennebec County
PS25-	Mount Desert Police Department	Mount Desert	Hancock County
PS25-	North Berwick Police Department	North Berwick	York County
PS25-	Newport Police Department	Newport	Penobscot County
PS25-	Norway Police Department	Norway	Oxford County
PS25-	Oakland Police Department	Oakland	Kennebec County
PS25-	Ogunquit Police Department	Ogunquit	York County
PS25-	Old Orchard Beach Police Department	Old Orchard Beach	York County
PS25-	Old Town Police Department	Old Town	Penobscot County
PS25-	Orono Police Department	Orono	Penobscot County
PS25-	Oxford County Sheriff's Office	Oxford County	Oxford County
PS25-	Oxford Police Department	Oxford	Oxford County
PS25-	Paris Police Department	Paris	Oxford County
PS25-	Penobscot County Sheriff's Office	Penobscot County	Penobscot County
PS25-	Phippsburg Police Department	Phippsburg	Sagadahoc County
PS25-	Piscataquis County Sheriff's Office	Piscataquis County	Piscataquis County
PS25-	Pittsfield Police Department	Pittsfield	Somerset County
PS25-	Portland Police Department	Portland	Cumberland County
PS25-	Presque Isle Police Department	Presque Isle	Aroostook County
PS25-	Rangeley Police Department	Rangeley	Franklin County
PS25-	Richmond Police Department	Richmond	Sagadahoc County
PS25-	Rockland Police Department	Rockland	Knox County
PS25-	Rockport Police Department	Rockport	Knox County
PS25-	Rumford Police Department	Rumford	Oxford County
PS25-	Sabattus Police Department	Sabattus	Androscoggin County
PS25-	Saco Police Department	Saco	York County
PS25-	Sagadahoc County Sheriff's Office	Sagadahoc County	Sagadahoc County
PS25-	Sanford Police Department	Sanford	York County

PS25-	Scarborough Police Department	Scarborough	Cumberland County
PS25-	Searsport Police Department	Searsport	Waldo County
PS25-	Skowhegan Police Department	Skowhegan	Somerset County
PS25-	Somerset County Sheriff's Office	Somerset County	Somerset County
PS25-	South Portland Police Department	South Portland	Cumberland County
PS25-	Southwest Harbor Police Department	Southwest Harbor	Hancock County
PS25-	Stockton Springs Police Department	Stockton Springs	Waldo County
PS25-	Topsham Police Department	Topsham	Sagadahoc County
PS25-	Thomaston Police Department	Thomaston	Knox County
PS25-	South Berwick Police Department	South Berwick	York County
PS25-	University of Southern Maine Gorham Police Department	University of Southern Maine Gorham	Cumberland County
PS25-	Vassalboro Police Department	Vassalboro	Kennebec County
PS25-	Veazie Police Department	Veazie	Penobscot County
PS25-	Waldo County Sheriff's Office	Waldo County	Waldo County
PS25-	Waldoboro Police Department	Waldoboro	Lincoln County
PS25-	Washington County Sheriff Office	Washington County	Washington County
PS25-	Washburn Police Department	Washburn	Aroostook County
PS25-	Waterville Police Department	Waterville	Kennebec County
PS25-	Wells Police Department	Wells	York County
PS25-	Westbrook Police Department	Westbrook	Cumberland County
PS25-	Wilton Police Department	Wilton	Franklin County
PS25-	Windham Police Department	Windham	Cumberland County
PS25-	Winslow Police Department	Winslow	Kennebec County
PS25-	Winthrop Police Department	Winthrop	Kennebec County
PS25-	Winter Harbor Police Department	Winter Harbor	Hancock County
PS25-	Wiscasset Police Department	Wiscasset	Lincoln County
PS25-	Yarmouth Police Department	Yarmouth	Cumberland County
PS25-	York County Sheriff's Office	York County	York County
PS25-	York Police Department	York	York County

Planning and Administration Program Area

Project Name	Planning and Administration
Project Description (incl. Location and Affected Communities)	MeBHS will fund activities related to program management, planning, implementation, operations, development, coordination, monitoring, evaluation, public education, and public participation and engagement to achieve a reduction in fatalities and serious injuries. Activities will also include those associated with data analysis, prioritization of problems, financial management, grant administration, created required Plans and Reports, public awareness, outreach, management reviews, program assessments, traffic safety committees, task forces, meetings, and expenses related to vehicle(s) and other equipment required for the Highway Safety Program. Activities are conducted both statewide and out-of-state for conferences and meetings. Planning and Administration benefits all affected communities.
Countermeasure Strategy	Administration – Planning and Administration is an allowable cost under 1300.13 and necessary for the administration for the State Highway Safety Office and its programs and meeting stated performance targets.
Project Agreement Number	PA25-001
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402
Eligible Use of Funds	1300.13(a)
GTS Voucher Coding	402PA
Amount of Federal Funds	\$858,500.00
Planning and Administration (?) (if applicable)	Yes- 18% BIL
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

Project Name	Police Traffic Services (PTS) Program Management
Project Description (incl. Location and Affected Communities)	Costs under this program area include salaries for highway safety program coordinators working on law enforcement grants, travel (e.g., TSI training courses, in-state travel to monitor sub-grantees, meetings) for highway safety program coordinators, and operating costs (e.g., printing, supplies, state indirect rate, postage) directly related to the development, coordination, monitoring, evaluation, public education, monitoring, marketing, and training required of this program. Activities of coordinators serve communities statewide.
Countermeasure Strategy	Decrease speed-related motor vehicle fatalities through implementation of a successful speed management program using Uniform Guideline #19 and Countermeasures that Work.
Project Agreement Number	PT25-001
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402 & 405e Flexed to 402
Eligible Use of Funds	23 USC 402 & 1300.24
GTS Voucher Coding	402 PT/M8*PT
Amount of Federal Funds	\$300,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	There are no strategy adjustments necessary for this countermeasure. MeBHS is actively engaging in training, education, monitoring etc., for coordinators to serve the communities statewide.

Project Name	Law Enforcement Liaison Services & Activities
Project Description (incl. Location and Affected Communities)	Law Enforcement Liaisons serve the highway safety office and the law enforcement community and key partners by encouraging increased participation by law enforcement agencies in NHTSA HVE campaigns; encouraging the use of data-driven enforcement policies and other proven countermeasure and evaluation measures; promoting specialized training (SFST, ARIDE, DRE, and the Law Enforcement Blood Tech Program); soliciting input from the MeBHS partners on programs and equipment needed to impact priority program areas, and assisting agencies with community engagement efforts. Funding for this project will support activities of up to two contracted Law Enforcement Liaisons (possibly one serving Northern Maine and one in Central/Southern Maine) including travel expenses. State Highway Safety Offices are encouraged to utilize LEL's to foster greater collaboration with law enforcement partners.
Countermeasure Strategy	Decrease speed-related motor vehicle fatalities through implementation and support of successful enforcement program using Uniform Guideline #15.
Project Agreement Number	PT25-002
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration of Service Contract
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405e Flexed to 402
Eligible Use of Funds	1300.24(d)(3)
GTS Voucher Coding	M8*PT
Amount of Federal Funds	\$400,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	There are currently two LEL's for FFY2025 who are working collaboratively to promote specialized trainings 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. LEL's have become invaluable to the SHSO and our LE partners. They promote information sharing, eCitation use, community collaboration, and encourage agencies to apply for overtime enforcement grants.
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Project Name	Speed (State, Municipal, and County) Sustained Enforcement and Education Program
Project Description (incl. Location and Affected Communities)	High-visibility and sustained enforcement are proven countermeasures to reduce speeding and aggressive driving. Enforcement, together with a robust educational component, is proven to be more effective in changing driver 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 FFY2025 and beyond. The MeBHS will utilized 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 the 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	SC25-001-SC25-xxx (See List of Potential Subrecipients)
Amendment to Add Project Numbers	Yes
Subrecipient(s)	Maine State Police and Municipal and County Law Enforcement
Organization Type	State, Municipal, and County Law Enforcement Agencies

Federal Funding Source(s)	402
Eligible Use of Funds	23 USC 402
GTS Voucher Coding	402 SC
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)	Speed continues to factor into serious crashes involving injury or fatality. Adjustments to this project strategy will be to continue to encourage all law enforcement agencies to conduct high-visibility speed patrols, especially on rural roads not designed to support the speeds that we are seeing. Rural roads are inherently more dangerous given their design, gravel shoulders, lack of lighting, and driveway and intersection access.

