

FFY 2024

# 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

NA for FFY2024 – no adjustments have been made since we have not implemented the FFY2024-2026 THSP yet.

**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 campaign 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 program listed below:</p> <ul style="list-style-type: none"> <li>Statewide Strategic Media Plan</li> <li>Supporting CIOT/BUNE HVE Enforcement</li> <li>Supporting DD HVE &amp; Sustained</li> <li>Supporting Impaired HVE &amp; Sustained</li> <li>Supporting Speed HVE &amp; Sustained</li> <li>Educating Drivers re: Cannabis-impaired driving</li> <li>Mature Driver PSA's</li> <li>Pedestrian &amp; Bicycle PSA's</li> <li>Motorcycle Safety PSA's</li> <li>Slow Down and Move Over PSA (Emergency &amp; Stationary Vehicles)</li> <li>Unattended Passengers Program</li> </ul> <p>MeBHS uses the Request for Proposal (RFP) and resultant vendor/contractor(s) to assist us with PSA production and media buys.</p>

The contract currently includes a survey to Maine residents, every six months, regarding the reach and recognition (recall) of media campaigns. Maine residents were asked, "In the past year, have you seen or heard any ads in the newspaper, on television, on the radio, etc. here in Maine that relate to a safe driving campaign?" The Spring 2023 critical insight report shows a solid increase of recall of safety messaging from 36% to 45%. When looking at individual campaigns there is a decedent increase when comparing spring 2022 to spring 2023, as only two of the campaigns decreased in awareness. Some of the highlights are Click it or Ticket increased from 84% to 87%, Buckle Up/ No Excuses increased from 74% to 76%, Share the Road increased from 71% to 76%, Survive your Drive increased 47% to 51%, and One Text or Call could Wreck it all increased from 66% to 71%. After a big drop in awareness due to the pandemic our individual campaign awareness rates are some of the highest, we have ever had. We feel this can be credited to have a variety of PSA's running and our increased media buy. During our 2023 plan, we increased our social and digital media campaigns, and started primarily running all the PSAs that were created in 2021. We also branched out to new areas like movie theaters and racetracks to run our messaging. For FFY2024, we plan to create new a video for motorcycle driving courses, a new drivers ed video that focuses on driving around tractor trailer trucks, and new printed handouts (including in various languages to support our non-English speaking communities) and to distribute to businesses, organizations, and local communities for educational outreach. MEBHS currently is under contract with NL Partners and Critical Insights to survey Maine residents every six months regarding

	<p>the reach and recognition (recall) of media campaigns. Maine residents were asked “in the past year, have you seen or heard any adds in the newspaper, on television, on the radio, etc., here in Maine that relate to a safe driving campaign?” In fall of 2020 we had a steep decline to 35% due to covid and the election season. Since then, we have been slowly increasing and we are back to a recall rate of 43% as of spring 2023. The statewide media plan reaches both far North to the Canada border and to Southern Maine on the New Hampshire border, with special emphasis on high-crash and high-fatal locations. All communities are affected.</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	PM24-001
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration for Contracted Services
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402/405e/405e Flexed to 402/405f
Eligible Use of Funds	23USC402/1300.24/1300.25
GTS Voucher Coding	402PM/M8*PM/M11MA
Amount of Federal Funds	\$1,800,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

## Distracted Driving Program Area

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

Amount of Federal Funds	\$1,000,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Potential Subrecipients:

<b>Project Number</b>	<b>Subrecipient</b>	<b>Location</b>
DD24-	Androscoggin SO	Androscoggin County
DD24-	Auburn PD	Auburn
DD24-	Augusta PD	Augusta
DD24-	Bath PD	Bath
DD24-	Berwick PD	Berwick
DD24-	Biddeford PD	Biddeford
DD24-	Boothbay Harbor	Boothbay Harbor
DD24-	Bridgton PD	Bridgton
DD24-	Brunswick PD	Brunswick
DD24-	Cape Elizabeth PD	Cape Elizabeth
DD24-	Caribou PD	Caribou
DD24-	Cumberland County SO	Cumberland County
DD24-	Ellsworth PD	Ellsworth
DD24-	Fort Fairfield PD	Fort Fairfield
DD24-	Fort Kent PD	Fort Kent
DD24-	Franklin County SO	Franklin County
DD24-	Gorham PD	Gorham
DD24-	Hallowell PD	Hallowell
DD24-	Holden PD	Holden
DD24-	Kennebec County SO	Kennebec County
DD24-	Kennebunk PD	Kennebunk
DD24-	Kennebunkport PD	Kennebunkport
DD24-	Lewiston PD	Lewiston
DD24-	Lisbon PD	Lisbon
DD24-	Madawaska PD	Madawaska
DD24-	Maine State Police	Statewide
DD24-	Mechanic Falls PD	Mechanic Falls
DD24-	Presque Isle PD	Presque Isle
DD24-	Rockland PD	Rockland
DD24-	Rockport PD	Rockport
DD24-	Rumford PD	Rumford
DD24-	Sabattus PD	Sabattus
DD24-	Saco PD	Saco
DD24-	Sagadahoc County SO	Sagadahoc County
DD24-	Sanford PD	Sanford