Potential Subrecipients:

SC25-	Androscoggin County Sheriff's Office	Androscoggin County	Androscoggin County
SC25-	Aroostook County Sheriff's Office	Aroostook County	Aroostook County
SC25-	Ashland Police Department	Ashland	Aroostook County
SC25-	Auburn Police Department	Auburn	Androscoggin County
SC25-	Augusta Police Department	Augusta	Kennebec County
SC25-	Bangor Police Department	Bangor	Penobscot County
SC25-	Bar Harbor Police Department	Bar Harbor	Hancock County
SC25-	Bath Police Department	Bath	Sagadahoc County
SC25-	Baileyville Police Department	Baileyville	Washington County
SC25-	Belfast Police Department	Belfast	Waldo County
SC25-	Berwick Police Department	Berwick	York County
SC25-	Biddeford Police Department	Biddeford	York County
SC25-	Boothbay Harbor Police Department	Boothbay Harbor	Lincoln County
SC25-	Brewer Police Department	Brewer	Penobscot County
SC25-	Bridgton Police Department	Bridgton	Cumberland County
SC25-	Brunswick Police Department	Brunswick	Cumberland County
SC25-	Bucksport Police Department	Bucksport	Hancock County
SC25-	Buxton Police Department	Buxton	York County
SC25-	Calais Police Department	Calais	Washington County
SC25-	Camden Police Department	Camden	Knox County
SC25-	Cape Elizabeth Police Department	Cape Elizabeth	Cumberland County

SC25-	Caribou Police Department	Caribou	Aroostook County
SC25-	Carrabassett Valley Police Department	Carrabassett Valley	Franklin County
SC25-	Clinton Police Department	Clinton	Kennebec County
SC25-	Cumberland County Sheriff's Office	Cumberland County	Cumberland County
SC25-	Cumberland Police Department	Cumberland	Cumberland County
SC25-	Damariscotta Police Department	Damariscotta	Lincoln County
SC25-	Dexter Police Department	Dexter	Penobscot County
SC25-	Dover Foxcroft Police Department	Dover Foxcroft	Piscataquis County
SC25-	East Millinocket Police Department	East Millinocket	Penobscot County
SC25-	Eliot Police Department	Eliot	York County
SC25-	Eastport Police Department	Eastport	Washington County
SC25-	Ellsworth Police Department	Ellsworth	Hancock County
SC25-	Fairfield Police Department	Fairfield	Somerset County
SC25-	Falmouth Police Department	Falmouth	Cumberland County
SC25-	Farmington Police Department	Farmington	Franklin County
SC25-	Fort Fairfield Police Department	Fort Fairfield	Aroostook County
SC25-	Fort Kent Police Department	Fort Kent	Aroostook County
SC25-	Franklin County Sheriff's Office	Franklin County	Franklin County
SC25-	Freeport Police Department	Freeport	Cumberland County
SC25-	Fryeburg Police Department	Fryeburg	Oxford County
SC25-	Gardiner Police Department	Gardiner	Kennebec County
SC25-	Gorham Police Department	Gorham	Cumberland County
SC25-	Gouldsboro Police Department	Gouldsboro	Hancock County
SC25-	Greenville Police Department	Greenville	Piscataquis County
SC25-	Hallowell Police Department	Hallowell	Kennebec County
SC25-	Hampden Police Department	Hampden	Penobscot County
SC25-	Hancock County Sheriff's Office	Hancock County	Hancock County
SC25-	Holden Police Department	Holden	Penobscot County
SC25-	Houlton Police Department	Houlton	Aroostook County
SC25-	Islesboro Law Enforcement Department	Islesboro	Waldo County
SC25-	Jay Police Department	Jay	Franklin County
SC25-	Kennebec County Sheriff's Office	Kennebec County	Kennebec County
SC25-	Kennebunk Police Department	Kennebunk	York County
SC25-	Kennebunkport Police Department	Kennebunkport	York County
SC25-	Kittery Police Department	Kittery	York County
SC25-	Knox County Sheriff's Office	Knox County	Knox County
SC25-	Lewiston Police Department	Lewiston	Androscoggin County
SC25-	Lincoln County Sheriff's Office	Lincoln County	Lincoln County
SC25-	Lincoln Police Department	Lincoln	Penobscot County

SC25-	Lisbon Police Department	Lisbon	Androscoggin County
SC25-	Livermore Falls Police Department	Livermore Falls	Androscoggin County
SC25-	Machias Police Department	Machias	Washington County
SC25-	Madawaska Police Department	Madawaska	Aroostook County
SC25-	Maine State Police	Maine	Statewide
SC25-	Maine Warden Service	Maine	Statewide
SC25-	Maine Capitol Police	Maine	Statewide
SC25-	Mechanic Falls Police Department	Mechanic Falls	Androscoggin County
SC25-	Mexico Police Department	Mexico	Oxford County
SC25-	Milbridge Police Department	Milbridge	Washington County
SC25-	Milo Police Department	Milo	Piscataquis County
SC25-	Monmouth Police Department	Monmouth	Kennebec County
SC25-	Mount Desert Police Department	Mount Desert	Hancock County
SC25-	North Berwick Police Department	North Berwick	York County
SC25-	Newport Police Department	Newport	Penobscot County
SC25-	Norway Police Department	Norway	Oxford County
SC25-	Oakland Police Department	Oakland	Kennebec County
SC25-	Ogunquit Police Department	Ogunquit	York County
SC25-	Old Orchard Beach Police Department	Old Orchard Beach	York County
SC25-	Old Town Police Department	Old Town	Penobscot County
SC25-	Orono Police Department	Orono	Penobscot County
SC25-	Oxford County Sheriff's Office	Oxford County	Oxford County
SC25-	Oxford Police Department	Oxford	Oxford County
SC25-	Paris Police Department	Paris	Oxford County
SC25-	Penobscot County Sheriff's Office	Penobscot County	Penobscot County
SC25-	Phippsburg Police Department	Phippsburg	Sagadahoc County
SC25-	Piscataquis County Sheriff's Office	Piscataquis County	Piscataquis County
SC25-	Pittsfield Police Department	Pittsfield	Somerset County
SC25-	Portland Police Department	Portland	Cumberland County
SC25-	Presque Isle Police Department	Presque Isle	Aroostook County
SC25-	Rangeley Police Department	Rangeley	Franklin County
SC25-	Richmond Police Department	Richmond	Sagadahoc County
SC25-	Rockland Police Department	Rockland	Knox County
SC25-	Rockport Police Department	Rockport	Knox County
SC25-	Rumford Police Department	Rumford	Oxford County
SC25-	Sabattus Police Department	Sabattus	Androscoggin County
SC25-	Saco Police Department	Saco	York County
SC25-	Sagadahoc County Sheriff's Office	Sagadahoc County	Sagadahoc County

SC25-	Sanford Police Department	Sanford	York County
SC25-	Scarborough Police Department	Scarborough	Cumberland County
SC25-	Searsport Police Department	Searsport	Waldo County
SC25-	Skowhegan Police Department	Skowhegan	Somerset County
SC25-	Somerset County Sheriff's Office	Somerset County	Somerset County
SC25-	South Portland Police Department	South Portland	Cumberland County
SC25-	Southwest Harbor Police Department	Southwest Harbor	Hancock County
SC25-	Stockton Springs Police Department	Stockton Springs	Waldo County
SC25-	Topsham Police Department	Topsham	Sagadahoc County
SC25-	Thomaston Police Department	Thomaston	Knox County
SC25-	South Berwick Police Department	South Berwick	York County
SC25-	University of Southern Maine Gorham Police Department	University of Southern Maine Gorham	Cumberland County
SC25-	Vassalboro Police Department	Vassalboro	Kennebec County
SC25-	Veazie Police Department	Veazie	Penobscot County
SC25-	Waldo County Sheriff's Office	Waldo County	Waldo County
SC25-	Waldoboro Police Department	Waldoboro	Lincoln County
SC25-	Washington County Sheriff Office	Washington County	Washington County
SC25-	Washburn Police Department	Washburn	Aroostook County
SC25-	Waterville Police Department	Waterville	Kennebec County
SC25-	Wells Police Department	Wells	York County
SC25-	Westbrook Police Department	Westbrook	Cumberland County
SC25-	Wilton Police Department	Wilton	Franklin County
SC25-	Windham Police Department	Windham	Cumberland County
SC25-	Winslow Police Department	Winslow	Kennebec County
SC25-	Winthrop Police Department	Winthrop	Kennebec County
SC25-	Winter Harbor Police Department	Winter Harbor	Hancock County
SC25-	Wiscasset Police Department	Wiscasset	Lincoln County
SC25-	Yarmouth Police Department	Yarmouth	Cumberland County
SC25-	York County Sheriff's Office	York County	York County
SC25-	York Police Department	York	York County

Traffic Records Systems Program Area

Project Name	Traffic Records Program Management
Project Description (incl. Location and Affected Communities)	Program Management activities will include traffic records program manager activities and travel, training, monitoring, operational costs including sta-cap, equipment maintenance costs and other costs necessary to successfully manage the Traffic Records Program, including facilitation of the Traffic Records Coordinating Committee 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	TR25-001
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration and Contract Administration
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402 and/or 405e Flexed to 402
Eligible Use of Funds	23 USC 402 and/or 1300.24(3)
GTS Voucher Coding	402TR and/or M8*TR
Amount of Federal Funds	\$100,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	No strategy adjustment for program management is necessary.

Project Name	Maine Crash Reporting System
Project Description (incl. Location and Affected Communities)	<p>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. 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.</p> <p>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.</p> <p>The Maine Crash Reporting System (MCRS) Upgrade project goals are to: update the technical foundation of the system, increase MMUCC compliance of the data</p>

	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. 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	TRC25-001
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

<p>1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)</p>	<p>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 enhancements for all users.</p>
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Project Name	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 Safety 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	TRC25-001
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.