DD24-	Scarborough PD	Scarborough
DD24-	Somerset County SO	Somerset County
DD24-	Southwest Harbor PD	Southwest Harbor
DD24-	Veazie PD	Veazie
DD24-	Wells PD	Wells
DD24-	Westbrook PD	Westbrook
DD24-	Wilton PD	Wilton
DD24-	Windham PD	Windham
DD24-	Winthrop PD	Winthrop
DD24-	Wiscasset PD	Wiscasset
DD24-	York County SO	York County
DD24-	York PD	York

Project Name	<b>Distracted Driving Manipulating Observational Survey</b>
Project Description (incl. Location and Affected Communities)	<p>Cell phone use and texting while driving can degrade driver performance in three ways - visually, manually, and cognitively. Talking and texting while driving has grown in the past decade as drivers take their cell phones into their vehicles. To gather data on actual cell phone use, and to determine if enforcement efforts and education has been successful, Maine intends to conduct annual cell phone usage observational studies. Surveys have been conducted since 2018 when the hands-free law passed (excepting 2020). A survey was conducted in April of 2022 and the results showed an increase in the use of handheld electronic devices from 3.8% of drivers observed in 2021 to 4.5% of drivers observed in 2022. Location or site selection of observations for the distracted driving survey are a subsample of sites selected for Maine’s seat belt survey. Eighty observation locations were selected from the 102 non-local road sites used for the annual statewide seat belt survey. The proportion of sites per functional class strata in the seat belt survey was kept constant for this distracted driving survey. This resulted in 11 sites from interstates, 23 from principle arterials, 21 from other arterials, and 25 from collectors. Counties include: Androscoggin, Aroostook, Cumberland, Franklin, Hancock, Kennebec, Knox, Lincoln, Oxford, Penobscot, Piscataquis, Sagadahoc, Somerset, Waldo, Washington, and York.</p>
Countermeasure Strategy	Data collection is essential to decrease distracted driving motor vehicle fatalities together with using high-visibility and sustained enforcement activities coupled with communication and education strategies.
Project Agreement Number	DD24-001
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	\$40,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

## Emergency Medical Services (EMS) Program Area

Project Name	<b>Preventing Roadside Deaths- Maine EMS Connectivity and Roadway Safety Project</b>
Project Description (incl. Location and Affected Communities)	<p>Maine EMS is seeking to equip emergency medical services vehicles throughout the State of Maine with vehicle-to-everything (V2X) technology to improve roadway safety for first responders, increase the safety of the patients and EMS clinicians rendering post-crash care, and create safer roadways for those motorists and passengers traveling near and around emergency vehicles. This project will support the outfitting of EMS vehicles throughout the State of Maine with a digital alerting transponder that will activate when emergency lighting is activated on EMS vehicles. When the emergency vehicle is in motion traveling through traffic with its emergency lights activated or stopped on a roadway with its lighting active, it will notify approaching motorists of the hazard ahead. Additionally, this project will include outfitting each of the ambulances with high-speed internet connectivity; doing so will enable the alerting technology to transmit this data to the Maine Department of Transportation for messaging on existing roadway signage and infrastructure. This will allow communication with motorists who do not utilize mapping apps (e.g., Waze, Apple Maps, Google Maps, etc.) and do not have a vehicle with native V2V functionality. Installing high-speed internet connectivity in every ambulance also can increase the quality and capacity of the EMS system to respond with post-crash care. Internet connectivity is critical to establishing virtual communications with receiving health facilities, including trauma centers, to receive medical direction and advice when managing a patient who suffered injuries following a motor vehicle</p>

	<p>crash. While Maine EMS has implemented the most up-to-date model clinical guidelines for managing these injured patients, offering the capacity for EMS clinicians to consult with a receiving facility and/or trauma physician in real time has not been fully realized. This capability will expand the utility of existing technologies, such as the electronic patient care reporting system and telemedicine, to achieve the best possible outcomes for patients following a traumatic injury secondary to a motor vehicle crash. This project will be used statewide. All affected communities are included.</p>
Countermeasure Strategy	Deploy digital alert technology to provide electronic notification to drivers about first responder vehicles roadside ahead.
Project Agreement Number	EM24-001
Amendment to Add Project Numbers	No
Subrecipient(s)	Maine EMS
Organization Type	State EMS Agency
Federal Funding Source(s)	405h and/or 405e Flexed to 402
Eligible Use of Funds	1300.27 and/or 1300.24 (d)(3)
GTS Voucher Coding	M12BDAT/M12BPE/M8*EM
Amount of Federal Funds	\$3,000,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