Project Name	Maine eCitation in-cruiser printer procurement
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 of traffic records data through data collection in databases and public access.
Project Agreement Number	TRC25-001
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Contract Administration
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402/405c and/or 405e Flexed to 402
Eligible Use of Funds	23 USC 402/1300.22(d) and/or 1300.24(d)(3)
GTS Voucher Coding	402PT or 402TR/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)	No strategy adjustment needed for FFY2025. Maine is still trying to encourage all agencies to utilize the eCitation system eventually negating the need for paper citations.

Project Name	Maine Crash Public Query Tool
Project Description (incl. Location and Affected Communities)	Maine Bureau of Highway Safety and MaineDOT have developed the “Maine Public Crash Query Tool” (https://mdotapps.maine.gov/MaineCrashPublic/), a web-based crash query tool that provides public access to up-to-date information on Maine crash data using standard web-based data queries and mapping capabilities. This project improves public access to highway safety information and reduces the data requests now handled by various contacts in the state. This website is available statewide and includes all affected communities.
Countermeasure Strategy	Increase accessibility of traffic records data through data collection in databases and public access.
Project Agreement Number	TRC25-001
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.

Project Name	Maine MeBHS 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	TRC25-001
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Contract Administration
Organization Type	State Highway Safety Office

Federal Funding Source(s)	405c and/or 405e Flexed to 402
Eligible Use of Funds	1300.22(d) and/or 1300.24(d)(3)
GTS Voucher Coding	M3DA and/or M8*TR B3DSA; B3C; B3MUC and/or M8*TR
Amount of Federal Funds	\$150,000.00 including service provider costs associated with programming, upgrades and maintenance, and helpdesk support.
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	No adjustments for FFY2025 necessary because work is on-going to add data to the warehouse.

Project Name	Maine EMS Data Management
Project Description (incl. Location and Affected Communities)	Contemporary research suggests that the use of emergency notification elements (lights and sirens) in emergency vehicles is associated with higher risk of involvement in a highway crash, and Maine EMS believes that this to be true in Maine as well. The University of Maine, Muskie Research Center (USMMRC) will explore whether Maine crash data bears this out and will establish a mandatory reporting system to make it easier to track this risk factor and others (e.g., long shifts) in the future. Maine EMS will provide the MRC with deidentified patient care reports as well as Maine DOT crash records involving ambulances. This project will be statewide and will consider all affected communities.
Countermeasure Strategy	Statewide Injury Surveillance System Data Component (EMS) – Improves Accuracy, Completeness, and Integration of a Core Highway Safety Database There is not a countermeasure that works for this. However, Guideline #11 supports data analysis and integration and there is some research that supports the study of emergency vehicles with lights activated and crashes.
Project Agreement Number	TRC25-002
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405c and/or 405e Flexed to 402
Eligible Use of Funds	1300.22 (b) and/or 1300.24(d)
GTS Voucher Coding	M3DA and/or M8*TR B3DSA; B3C; B3MUC and/or M8*TR
Amount of Federal Funds	\$50,000.00 including service provider costs associated with personnel, possible travel, and ICR.
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	Maine EMS and contractor USM meet regularly to discuss this project. At this

	time, work is ongoing and no adjustments to strategy are needed.
--	--

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

	and provide training to law enforcement agencies regarding data collection and results of data analysis; and (3) allow for public inspection of statistical information regarding the race, color, ethnicity, gender and age of drivers for motor vehicle stops made by state and local law enforcement officers. This project will be used statewide. Affected communities have been discussed above.
Countermeasure Strategy	Increase accessibility of traffic records data through data collection in databases and public access.
Project Agreement Number	TR25-002
Amendment to Add Project Numbers	No
Subrecipient(s)	Maine Office of the Attorney General
Organization Type	State of Maine Office of Attorney General
Federal Funding Source(s)	1906
Eligible Use of Funds	1300.29
GTS Voucher Coding	F1906CMD and F1906ER
Amount of Federal Funds	\$550,000.00 including service provider costs associated with programming, evaluation of data and production of reports.
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	The Office of the Attorney General has been working through FFY2024 with Maine OIT to prepare a database suitable for receiving, analyzing and reporting on racial profiling collection data. No grant funds were utilized by the Office of the Attorney General in FFY2024, but they expect to have analysis contracts in place for FFY2025.

Young Driver Program Area

Project Name	MeBHS and MeBMV Driver Education Training Summit
Project Description (incl. Location and Affected Communities)	<p>Traffic crashes are the leading cause of death for U.S. teens ages 16-19. Per miles driven, teen drivers are nearly three times more likely than drivers aged 20 and older to be killed in a crash. A study from the AAA Foundation for Safety found that a quality driver's education program is key to helping teens gain the skills and knowledge they need to keep themselves, their passengers, and fellow motorists safe. Maine has 348, state licensed driver education instructors that train roughly 13,000 teen drivers on an annual basis. A 2023 Driver Education Assessment demonstrated opportunities for increased training and collaboration between all Maine driving instructors. In partnership with AAA, and the Maine Bureau of Motor Vehicles, the Maine Bureau of Highway Safety is increasing access to developmental training for driver education instructors. The training(s) will leverage national and state safety stakeholders that include various state agencies, law enforcement, AAA and the Maine Driver Education Associations. The training(s) will address Maine's safety concerns in a coordinated way and maximize effectiveness and efficiency in achieving the improvements in many of the state's strategic highway safety plan target areas. This training is available to all Driver Educators statewide and includes all affected communities. The FFY23 summit was held in Bangor and was attended by 170 instructors. The FFY24 event is planned for Portland in September.</p>

Countermeasure Strategy	Ensure that driver education instructors receive enhanced training to stay up to date on most recent state laws and driver practices and research.
Project Agreement Number	DE25-001
Amendment to Add Project Numbers	No
Subrecipient(s)	AAA of Northern New England
Organization Type	Not-for-Profit Motor Club
Federal Funding Source(s)	405e Flexed to 402
Eligible Use of Funds	1300.13e
GTS Voucher Coding	M8*DE
Amount of Federal Funds	\$50,000.00 including costs associated with venue, audio and visual equipment, speaker travel and fees.
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	No adjustments to strategy are needed as the summit is showing an increase in attendance year after year and we have received excellent feedback. Adjustments to location, from attendee feedback, is to hold the event in Augusta, so we have greater attendance from more rural parts of the state.

Project Name	Choices Matter-Coaches Playbook-Rule the Road -Young Driver and Community Outreach Program
Project Description (incl. Location and Affected Communities)	<p>Alliance Highway Safety is an agency specializing in outreach and education programs for highway safety offices across the country. The Bureau partners with Alliance Highway Safety to conduct traffic safety education through its branded projects such as Choices Matter including the Coaches Playbook and Safe Roads Challenge and Rule the Road. Choices Matter is a life-changing program for high school students using personal speaker stories and interactive materials and apps 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 influence 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.</p>
Countermeasure Strategy	Implement programs targeted at young drivers to supplement driver education materials and offer additional information and resources regarding risky driving behaviors such as impaired driving,

	distracted driving, drowsy driving, speeding, and non-use of seat belts.
Project Agreement Number	TSP25-001
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration for Contracted Services – or – Maine Principals Association
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402/405e Flexed to 402
Eligible Use of Funds	USC 23 402/1300.24(d)(3)
GTS Voucher Coding	402 TSP/M8*TSP/M8*CP/
Amount of Federal Funds	\$590,000.00 including service provider costs associated with conducting activities such as program management, service provider activity time, and travel.
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	The FY2023 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 utilize 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.

Project Name	Students Against Destructive Decisions (SADD) State Coordinator Program
Project Description (incl. Location and Affected Communities)	This project funds the activities of one SADD, Inc (Students Against Destructive Decisions) peer-to-peer program coordinator to increase the number of SADD chapters across the State, facilitate, train, and/or support 30+ peer to peer programs, engage young advocates at middle and elementary schools, and continue to partner with new groups across Maine. SADD, Inc creates educational messaging to promote safe teen driving across social media, digital, and traditional communications. Also establishing new chapters and supporting existing chapters. Students are empowered to help identify problems within their school and community and will oversee delivering intervention(s), participating in activities, and running their local SADD chapter. The SADD state coordinator looks at crash and fatal data per county when determining which schools to reach out to and will focus on Cumberland, Penobscot, Waldo, Hancock, Washington, Oxford, Franklin, and York. Funds will also be used to produce and procure various educational materials, cover supporting technology programs, and allowable in and out of state travel costs for continuing education and program management.
Countermeasure Strategy	Implement programs targeted at young drivers to supplement driver education materials and offer additional information and resources regarding risky driving behaviors such as impaired driving, distracted driving, drowsy driving, speeding, and non-use of seat belts.
Project Agreement Number	TSP25-002
Amendment to Add Project Numbers	No
Subrecipient(s)	SADD, Inc.
Organization Type	National Non-Profit serving Youth
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC 402
GTS Voucher Coding	402 TSP
Amount of Federal Funds	\$175,000.00
Planning and Administration (?) (if applicable)	No

Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	No adjustments to strategy are needed for this project. Any adjustments or program changes occur as the project is being implemented.