## Impaired Driving Program Area

<b>Project Name</b>	<b>Impaired Driving Program Management</b>
<b>Project Description (incl. Location and Affected Communities)</b>	<p>Funding and costs associated with this program area include allowable expenditures for program manager activities, travel, and training statewide. Costs may also include general 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 \$3,500) tolls, radio fees, and OIT/Wi-Fi. This project benefits and supports all Maine law enforcement agencies at their OUI checkpoints and saturation patrols, including those scheduled by RIDE and SPIDRE Teams.</p>
<b>Countermeasure Strategy</b>	Decrease impaired driving motor vehicle fatalities through implementation of a successful impaired driving program using Uniform Guideline #8 and Countermeasures that Work.
<b>Project Agreement Number</b>	AL24-001
<b>Amendment to Add Project Numbers</b>	No
<b>Subrecipient(s)</b>	MeBHS Administration
<b>Organization Type</b>	State Highway Safety Office
<b>Federal Funding Source(s)</b>	402
<b>Eligible Use of Funds</b>	23 USC 402
<b>GTS Voucher Coding</b>	402AL
<b>Amount of Federal Funds</b>	\$500,000.00

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

Project Name	<b>Impaired Driving HVE -NHTSA Driver Sober or Get Pulled Over – and – Drive Sober, Maine Programs</b>
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 Tenth Edition 2020 receiving 4 and 5 stars respectively. This project will support dedicated overtime costs for approximately 50 law enforcement agencies (LEA's) selected by previously described data analysis, to participate in impaired driving enforcement details and checkpoints including those that support NHTSA's national campaigns in August and December. The "Drive Sober, Maine!" campaign is designed to further address the impaired driving problem in Maine (outside of the two, two-week national campaigns) but only during the months identified by each requesting agency. Sustained enforcement is based on an analysis of impaired crash and fatality data, OUI citation data, and locations with planned events involving alcohol and drugs. The location of activities is dependent upon the agencies that apply for dedicated overtime enforcement activities. Additionally, funds will support overtime costs to continue support of impaired driving enforcement efforts by Regional Impaired Driving Enforcement (RIDE) Teams. RIDE team members are comprised of law enforcement officers from various local jurisdictions within a designated county and include law enforcement officers that 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 RIDE 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.
Project Agreement Number	ID24-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
Eligible Use of Funds	23 USC 402
GTS Voucher Coding	402*AL
Amount of Federal Funds	\$800,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No

1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024
--	----------------

Potential Subrecipients:

<b>Project Number</b>	<b>Subrecipient</b>	<b>Location</b>
ID24-	Androscoggin SO	Androscoggin County
ID24-	Auburn PD	Auburn
ID24-	Augusta PD	Augusta
ID24-	Bath PD	Bath
ID24-	Berwick PD	Berwick
ID24-	Biddeford PD	Biddeford
ID24-	Boothbay Harbor	Boothbay Harbor
ID24-	Bridgton PD	Bridgton
ID24-	Brunswick PD	Brunswick
ID24-	Cape Elizabeth PD	Cape Elizabeth
ID24-	Caribou PD	Caribou
ID24-	Cumberland County SO	Cumberland County
ID24-	Dover-Foxcroft PD	Dover-Foxcroft
ID24-	Ellsworth PD	Ellsworth
ID24-	Fort Fairfield PD	Fort Fairfield
ID24-	Fort Kent PD	Fort Kent
ID24-	Franklin County SO	Franklin County
ID24-	Gorham PD	Gorham
ID24-	Hallowell PD	Hallowell
ID24-	Holden PD	Holden
ID24-	Kennebec County SO	Kennebec County
ID24-	Kennebunk PD	Kennebunk
ID24-	Kennebunkport PD	Kennebunkport
ID24-	Lewiston PD	Lewiston
ID24-	Lisbon PD	Lisbon
ID24-	Madawaska PD	Madawaska
ID24-	Maine State Police	Statewide
ID24-	Maine Warden Service	Statewide
ID24-	Mechanic Falls PD	Mechanic Falls
ID24-	Presque Isle PD	Presque Isle
ID24-	Rockland PD	Rockland
ID24-	Rockport PD	Rockport
ID24-	Rumford PD	Rumford
ID24-	Sabattus PD	Sabattus
ID24-	Saco PD	Saco
ID24-	Sagadahoc County SO	Sagadahoc County
ID24-	Sanford PD	Sanford
ID24-	Scarborough PD	Scarborough
ID24-	Somerset County SO	Somerset County

ID24-	Southwest Harbor PD	Southwest Harbor
ID24-	Veazie PD	Veazie
ID24-	Wells PD	Wells
ID24-	Westbrook PD	Westbrook
ID24-	Wilton PD	Wilton
ID24-	Windham PD	Windham
ID24-	Winthrop PD	Winthrop
ID24-	Wiscasset PD	Wiscasset
ID24-	York County SO	York County
ID24-	York PD	York

Project Name	<b>Maine State Police SPIDRE</b>
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 scheduled events where there is a significant potential for impaired drivers. The team leader will be a liaison within the MeBHS to work with other agencies. The Maine Bureau of Highway Safety Roadside Testing Vehicle (RTV) and agency message trailers will be utilized when assisting other departments at various events and publicized sobriety checkpoints throughout the State.
Countermeasure Strategy	Decrease impaired driving motor vehicle fatalities by using a combination of high-visibility and sustained enforcement, sobriety checkpoints coupled with communication and education strategies.
Project Agreement Number	ID24-001
Amendment to Add Project Numbers	No
Subrecipient(s)	Maine State Police
Organization Type	Dept. of Public Safety-Maine State Police
Federal Funding Source(s)	405d
Eligible Use of Funds	1300.23
GTS Voucher Coding	M5HVE
Amount of Federal Funds	\$150,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Name	<b>Drug Recognition Expert (DRE) &amp; Forensic Phlebotomist (FP) Call-Out/Training</b>
Project Description (incl. Location and Affected Communities)	<p>MeBHS recognizes the importance of specially trained law enforcement officers for drug recognition (DRE) and forensic evidence collection through forensic phlebotomy (FP). The lack of available on-duty DREs and FPs result 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 agency requests. They will also be</p>

	<p>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 FFY2024 due to the large demand from the law enforcement community. Class size is limited at 6-10 students, and we expect to have approximately 50-80 public safety professionals trained in forensic phlebotomy in FFY2024. Kennebec Valley Community College also plans to offer the Forensic Phlebotomy refresher training course in FFY2024. The Forensic Phlebotomy refresher training course is a requirement for law enforcement FP officers two years after completing the original training course. This will ensure that Maine's Forensic Phlebotomy program remains successful and is a program that will maintain a high level of integrity. 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 FFY2024.</p>
--	--

	<p>MeBHS would like to create other alternate training opportunities for Forensic Phlebotomy by utilizing the already certified and trained forensic phlebotomists. One of the training opportunities would consist of a mentorship program. Interest in the training would be initiated by the law enforcement agency to sign up for the program, the officer would be matched with a forensic phlebotomist in their area or be expected to travel to complete shadowing. The timeline to complete the shadowing would need to be determined, but it would be similar to the classroom instruction days at Kennebec Valley Community College. 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 of 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, sobriety checkpoints coupled with communication and education strategies.
Project Agreement Number	ID24-100+TBD
Amendment to Add Project Numbers	Yes. Project numbers will be determined when we complete contracts with subrecipients. (See List of Potential Subrecipients)
Subrecipient(s)	TBD Municipal and County Law Enforcement Agencies
Organization Type	Municipal and County Law Enforcement Agencies
Federal Funding Source(s)	405d
Eligible Use of Funds	1300.23
GTS Voucher Coding	M5BAC
Amount of Federal Funds	\$350,000.00

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

Potential Subrecipients:

<b>Project Number</b>	<b>Subrecipient</b>	<b>Location</b>
ID24-	Androscoggin SO	Androscoggin County
ID24-	Auburn PD	Auburn
ID24-	Augusta PD	Augusta
ID24-	Bath PD	Bath
ID24-	Berwick PD	Berwick
ID24-	Biddeford PD	Biddeford
ID24-	Boothbay Harbor	Boothbay Harbor
ID24-	Bridgton PD	Bridgton
ID24-	Brunswick PD	Brunswick
ID24-	Cape Elizabeth PD	Cape Elizabeth
ID24-	Caribou PD	Caribou
ID24-	Cumberland County SO	Cumberland County
ID24-	Dover-Foxcroft PD	Dover-Foxcroft
ID24-	Ellsworth PD	Ellsworth
ID24-	Fort Fairfield PD	Fort Fairfield
ID24-	Fort Kent PD	Fort Kent
ID24-	Franklin County SO	Franklin County
ID24-	Gorham PD	Gorham
ID24-	Hallowell PD	Hallowell
ID24-	Holden PD	Holden
ID24-	Kennebec County SO	Kennebec County
ID24-	Kennebunk PD	Kennebunk
ID24-	Kennebunkport PD	Kennebunkport
ID24-	Lewiston PD	Lewiston
ID24-	Lisbon PD	Lisbon
ID24-	Madawaska PD	Madawaska
ID24-	Maine State Police	Statewide
ID24-	Maine Warden Service	Statewide
ID24-	Mechanic Falls PD	Mechanic Falls
ID24-	Presque Isle PD	Presque Isle
ID24-	Rockland PD	Rockland
ID24-	Rockport PD	Rockport
ID24-	Rumford PD	Rumford
ID24-	Sabattus PD	Sabattus
ID24-	Saco PD	Saco
ID24-	Sagadahoc County SO	Sagadahoc County