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

Maine's Population by County – 2023

Maine	2023	1,395,722
Androscoggin County	2023	113,765
Aroostook County	2023	67,351
Cumberland County	2023	310,230
Franklin County	2023	30,828
Hancock County	2023	56,526
Kennebec County	2023	127,259
Knox County	2023	40,977
Lincoln County	2023	36,507
Oxford County	2023	59,905
Penobscot County	2023	155,312
Piscataquis County	2023	17,486
Sagadahoc County	2023	37,513
Somerset County	2023	51,302
Waldo County	2023	40,620
Washington County	2023	31,555
York County	2023	218,586

Section 405c – 1300.22-State Traffic Safety Information System Improvement Grants

- Attached Traffic Records Strategic Plan

Traffic Records Performance Measures and Targets

5.1.1 eCitation 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 2.23%. The target for the next period is 25%.

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				25%
April 1, 2025	March 31, 2026				26%

Supporting Materials (Backup)

SQLQuery8.sql - W-...liam.Wheeler (153)) * X SQLQuery7.sql - W-...liam.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 %

NUMBER_CITATIONS_WITH_LATLONG
6318

SQLQuery9.sql - W-...liam.Wheeler (81)) * X SQLQuery8.sql - W-...liam.Wheeler (153)) * SQLQuery7.sql - W-...liam.Wheeler (71)) * SQLQuery6.sql - W-...liam.Wheeler (147))

```
select count(*) as NUMBER_CITATIONS
from citations where documentcreationdate between '04/01/2023' and '03/31/2024' and documentreceiveddate < '04/30/2024';
```

100 %

NUMBER_CITATIONS
25173

Baseline

eCitation - Comple...WWMeCitation (60)) * X SQLQuery5.sql - W-...WMeCitation (68)) * Citations with Print...sql - not connected

```
select count(*) as NUMBER_CITATIONS_WITH_LATLONG from Citations c
inner join locations l on c.Id = l.id
where documentcreationdate between '04/01/2022' and '03/31/2023' and documentreceiveddate < '04/30/2023' and l.Latitude > 0 and l.Longitude < 0
```

100 %

NUMBER_CITATIONS_WITH_LATLONG
5295

```
select count(*) as NUMBER_CITATIONS
from citations where documentcreationdate between '04/01/2022' and '03/31/2023' and documentreceiveddate < '04/30/2023';
```

100 %

NUMBER_CITATIONS
22184

```
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.ECitrIndctr
FROM VB_BIHEADER
WHERE (((VB_BIHEADER.CitationTimestamp)>#1/1/2019#));

SELECT [qry Performance Metric - Days from Service To Entry - Detail].PerformanceYear, IIf([ECitrIndctr]=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([ECitrIndctr]=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;
```

5.1.3 eCitation 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 increase in uniformity of 3.29 percent. The target for the next period is 53 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					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.ECitrIndctr
FROM VB_BIHEADER
WHERE (((VB_BIHEADER.CitationTimestamp)>#1/1/2019#));
```