ID24-	Sanford PD	Sanford
ID24-	Scarborough PD	Scarborough
ID24-	Somerset County SO	Somerset County
ID24-	Southwest Harbor PD	Southwest Harbor
ID24-	Veazie PD	Veazie
ID24-	Wells PD	Wells
ID24-	Westbrook PD	Westbrook
ID24-	Wilton PD	Wilton
ID24-	Windham PD	Windham
ID24-	Winthrop PD	Winthrop
ID24-	Wiscasset PD	Wiscasset
ID24-	York County SO	York County
ID24-	York PD	York

Project Name	<b>Civilian Phlebotomist Call-Out &amp; Travel</b>
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 # ID24-100+). We do continue to maintain a small civilian phlebotomist call out reimbursement program.</p> <p>The civilian phlebotomy program is utilized to fill the gaps in geographic portions of the state where a forensic phlebotomist is not available to respond. Civilian Phlebotomists receive a flat state-funded stipend of \$35 per call out.</p> <p>This project would support additional funds (above the state stipend) for call out and travel costs associated with civilian phlebotomists to respond, on an as needed basis, to law enforcement officers requesting an evidential blood draw in impaired driving cases. The Maine Bureau of Highway Safety maintains the roster of qualified civilian phlebotomists available for call out. This list is distributed to local dispatch centers across the State of Maine. We anticipate upon roll-out of the program, that we will have up to 15 civilian phlebotomists available to be called out for evidentiary blood draws. Locations of the civilian phlebotomist range throughout the state as far south as Biddeford to as far north as Bangor.</p>
Countermeasure Strategy	Decrease impaired driving motor vehicle fatalities by using a combination of high-visibility and sustained enforcement,

	sobriety checkpoints coupled with communication and education strategies.
Project Agreement Number	ID24-013
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration of contracts
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405d and/or 405e Flexed to 402
Eligible Use of Funds	1300.23 and/or 1300.24 (d) (3)
GTS Voucher Coding	M5BAC/M8*AL B5BAC/B5TST/M8*AL
Amount of Federal Funds	\$500,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

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

Additionally, the HETL has one FTE chemist assigned to the breath alcohol section. As the Breath Alcohol program improves and implements modern network interfaces for the transmittal, storage, and retrieval of breath alcohol data the necessity for a computer specialist becomes outwardly apparent. The current system of querying and collating supplement requests for discovery data is exceptionally slow and time consuming. There is an urgent need to modernize this workflow as the requests are continually increasing in number and complexity. The processing of discovery requests takes a significant portion of the chemist time. There also has been discussion of publishing the data, section policies and procedures to a web-based self-service secure portal framework. The data from each instrument is downloaded and stored to a Microsoft SQL database. This data can be utilized by external agencies for resource allocation. The section policy and procedures are presently being revised, updated, and stored in a document control program. Funding the activities of a data analyst will consist of: This is professional technical work overseeing and implementing information technology for the HETL breath alcohol section. Facilitate and troubleshoot the data transmittal from the Intoxilyzer instruments to the Microsoft SQL Server Data Base using the Cobra Application. Support the Provide HETL Forensic Section Breath Alcohol with database maintenance, archival and continuous improvements to the workflow. This position is also responsible for the development and the production of metrics/ reports and providing data to assist breath testing stakeholders for resource managements. Tasks include: Coordinate with HETL chemist(s) on assigned IT projects and setting goals and objectives; Prepare SQL queries using

	external applications to satisfy supplemental discovery and FOIA requested information; Analyze and trouble shoot data transfer network interfaces (modem and ethernet models); Modernization of breath alcohol database management; Design queries and reports for breath alcohol date stakeholders. While HETL and its forensic chemists are located in Augusta, all forensic activities are served statewide.
Countermeasure Strategy	Decrease impaired driving motor vehicle fatalities by using a combination of high-visibility and sustained enforcement, sobriety checkpoints coupled with communication and education strategies.
Project Agreement Number	ID24-006
Amendment to Add Project Numbers	No
Subrecipient(s)	Maine Department of Health and Environmental Services (DHHS) Health and Environmental Testing Laboratory (HETL)
Organization Type	Maine Health and Human Services Department
Federal Funding Source(s)	405d and/or 405e Flexed to 402
Eligible Use of Funds	1300.23 and/or 1300.24(d)(3)
GTS Voucher Coding	M5BAC/M8*AL/B5BAC/B5TST/M8*AL M8*AL
Amount of Federal Funds	\$800,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Name	<b>Intoxilyzer 9000 Purchase Program to Support Impaired Driving HVE</b>
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 9-12 years old. They are frequently in need of repair, which is costly and can be detrimental to moving OUI investigations and cases forward in a timely manner. Thirty 9000 Intoxilyzer Instruments (Phase 1) were purchased in FFY2021 and those are scheduled to be deployed during FFY2023. Phase 2 of the 9000 Intoxilyzer Instrument rollout was originally intended for FFY2022, but due to the vendor’s inability to provide the necessary software development, MeBHS had to delay purchasing another batch of 9000 instruments. Phase 2 is now planned for FFY2024 and MeBHS plans to purchase thirty more 9000 instruments, which will replace many of the “older” 8000 instruments. This 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, and reporting use of the new instruments, as part of a 5-year phased-in replacement of the current model 8000 EBTs still in use. This phased</p>

	<p>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: 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.</p>
Countermeasure Strategy	Decrease impaired driving motor vehicle fatalities by using a combination of high-visibility and sustained enforcement, sobriety checkpoints coupled with communication and education strategies.
Project Agreement Number	ID24-014 (Phase 2)
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration of Contract
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405e Flexed to 402
Eligible Use of Funds	1300.24 (d)(3)
GTS Voucher Coding	M8*AL
Amount of Federal Funds	\$500,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Name	<b>Maine State Police Statewide Impaired Driving Coordinator</b>
Project Description (incl. Location and Affected Communities)	<p>Impaired Driving continues to be the largest challenge facing Maine, especially with the drug and opiate crisis, and the legalization of marijuana laws driving expansion of sales for recreational and medical marijuana. A dedicated statewide impaired driving coordinator ensures that all of Maine's approaches to address impaired driving are implemented Statewide. The coordinators' purpose includes assisting the highway safety program coordinator with law enforcement training; conducting successful sobriety checkpoints; alcohol and drug testing procedures and protocols are in place; increasing the number of ARIDE and DRE trained officers; working with the Law Enforcement Liaison 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 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. This position assists the MEBHS and the MSP and all Maine law enforcement agencies with the creation, administration and improvement of various traffic safety programs aimed at reducing impaired driving by alcohol and drugs. This position works closely with various partners and communities such as the MEBHS, MCJA, BMV, Impaired Driving Task Force, LEL, and TSRPs, to deliver the best possible impaired driving reduction projects and information that save lives.</p>

	This will include, but is not limited to the DRE Program, Forensic Phlebotomy Blood Technician Program, OUI/SFST instruction, ARIDE, Impaired Driving Enforcement, educational speaking engagements, PSA's, awareness and prevention programs and monitoring of legislative issues.
Countermeasure Strategy	Decrease impaired driving motor vehicle fatalities by using a combination of high-visibility and sustained enforcement, sobriety checkpoints coupled with communication and education strategies.
Project Agreement Number	ID24-009
Amendment to Add Project Numbers	No
Subrecipient(s)	Maine State Police
Organization Type	Public Safety State Police Agency
Federal Funding Source(s)	405d
Eligible Use of Funds	1300.23
GTS Voucher Coding	M5IDC
Amount of Federal Funds	\$250,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

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

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

Project Name	<b>Traffic Safety Resource Prosecutor Activities</b>
Project Description (incl. Location and Affected Communities)	<p>Traffic Safety Resource Prosecutors: Funding the Maine Traffic Safety Resource Prosecutor(s) (TSRPs) will ensure that we continue to maintain a coordinated, multidisciplinary approach to the prosecution of impaired driving and other traffic crimes. TSRPs provide training, education, and technical support to traffic crimes prosecutors and law enforcement personnel throughout their states. Traffic crimes and safety issues include alcohol and/or drug impaired driving distracted driving, vehicular homicide, occupant restraint, and other highway safety issues. Some state TSRPs prosecute cases. 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) OUI Investigation Review (2) Prosecutor</p>

and Toxicologist Expert Testimony in Impaired Driving Cases; (3) Cops in Court; (4) Implied Consent Law; (6) Prosecutor Presentations; and (7) Un-Masking CDL. (7) Maine Criminal Justice Academy (MCJA) Trainings. These classes have been chosen by the Maine TSRPs after reviewing the current landscape in Maine's impaired driving investigation and enforcement and assessing the needs of police officers, prosecutors, the Bureau of Motor Vehicles Hearings Examiners, and the Health and Environmental Testing Chemists over the past year. The classes are designed to deliver the best and most current impaired driving investigation and prosecution information to the needed practitioners as efficiently as possible. The following are brief descriptions of each class:

**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.

**Prosecutor and Chemist Expert Testimony in Impaired Driving Cases:** As chemical testing in impaired driving investigation becomes more complicated with caselaw and the addition of drug blood testing capabilities at the Maine HETL laboratory and the addition of specialized expert staff and recreational cannabis becomes more widely popular, the frequency and need for expert testimony in drug impaired driving cases will be needed. These professionals will benefit from specific training designed to teach them better courtroom communication skills. This is a one-day class.