```
SELECT [qry Performance Metric - Days from Service To Entry - Detail].PerformanceYear, IIf([ECitrIndctr]=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([ECitrIndctr]=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;
```

5.1.4 eCitation Completeness – Agency Count

Label: C/A-C-2

Status of Improvement: No 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 no increase in completeness. The target for the next period is 66 agencies.

Justification for Unmet Performance Targets

The target was not met; eCitation agency count has remained at last year's level as agencies wait until digital certificates are not required for eCitation authentication. Multiple agencies are waiting on the elimination of digital certificates prior to deploying eCitation.

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			66
April 1, 2025	March 31, 2026			68

Current

Citations By Agency

04-01-2023 to 03-31-2024

Agency Name	Citations	Violations				
		Speeding	Distracted Driving	Proof Of Insurance	Seatbelt	Other
Augusta Police Department	470	129	54	134	41	210
Bangor Police Department	118	75	14	12	1	36
Bar Harbor & Mount Desert Police Department	167	87	5	8	5	87
Bath Police Department	535	145	96	51	58	229
Berwick Police Department	226	58	63	27	53	42

Biddeford Police Department	1384	251	447	157	233	547
Boothbay Harbor Police Department	11	0	0	2	0	14
Brunswick Police Department	154	49	41	23	5	108
Bucksport Police Department	99	42	0	17	0	43
Camden Police Department	66	8	0	23	0	42
Cape Elizabeth Police Department	35	13	1	12	0	15
Caribou Police Department	261	116	11	49	0	139
Cumberland County Sheriffs Dept	479	240	4	73	7	260
Cumberland Police Department	93	32	1	24	0	54
Dexter Police Department	5	2	0	1	0	3
Eliot Police Department	9	4	1	0	1	3
Ellsworth Police Department	319	144	25	50	10	107
Fairfield Police Department	138	74	1	10	0	85
Farmington Police Department	145	33	3	39	0	75
Fort Fairfield Police Department	2	2	0	0	0	1
Franklin County Sheriffs Department	12	6	0	1	0	7
Gardiner Police Department	46	7	1	15	1	43
Gorham Police Department	1138	489	142	65	94	483
Holden Police Department	372	86	129	66	12	119
Knox County Sheriffs Department	258	98	35	37	2	122
Maine State Police Administration	9	7	0	0	0	2
Maine State Police Barracks Central	1657	700	139	240	111	699
Maine State Police Barracks North	1152	375	38	206	23	628
Maine State Police Barracks South	753	277	14	86	33	443

Maine State Police Interstate	2300	1524	77	172	51	728
Maine State Police Traffic Division	29	16	1	2	0	11
Maine State Police Troop C	1	0	0	1	0	1
Maine State Police Troop F	490	211	13	78	22	261
Maine State Police Troop G	5485	4821	99	128	46	888
Maine State Police Troop K	658	137	18	27	56	516
Mechanic Falls Police Department	178	66	1	49	1	76
Monmouth Police Department	280	189	3	29	0	134
North Berwick Police Department	245	125	0	9	4	158
Old Orchard Beach Police Department	664	204	107	27	37	348
Old Town Police Department	52	23	1	11	0	24
Phippsburg Police Department	8	3	0	0	0	5
Portland Police Department	373	32	2	67	3	330
Presque Isle Police Department	642	156	54	133	76	482
Rockport Police Department	59	7	3	22	3	38
Sabattus Police Department	92	30	2	18	1	69
Sagadahoc County Sheriffs Dept	914	521	89	48	43	332
Scarborough Police Department	650	300	16	33	3	402
Somerset County Sheriffs Department	22	15	0	1	0	10
South Portland Police Department	137	7	18	55	0	75
Stockton Springs Police Department	5	3	0	1	0	1
Topsham Police Department	502	129	9	67	4	355
Veazie Police Department	9	3	0	0	0	7
Wells Police Department	89	59	2	4	0	27

Westbrook Police Department	1	0	0	0	0	1
Wilton Police Department	99	42	0	14	0	78
Windham Police Dept	191	90	31	23	2	73
Winslow Police Department	12	6	0	2	0	10
Winthrop Police Department	98	47	0	23	0	42
Wiscasset Police Department	316	114	50	43	18	199
Yarmouth Police Department	2	1	0	0	0	1
York County Sheriffs Department	181	99	25	28	3	60
York Police Department	276	102	54	10	0	140
Totals:	25173	12631	1940	2553	1063	10528

Baseline

Citations By Agency

04-01-2022 to 03-31-2023

Agency Name	Citations	Violations				
		Speeding	Distracted Driving	Proof Of Insurance	Seatbelt	Other
Augusta Police Department	610	236	66	133	39	206
Bangor Police Department	11	7	0	2	0	5
Bar Harbor & Mount Desert Police Department	137	68	1	9	2	71
Bath Police Department	673	235	120	76	96	203
Belfast Police Department	14	1	1	1	0	15
Berwick Police Department	164	57	47	10	17	35

Biddeford Police Department	1338	335	130	199	165	754
Brunswick Police Department	6	0	2	0	0	8
Bucksport Police Department	30	5	1	12	0	18
Camden Police Department	37	16	0	4	1	19
Caribou Police Department	260	61	11	66	5	193
Cumberland County Sheriffs Dept	594	296	10	92	2	288
Cumberland Police Department	53	20	0	8	1	35
Dexter Police Department	41	18	0	3	0	26
Eliot Police Department	4	3	0	1	0	2
Ellsworth Police Department	386	149	54	48	31	124
Fairfield Police Department	34	22	0	3	0	15
Farmington Police Department	174	91	4	35	0	65
Gardiner Police Department	20	5	1	9	0	8
Gorham Police Department	708	248	235	40	3	246
Holden Police Department	388	127	117	88	9	81
Jay Police Department	2	0	0	0	0	2
Knox County Sheriffs Department	248	95	41	35	7	98
Machias Police Department	22	4	0	13	0	6
Maine State Police Administration	12	6	0	1	0	5
Maine State Police Barracks Central	175	79	8	17	4	90
Maine State Police Barracks North	203	64	6	40	3	111
Maine State Police Barracks South	68	32	1	7	1	35
Maine State Police Interstate	327	207	9	28	2	118
Maine State Police Traffic Division	25	16	0	3	0	10
Maine State Police Troop A	152	20	2	12	31	123
Maine State Police Troop B	1022	666	46	111	48	277
Maine State Police Troop C	869	458	36	65	93	334
Maine State Police Troop D	1122	580	31	115	10	536
Maine State Police Troop E	962	549	23	126	20	304
Maine State Police Troop F	748	349	57	118	17	331
Maine State Police Troop G	5067	4459	51	165	68	1037
Maine State Police Troop J	502	184	57	75	74	162
Maine State Police Troop K	725	151	24	20	22	649

Major Crimes North	1	1	0	0	0	0
Major Crimes South	1	0	0	0	0	1
Mechanic Falls Police Department	165	64	1	44	0	58
Monmouth Police Department	322	245	6	22	2	134
North Berwick Police Department	299	138	13	11	15	169
Old Orchard Beach Police Department	552	166	164	29	31	187
Old Town Police Department	55	27	0	5	0	29
Phippsburg Police Department	28	11	0	6	1	14
Portland Police Department	1	0	0	0	0	1
Presque Isle Police Department	418	152	56	80	55	226
Rockport Police Department	48	12	5	13	0	28
Sabattus Police Department	66	23	1	30	2	41
Sagadahoc County Sheriffs Dept	1115	563	218	72	8	373
Scarborough Police Department	296	141	15	8	12	142
Stockton Springs Police Department	7	2	1	2	0	4
Topsham Police Department	37	8	0	5	0	28
University Of Southern Maine Gorham Police	1	1	0	0	0	0
Wells Police Department	52	27	0	6	0	23
Wilton Police Department	1	0	0	1	0	0
Windham Police Dept	350	168	60	36	0	146
Winslow Police Department	18	4	0	2	0	13
Winthrop Police Department	65	22	1	10	2	33
Wiscasset Police Department	190	95	7	23	1	92
York Police Department	163	58	30	6	7	85
Totals:	22184	11847	1770	2201	907	8472

5.1.5 eCitation 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.

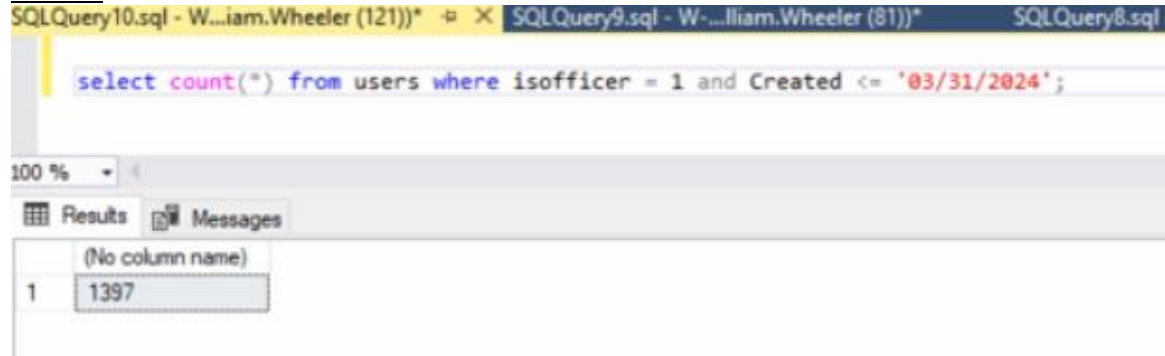
The result is an increase in completeness of 309 officer users. The target for the next period is 1,110 officer users.

Measurements

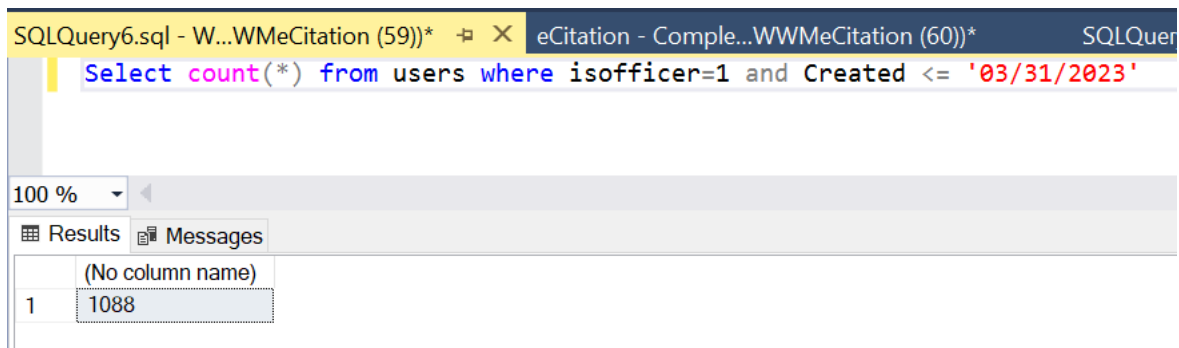
Start Date	End Date	Officer User Count	Target
April 1, 2017	March 31, 2018	11	
April 1, 2018	March 31, 2019	77	
April 1, 2019	March 31, 2020	320	Not set
April 1, 2020	March 31, 2021	412	380
April 1, 2021	March 31, 2022	823	450
April 1, 2022	March 31, 2023	1,088	850
April 1, 2023	March 31, 2024	1,397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

Supporting Materials (Backup)

Current



Baseline



5.1.6 eCitation Timeliness

Label: C/A-T-1

Status of Improvement: No 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 a decrease in timeliness of 45 minutes. The target for the next period is 3.9 hours.

Justification for Unmet Performance Targets

The decrease is not unexpected due to the rollout of eCitation to agencies that have less IT infrastructure and poorer mobile connectivity.

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			3.9 hrs
April 1, 2025	March 31, 2026			3.8 hrs

Supporting Materials (Backup)

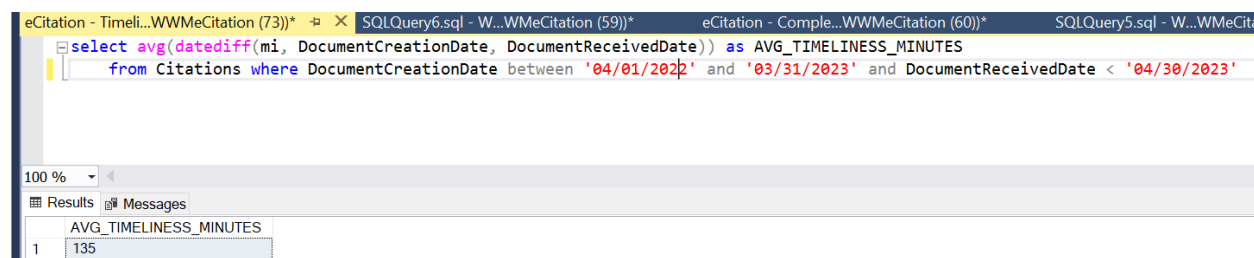
Current



The screenshot shows a SQL query in SQL Server Enterprise Manager. The query is: `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';`. The results pane shows a single row with the value 180.

AVG_TIMELINESS_MINUTES
180

Baseline



The screenshot shows a SQL query in SQL Server Enterprise Manager. The query is: `select avg(datediff(mi, DocumentCreationDate, DocumentReceivedDate)) as AVG_TIMELINESS_MINUTES from Citations where DocumentCreationDate between '04/01/2023' and '03/31/2023' and DocumentReceivedDate < '04/30/2023';`. The results pane shows a single row with the value 135.

AVG_TIMELINESS_MINUTES
135

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 66.5%.

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				66.5%
April 1, 2025	March 31, 2026				67%

Supporting Materials (Backup)

Current

```

--lat/long completeness
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 vWinCrashReportReceivedDate as b on a.reportingagency = b.reportingagency and a.reportnumber = b.reportnumber Inner Join refReportingAgency on a.reportingagency = refreportingagency
where a.CrashDate between '04/01/2023' and '03/31/2024' and b.MinReceivedDateTime < '04/30/2024'

```

	Total Crashes	Geocoded	Not Geocoded	Percent Geocoded
1	38950	24821	14126	63.73

Baseline

```

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 '04/01/2022' and '03/31/2023' and b.MinReceivedDateAndTime <
'04/30/2023'
```

SQLQuery1.sql - sq_3.MCRS (mcrs (85))

```
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 '04/01/2022' and '03/31/2023' and b.MinReceivedDateAndTime < '04/30/2023'
```

121 %

Results Messages

	Total Crashes	Geocoded	Not Geocoded	Percent Geocoded
1	40104	26029	14075	64.90

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 a decrease in timeliness of 0.69%. The target for the next period is 88.6%.

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			88.6%
April 1, 2025	March 31, 2026			88.7%

Supporting Materials (Backup)

Current