**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.

**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.

**Prosecutor's Association Annual Conference Presentation:** The TSRP either attends or makes presentations at the annual Maine Prosecutors Conference held in Bar Harbor every October. This project would reimburse travel and lodging for the Maine TSRPs or other relevant experts (approved by Maine BHS) who are presenting to the Maine Prosecutors Association at this conference.

**Un-Masking CDL Masking: Action Plan for Improved CDL Enforcement & Masking Avoidance:** This project would support the

	<p>Maine TSRP making a joint presentation with the National Traffic Law Center for Maine prosecutors and judiciary on CDL laws. This presentation would take place either via zoom or live in Maine at either the Maine Prosecutors or Impaired Driving Conference. CDL holders have the privilege of operating 80,000-pound vehicles, and with that privilege comes greater training, licensing expectations and responsibility. Federal and most state law prohibits the “Masking” of convictions. Misconceptions continue to persist surrounding this statute’s mandate requiring the reporting of CDL/CMV violations and convictions and prosecutors’ discretion to negotiate these cases. This presentation will analyze the rules and regulations about CDL operators and the legal, as well as the often deadly, practical consequences of what happens when unsafe CDL drivers are allowed to operate commercial motor vehicles.</p> <p>Maine Criminal Justice Academy Trainings:  This project supports the Maine TSRPs teaching for the MCJA. The classes the TSRPs typical teach are:</p> <ul style="list-style-type: none"> <li>•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.</li> <li>•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.</li> <li>•Breath Testing Device Operator</li> </ul>
--	---

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.

This project is designed to provide this high-quality training – at no cost – to all prosecutorial districts in Maine that they would otherwise not be able to obtain. Project funding is intended to include the expenses associated with delivery of the above trainings including printing/materials, travel, lodging, lunch on site, and registration fees (if applicable) for the training staff (including expenses for out of state subject matter experts) and prosecutors, law enforcement, and HETL and BMV staff attending.

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.

The goal is to provide at least one of each class during FFY2024 throughout the State. A survey instrument will be sent out after each class to provide the SHSO with data on how the class is received and what the needs are for future training. Additional

	classes (up to 2 of each) will be scheduled in conjunction with the SHSO if needed throughout the year. It should also be noted that some of the classes may be combined into three-day long "boot camp" style classes. This was an idea that the TSRPs began in FFY2022, and it was well received. Traffic Safety Resource Prosecutors serve all law enforcement and prosecutorial agencies statewide.
Countermeasure Strategy	Decrease impaired driving motor vehicle fatalities by ensuring that prosecutors have the training, education, and guidance needed to ensure that highly-complex impaired driving cases are successfully prosecuted.
Project Agreement Number	ID24-011
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration of Contract
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405d and/or 405e Flexed to 402
Eligible Use of Funds	1300.23 and/or 1300.24(d)(3)
GTS Voucher Coding	M5CS/M8*AL/B5CS
Amount of Federal Funds	\$650,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

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

	impaired driving prevention activities, including paid and earned media and public affairs with strategies focused on increasing knowledge and awareness.
Project Agreement Number	YD24-003 (same as DE Summit)
Amendment to Add Project Numbers	No
Subrecipient(s)	AAA of Northern New England
Organization Type	Motor Vehicle Club
Federal Funding Source(s)	402 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)	NA for FFY2024

## Motorcycle Safety Program Area

Project Name	<b>Motorcycle Safety Community Engagement Coordinator Activities</b>
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 dole 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 isa seasoned rider himself and does indeed carry safety messages when out working with the schools and has on multiple occasions been the face and voice of the state’s public safety messages on television and radio. He does not, however, have time during Maine’s condensed riding season to also engage at social or fundraising gatherings hosted by the riding community. This request proposes to use federal grant funding to contract up to two seasoned, professional, safety-minded motorcycle riders to project state government motorcycle safety messages at various events throughout the peak riding season. The Maine Bureau of Highway Safety will provide messages and products and will track engagement data to measure effects. The scheduling of these</p>

	contractors will be overseen by the Motorcycle Safety Program Coordinator in the Bureau of Motor Vehicles. These coordinators will concentrate on high-crash counties such as York and Cumberland, however community activities will be conducted statewide.
Countermeasure Strategy	Decrease motorcyclist fatalities and unhelmeted motorcyclist fatalities by utilizing share the road safety messaging together with dedicated public outreach and community engagement specific to proper riding gear and sober riding.
Project Agreement Number	MC24-001
Amendment to Add Project Numbers	No
Subrecipient(s)	Maine Bureau of Motor Vehicles
Organization Type	Office of the Secretary of State
Federal Funding Source(s)	405e Flexed to 402
Eligible Use of Funds	1300.24(d)(3)
GTS Voucher Coding	M8*MC
Amount of Federal Funds	\$15,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