```
--Five Days
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 '04/01/2023' and '03/31/2024' and b.MinReceivedDateAndTime < '04/30/2024' and datediff(DAY, a.crashdate, b.minReceivedDateandtime) < 11;
```

%

Results Messages

Current Period - Crashes Received within Five Days of Crash
34596

Baseline

Crash_Timeliness_R_3.MCRS (mcrs (72))	
SQLQuery1.sql - sq_3.MCRS (mcrs (85))	
<pre>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 '04/01/2022' and '03/31/2023' and b.MinReceivedDateAndTime < '04/30/2023' and datediff(DAY, a.crashdate, b.minReceivedDateandtime) < 11 select count(*) as 'Current Period - Total Crashes' 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 '04/01/2022' and '03/31/2023' and b.MinReceivedDateAndTime < '04/30/2023'</pre>	
121 %	
Results	Messages
Current Period - Crashes Received within Five Days of Crash	
1	35345
Current Period - Total Crashes	
1	40104

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 increase in timeliness of 0.24 days. The target for the next period is 5.3 days.

Justification for Unmet Performance Targets

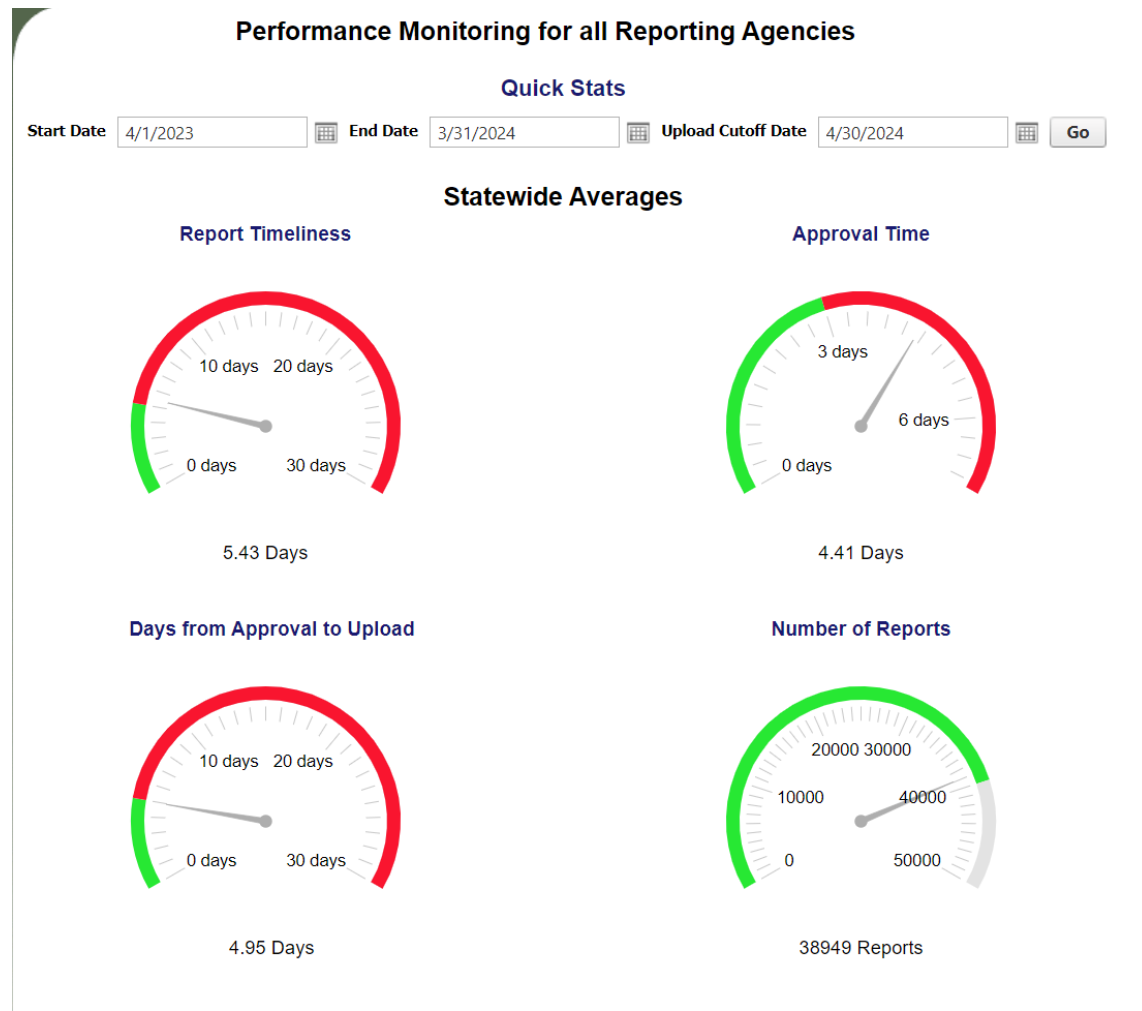
Although performance has increased, the target was not met; average crash timeliness of reports has apparently plateaued. The current timeliness is excellent overall.

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			5.3
April 1, 2025	March 31, 2026			5.2

Supporting Materials (Backup)

Current



Baseline

Performance Monitoring for all Reporting Agencies

Quick Stats

Start Date End Date Upload Cutoff Date

Statewide Averages

Report Timeliness



5.67 Days

Approval Time



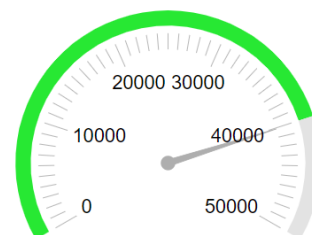
4.39 Days

Days from Approval to Upload



4.99 Days

Number of Reports



40104 Reports

Maine Crash Timeliness Query Supporting Details

2022

```
SELECT Round(SUM(case when DATEDIFF(day, a.crashdate, b.uploaddatetime )<0 then 0 else DATEDIFF(day,
a.CrashDate, b.uploaddatetime ) end),3) as DayCount,
round(AVG(case when DATEDIFF(day, a.crashdate, b.uploaddatetime )<0 then 0.00 else DATEDIFF(day,
a.CrashDate, b.uploaddatetime ) end),1) AS "Avg Number of Days for Submittal",
count(*) "Number of Report"
FROM    CrashReport AS a INNER JOIN
        (SELECT  Min(ReceivedDateAndTime) AS uploaddatetime, ReportingAgency, ReportNumber
        FROM      UploadLog
        GROUP BY ReportingAgency, ReportNumber) AS b ON a.ReportingAgency = b.ReportingAgency
AND a.ReportNumber = b.ReportNumber INNER JOIN
        refReportingAgency ON a.ReportingAgency = refReportingAgency.Id
where CrashDate between '04/01/2021' and '03/31/2022' and uploaddatetime<'04/30/2022'
```

--2022 - Total crashes during current period

```
select count(*) from crashreport c
inner join vMaxCrashReportReceivedDate v
on c.crashreportid=v.crashreportid
where c.crashdate between '04/01/2021' and '03/31/2022'
and v.MaxReceivedDateAndTime < '04/30/2022'
```

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%
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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		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 Form	Fatal Section	22.49 %
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

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.

The result is a decrease in NEMSIS 3.4 uniformity of 2.09%. The target for the next period is 100%.

Justification for Unmet Performance Targets

The decrease in NEMSIS 3.4 uniformity is expected as Maine rolls out the NEMSIS 3.5 compliant EMS Run form. Maine has added a new uniformity performance measure for NEMSIS 3.5.

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				100%
April 1, 2025	March 31, 2026				100%

5.1.12 EMS Completeness

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 34.54%. The target for the next period is 40%.

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				40%
April 1, 2025	March 31, 2026				45%

5.1.13 EMS Timeliness – Received within 24 Hours

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 0.61%. The target for the next period is 93.1%.

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				93.1%
April 1, 2025	March 31, 2026				93.2%

5.1.14 Roadway Uniformity – MIRE – Roadway Segment

Label: I-T-2

Status of Improvement: Demonstrated 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 an increase in uniformity of 0.53%. The target for the next period is 96.61%.

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			96.61%
April 1, 2025	March 31, 2026			96.62%

5.1.15 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 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		88.2%
April 1, 2025	March 31, 2026		88.3%

Supporting Materials (Backup)

Current

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 %

Baseline

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 – 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 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		77.2%
April 1, 2025	March 31, 2026		77.3%

Supporting Materials (Backup)

Current

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 %

Baseline

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 %

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		59.2%
April 1, 2025	March 31, 2026		59.3%

Supporting Materials (Backup)

Current

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 %

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

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.

Members

AAA Northern New England	Thomas Baran Daniel Goodman Patrick Moody	Traffic Safety Specialist Public Affairs Manager Public Affairs & Govt. Relations Mg
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 John Roma	Chief of Police Detective / DRE
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, Health and Environmental Testing Laboratory	Heather Dyer Ellen Fraser Katherine Kilgore Nicole Miller	Chemist Chemist Chemist Chemist

	Maria Pease Kelsey Springer	Chemist Chemist
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	Director Contract Grant Manager / FARS 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
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	Lt. Bruce Scott Spc. Seth Allen	MSP Traffic Safety Division Impaired Driving Reduction Trooper
Maine Warden Service	Joshua Beal	Warden Sergeant / DRE
National Highway Traffic Safety Administration	Barbara Rizzuti Charlene Oakley	Region 1 Program Manager Region 1 Program Manager
Office of the Attorney General, Office of the Chief Medical Examiner	Lindsey Chasteen Erik Hyatt	Chief Medical Examiner Office Administrator Director of Laboratory and Morgue Operations

Kennebec County District Attorney's Office	Shannon Flaherty	Assistant District Attorney
Knox County District Attorney's Office	Natasha Irving	District Attorney
Maine State Police	Lt. Bruce Scott Spc. Seth Allen	MSP Traffic Safety Division Impaired Driving Reduction Trooper
Maine Warden Service	Joshua Beal	Warden Sergeant / DRE
National Highway Traffic Safety Administration	Barbara Rizzuti Charlene Oakley	Region 1 Program Manager Region 1 Program Manager
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	Kyle White	Sergeant/Forensic Phlebotomist/DRE
Portland Police Department	Zachary Theriault	Officer
Saco Police Department	Chantel Allen	Officer
Sagadahoc County Sheriff's Office	Matthew Sharpe	Deputy / DRE
South Portland Police Department	Jessica Ramsay	Officer / DRE / Forensic Phlebotomist
Students Against Destructive Decisions (SADD)	Blossom Thao	Maine State Coordinator
York County District Attorney's Office	Sheila Nevells	Assistant District Attorney
	Mark Squires	Assistant District Attorney

Section 405e- 1300.24- Distracted Driving Grants

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

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 underserved communities. 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 list 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	Demographics	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)	University of Southern Maine
Traffic Records Coordinating Committee	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 years 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.

BASIC RIDER COURSES BY COUNTY

Androscoggin	108 BRC
Aroostook	31 BRC
Cumberland	0 BRC
Franklin	9 BRC
Hancock	75 BRC
Kennebec	74 BRC
Knox	0 BRC
Lincoln	0 BRC
Oxford	13 BRC
Penobscot	75 BRC
Piscataquis	0 BRC
Sagadahoc	0 BRC
Somerset	0 BRC
Waldo	0 BRC
Washington	2 BRC
York	117 BRC
Statewide	504

Motorcycle Registration by County

- York County – 8,595
- Cumberland County – 6,756
- Penobscot County – 4,348
- Kennebec County – 3,872
- Androscoggin County – 3,298
- Oxford County – 2,294
- Aroostook County – 2,132
- Hancock County – 1,703
- Somerset County – 1,668
- Waldo County – 1,393
- Lincoln County – 1,222
- Knox County – 1,127
- Franklin County – 1,119
- Sagadahoc County – 1,113
- Washington County – 740
- Piscataquis County – 585
- None – 194

Grant Total = 42,159

Municipal Motorcycle Registration by County

- Cumberland County – 11
- Androscoggin County – 5
- York County – 5
- Sagadahoc County – 2
- Aroostook County – 1
- Hancock County – 1
- Kennebec County – 1
- Knox County – 1
- Oxford County – 1
- Waldo County – 1
- Franklin County – 0
- Lincoln County – 0
- Penobscot County – 0
- Piscataquis County – 0
- Somerset County – 0
- Washington County – 0
- None – 0

Grand Total = 29

Moped Registration by County

- York County – 3,013
- Cumberland County – 1,060
- Hancock County – 209
- Penobscot County – 200
- Kennebec County – 190
- Androscoggin County – 170
- Aroostook County – 129
- Knox County – 115
- Sagadahoc County – 95
- Lincoln County – 86
- Somerset County – 86
- Oxford County – 66
- Waldo County – 61
- Piscataquis County – 39
- Washington County – 38
- Franklin County – 25
- None – 4

Grand Total = 5,586

Antique Motorcycle Registration by County

- York County – 381
- Cumberland County – 364
- Androscoggin County – 151
- Kennebec County – 150
- Penobscot County – 97
- Knox County – 94
- Lincoln County – 72
- Hancock County – 68
- Waldo County – 59
- Sagadahoc County – 56
- Oxford County - 48
- Aroostook County – 43
- Franklin County – 31
- Somerset County – 25
- Washington County – 22
- Piscataquis County – 4
- None – 2

Grand Total = 1667

Disabled Motorcycle Registration by County

- York County – 35
- Cumberland County – 30
- Penobscot County – 25
- Androscoggin County – 23
- Kennebec County – 18
- Aroostook County – 15
- Hancock County – 8
- Sagadahoc County – 7
- Somerset County – 7
- Knox County – 6
- Waldo County – 6
- Franklin County – 3
- Oxford County – 3
- Washington County – 3
- Lincoln County – 2
- Piscataquis County – 1
- None – 0

Grand Total = 192

Purple Heart Motorcycle Registration by County

- York County – 8
- Cumberland County – 4
- Penobscot County – 4
- Kennebec County – 3
- Washington County – 3
- Oxford County – 2
- Piscataquis County – 2
- Androscoggin County – 1
- Knox County – 1
- Lincoln County – 1
- Sagadahoc County – 1
- Somerset County – 1
- Aroostook County – 0
- Franklin County – 0
- Hancock County – 0
- Waldo County – 0
- None – 0

Grand Total = 31

Special Veteran Motorcycle Registration by County

- York County – 322
- Cumberland County – 165
- Penobscot County – 127
- Kennebec County – 125
- Androscoggin County – 100
- Aroostook County – 69
- Oxford County – 56
- Knox County – 47
- Hancock County – 42
- Somerset County – 38
- Sagadahoc County – 37
- Lincoln County – 28
- Waldo County – 26
- Washington County – 25
- Franklin County – 24
- Piscataquis County – 15
- None – 1

Grand Total – 1247

Disabled Veteran Motorcycle Registration by County

- York County – 8
- Kennebec County – 7
- Androscoggin County – 5
- Cumberland County – 3
- Hancock County – 3
- Oxford County – 3
- Franklin County – 2
- Penobscot County – 2
- Somerset County – 2
- Knox County – 1
- Piscataquis County – 1
- Aroostook County – 0
- Lincoln County – 0
- Sagadahoc County – 0
- Waldo County – 0
- Washington County – 0
- None – 0

Grand Total = 37

National Highway Traffic Safety Administration
Regional Operations and Program Delivery
Office of Grants Management and Operations

FY 2025 Motorcyclist Safety Grants Eligibility (23 CFR 1300.25)

MOTORCYCLIST FATALITIES IN MOTOR VEHICLE TRAFFIC CRASHES
AND REGISTERED MOTORCYCLES, BY STATE AND YEAR
FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2020 & 2021 FINAL
REGISTERED MOTORCYCLES - FEDERAL HIGHWAY ADMINISTRATION (FHWA)

State	Calendar Year			
	2020		2021	
	Motorcyclist Fatalities	Registered Motorcycles	Motorcyclist Fatalities	Registered Motorcycles
Alabama	78	114,901	80	123,296
Alaska	4	26,781	7	25,713
Arizona	163	121,074	167	280,071
Arkansas	83	169,797	97	437,026
California	559	785,424	611	812,924
Colorado	140	179,086	137	180,287
Connecticut	58	80,949	67	83,220
Delaware	15	23,318	24	24,338
Dist of Columbia	7	3,567	9	3,481
Florida	600	620,077	674	637,448
Georgia	191	207,657	196	213,700
Hawaii	18	36,980	33	25,802
Idaho	27	59,225	32	48,584
Illinois	153	280,322	176	312,956
Indiana	151	209,824	137	225,805
Iowa	66	191,804	68	193,950
Kansas	65	90,643	47	90,671
Kentucky	92	97,156	108	99,729
Louisiana	78	101,490	91	100,058
Maine	29	38,340	21	59,854
Maryland	86	112,550	81	104,783
Massachusetts	55	138,123	75	147,488

National Highway Traffic Safety Administration
Regional Operations and Program Delivery
Office of Grants Management and Operations

FY 2025 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) 2020-2021 FINAL
REGISTERED MOTORCYCLES - FEDERAL HIGHWAY ADMINISTRATION (FHWA)

State	Calendar Year					
	2020			2021		
	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
Alabama	80	18	114,901	81	20	123,296
Alaska	5	2	26,781	8	3	25,713
Arizona	167	34	121,074	178	49	280,071
Arkansas	83	17	169,797	99	31	437,026
California	567	123	785,424	628	179	812,924
Colorado	140	42	179,086	139	46	180,287
Connecticut	62	22	80,949	68	23	83,220
Delaware	15	2	23,318	25	5	24,338
Dist of Columbia	7	1	3,567	9	2	3,481
Florida	620	151	620,077	699	188	637,448
Georgia	198	44	207,657	200	64	213,700
Hawaii	19	4	36,980	34	9	25,802
Idaho	27	9	59,225	32	12	48,584
Illinois	155	49	280,322	179	61	312,956
Indiana	151	41	209,824	140	36	225,805
Iowa	66	20	191,804	69	23	193,950
Kansas	66	14	90,643	47	9	90,671
Kentucky	92	22	97,156	108	20	99,729
Louisiana	78	22	101,490	96	30	100,058
Maine	29	9	38,340	21	6	59,854
Maryland	88	26	112,550	83	28	104,783
Massachusetts	55	13	138,123	75	25	147,488

Motorcycle-All Crashes State Data

Motorcycles & Mopeds			
Crash Year	County Name	Crash Count	Unit Count
2021	Androscoggin	48	48
	Aroostook	10	10
	Cumberland	90	91
	Franklin	10	12
	Hancock	26	26
	Kennebec	51	53
	Knox	11	11
	Lincoln	12	12
	Oxford	21	21
	Penobscot	63	64
	Piscataquis	6	7
	Sagadahoc	18	19
	Somerset	23	24
	Waldo	15	15
	Washington	7	7
	York	131	137

Motorcycle-Impaired Crashes State Data

Motorcycle & Moped Operators - Under the Influence of Medications/Drugs/Alcohol				
Crash Year	County Name	Crash Count	Unit Count	Person Count
2021	Androscoggin	2	2	2
	Cumberland	7	7	7
	Franklin	1	1	1
	Kennebec	4	4	4
	Lincoln	3	3	3
	Oxford	2	2	2
	Penobscot	1	1	1
	Sagadahoc	5	5	5
	Somerset	2	2	2
	Washington	3	3	3
	York	9	9	9
	2021 Total	39	39	39

Motorcycles & Mopeds			
Crash Year	County Name	Crash Count	Unit Count
2022	York	157	163
	Cumberland	125	131
	Kennebec	68	69
	Penobscot	58	58
	Androscoggin	47	47
	Oxford	29	30
	Somerset	29	29
	Hancock	24	24
	Lincoln	19	19
	Knox	18	18
	Waldo	18	18
	Franklin	16	17
	Sagadahoc	16	16
	Aroostook	12	12
	Washington	6	6
	Piscataquis	5	5
2022 Total		647	662
2023	Cumberland	125	127
	York	120	129
	Androscoggin	56	57
	Penobscot	51	52
	Kennebec	45	45
	Oxford	45	46
	Hancock	28	30
	Somerset	22	23
	Waldo	19	21
	Knox	15	15
	Aroostook	13	14
	Sagadahoc	13	13
	Lincoln	11	12
	Franklin	8	8
	Washington	6	7
	Piscataquis	4	4
2023 Total		581	603
Grand Total		1228	1265

Motorcycle & Moped Operators - Under the Influence of Medications/Drugs/Alcohol				
Crash Year	County Name	Crash Count	Unit Count	Person Count
2022	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	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
	Oxford	1	1	1
2023 Total		26	27	27
Grand Total		58	59	59

Motorcycle (MC) Fatalities by Maine County

2022: 32 MC fatalities

- Cumberland – 8 fatalities
- York – 5 fatalities
- Kennebec – 4 fatalities
- Hancock – 2 fatalities
- Lincoln – 2 fatalities
- Oxford – 2 fatalities
- Penobscot – 2 fatalities
- Somerset – 2 fatalities
- Waldo – 2 fatalities
- Franklin – 1 fatality
- Sagadahoc – 1 fatality
- Washington – 1 fatality

2023: 16 fatalities

- Cumberland – 4 fatalities
- York – 4 fatalities
- Hancock – 3 fatalities
- Penobscot – 2 fatalities
- Androscoggin – 1 fatality
- Kennebec – 1 fatality
- Waldo – 1 fatality

Impaired MC Fatalities by County

2022: 9 fatalities

- Cumberland – 3 fatalities
- Waldo – 2 fatalities
- Kennebec – 1 fatality
- Lincoln – 1 fatality
- Somerset – 1 fatality
- York – 1 fatality

2023: 3 fatalities

- Cumberland – 1 fatality
- Hancock – 1 fatality
- Penobscot – 1 fatality

Section 405h – 1300.27- Preventing Roadside Deaths Grants

Emergency Vehicle Crashes (Ambulance-Fire-Police)						
	(A) Suspected Serious Injury	(B) Suspected Minor Injury	(C) Possible Injury	(K) Fatal Injury	(O) No Apparent Injury	Crashes
	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

Section 1906 – 1300.29 – Racial Profiling Data Collection Grants

CHAPTER 337-D PROFILING DATA COLLECTION §4751. Definitions As used in this chapter, unless the context otherwise indicates, the following terms have the following meanings. [PL 2021, c. 460, §1 (NEW).] 1. Law enforcement agency. "Law enforcement agency" means an agency in the State charged with enforcement of state, county, municipal or federal laws or laws of a federally recognized Indian tribe, with the prevention, detection or investigation of criminal, immigration or customs laws or with managing custody of detained persons in the State and includes, but is not limited to, a municipal police department, a sheriff's department, the State Police, a university or college police department and the Department of Public Safety. [PL 2021, c. 460, §1 (NEW).] 2. Law enforcement officer. "Law enforcement officer" means a state, county or municipal official or an official of a federally recognized Indian tribe responsible for enforcing criminal, immigration or customs laws, including, but not limited to, a law enforcement officer who possesses a current and valid certificate issued by the Board of Trustees of the Maine Criminal Justice Academy pursuant to Title 25, section 2803-A. [PL 2021, c. 460, §1 (NEW).]

SECTION HISTORY PL 2021, c. 460, §1 (NEW). §4752. Collection of information; reporting of information 1. Information collected. Beginning July 1, 2023, a law enforcement agency shall record and retain the following information regarding traffic infractions occurring in this State: A. The number of persons stopped for traffic infractions; [PL 2021, c. 460, §1 (NEW).] B. Characteristics of race, color, ethnicity, gender and age of each person described in paragraph A. The identification of such characteristics must be based on the observation and perception of the law enforcement officer responsible for reporting the stop. The person stopped may not be required to provide the information; [PL 2021, c. 460, §1 (NEW).] C. The nature of each alleged traffic infraction that resulted in a stop; [PL 2021, c. 460, §1 (NEW).] D. Whether a warning or citation was issued, an arrest was made or a search was conducted as a result of each stop for a traffic infraction; and [PL 2021, c. 460, §1 (NEW).] E. Any additional information the law enforcement agency determines appropriate. The additional information may not include any other personally identifiable information about a person stopped for a traffic infraction such as the person's driver's license number, name or address. [PL 2021, c. 460, §1 (NEW).] [PL 2021, c. 460, §1 (NEW).] 2. Report to Attorney General. A law enforcement agency shall report the information required to be recorded and retained under subsection 1 to the Attorney General pursuant to rules adopted pursuant to section 4753. [PL 2021, c. 460, §1 (NEW).]

SECTION HISTORY MRS Title 5, Chapter 337-D. PROFILING DATA COLLECTION 2 | Chapter 337-D. PROFILING DATA COLLECTION Generated 10.04.2022 PL 2021, c. 460, §1 (NEW). §4753. Rules; consultation 1. Adoption of rules. By January 1, 2023, the Attorney General shall adopt rules for the recording, retention and reporting of information pursuant to section 4752 pertaining to persons stopped for traffic infractions. The information must include the characteristics of race, color, ethnicity, gender and age of the persons stopped, based on the observation and perception of the law enforcement officer making the stop. Rules adopted pursuant to this subsection are routine technical rules as defined in chapter 375, subchapter 2-A. [PL 2021, c. 460, §1 (NEW).] 2. Consultation. In adopting rules pursuant to subsection 1, the Attorney General shall consult with the Commissioner of Public Safety and interested parties, including law enforcement agencies and community,

professional, research, civil liberties and civil rights organizations and persons with lived experience of being profiled. The Attorney General shall ensure that the parties consulted represent the racial and ethnic diversity of the State. [PL 2021, c. 460, §1 (NEW).] SECTION HISTORY PL 2021, c. 460, §1 (NEW). §4754. Report; publication of data Beginning January 15, 2024 and annually thereafter, the Attorney General shall provide to the joint standing committees of the Legislature having jurisdiction over judiciary matters and criminal justice and public safety matters and make available to the public a report of the information collected pursuant to this chapter. The report must include an analysis of the information and may include recommendations for changes in laws, rules and practices. Information reported may not include personally identifiable information. [PL 2021, c. 460, §1 (NEW).] SECTION HISTORY PL 2021, c. 460, §1 (NEW). The State of Maine claims a copyright in its codified statutes. If you intend to republish this material, we require that you include the following disclaimer in your publication: All copyrights and other rights to statutory text are reserved by the State of Maine. The text included in this publication reflects changes made through the Second Regular Session of the 130th Maine Legislature and is current through October 1, 2022. The text is subject to change without notice. It is a version that has not been officially certified by the Secretary of State. Refer to the Maine Revised Statutes Annotated and supplements for certified text. The Office of the Revisor of Statutes also requests that you send us one copy of any statutory publication you may produce. Our goal is not to restrict publishing activity, but to keep track of who is publishing what, to identify any needless duplication and to preserve the State's copyright rights. PLEASE NOTE: The Revisor's Office cannot perform research for or provide legal advice or interpretation of Maine law to the public. If you need legal assistance, please contact a qualified attorney.

1300.12(b)

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

Attachments:

ME_FY25_405b_Occupant Protection Strategic Plan

ME_FY25_405c_Traffic Records Strategic Plan

ME_FY25_405d_Impaired Driving Strategic Plan

ME_FY25_Certifications and Assurances Appendix A

ME_FY25_Application Requirements Appendix B

ME_HSP2024-2026_FY25_UPDATE