## Occupant Protection and Child Passenger Safety Program Areas

Project Name	<b>Occupant Protection Program Management</b>
Project Description (incl. Location and Affected Communities)	This project funds costs associated with the activities of highway safety program coordinators, highway safety demonstration vehicles and equipment used for occupant protection and traffic safety education programs. Vehicles and equipment include: the CPS trailers, and both the Convincer and Rollover Simulators.
Countermeasure Strategy	Uniform Guideline #20 Program Management
Project Agreement Number	OP24-001
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS
Organization Type	State Highway Safety Office
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC 402
GTS Voucher Coding	4020P
Amount of Federal Funds	\$300,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Name	<b>NHTSA Click It or Ticket (CIOT) HVE &amp; ME Buckle Up. No Excuses (BUNE) Sustained Enforcement and Education</b>
Project Description (incl. Location and Affected Communities)	Funds will support overtime enforcement and community education activities for law enforcement to conduct patrols for the NHTSA National <i>Click It or Ticket</i> high-visibility campaign and for qualifying agencies to conduct sustained enforcement under the state Buckle Up. No Excuses! campaign. In addition to enforcement, subrecipients will include community education as part of their seat belt safety activities. Law enforcement overtime activities will increase the seat belt usage rate, voluntary compliance, and will decrease unbelted passenger fatalities. Selected law enforcement agencies will be awarded grants following Maine’s standard process for subrecipient contracting and will follow the data analysis process described in the Triennial Highway Safety Plan. Participating law enforcement agencies often incorporate an educational component to their CIOT activities through school events, MeBHS marketing events, and community PP&E events. Activity location is determined by subrecipient jurisdiction.
Countermeasure Strategy	Decrease unrestrained motor vehicle fatalities by using high-visibility and sustained enforcement activities coupled with communication and education strategies.
Project Agreement Number	OPB24-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 OPB24-010 and ending TBD.
Subrecipient(s)	Various Municipal and County Law Enforcement Agencies.
Organization Type	Municipal and County Law Enforcement Agencies
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC 402

GTS Voucher Coding	4020P
Amount of Federal Funds	\$350,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Potential Subrecipients:

<b>Project Number</b>	<b>Subrecipient</b>	<b>Location</b>
OP24-	Androscoggin SO	Androscoggin County
OP24-	Auburn PD	Auburn
OP24-	Augusta PD	Augusta
OP24-	Bath PD	Bath
OP24-	Berwick PD	Berwick
OP24-	Biddeford PD	Biddeford
OP24-	Boothbay Harbor	Boothbay Harbor
OP24-	Bridgton PD	Bridgton
OP24-	Brunswick PD	Brunswick
OP24-	Cape Elizabeth PD	Cape Elizabeth
OP24-	Caribou PD	Caribou
OP24-	Cumberland County SO	Cumberland County
OP24-	Dover-Foxcroft PD	Dover-Foxcroft
OP24-	Ellsworth PD	Ellsworth
OP24-	Fort Fairfield PD	Fort Fairfield
OP24-	Fort Kent PD	Fort Kent
OP24-	Franklin County SO	Franklin County
OP24-	Gorham PD	Gorham
OP24-	Hallowell PD	Hallowell
OP24-	Holden PD	Holden
OP24-	Kennebec County SO	Kennebec County
OP24-	Kennebunk PD	Kennebunk
OP24-	Kennebunkport PD	Kennebunkport
OP24-	Lewiston PD	Lewiston
OP24-	Lisbon PD	Lisbon
OP24-	Madawaska PD	Madawaska
OP24-	Mechanic Falls PD	Mechanic Falls
OP24-	Presque Isle PD	Presque Isle
OP24-	Rockland PD	Rockland
OP24-	Rockport PD	Rockport
OP24-	Rumford PD	Rumford
OP24-	Sabattus PD	Sabattus
OP24-	Saco PD	Saco

OP24-	Sagadahoc County SO	Sagadahoc County
OP24-	Sanford PD	Sanford
OP24-	Scarborough PD	Scarborough
OP24-	Somerset County SO	Somerset County
OP24-	Southwest Harbor PD	Southwest Harbor
OP24-	Veazie PD	Veazie
OP24-	Wells PD	Wells
OP24-	Westbrook PD	Westbrook
OP24-	Wilton PD	Wilton
OP24-	Windham PD	Windham
OP24-	Winthrop PD	Winthrop
OP24-	Wiscasset PD	Wiscasset
OP24-	York County SO	York County
OP24-	York PD	York

Project Name	<b>Maine State Police Targeted Occupant Protection Awareness Zones (TOPAZ)</b>
Project Description (incl. Location and Affected Communities)	The Maine State Police Targeted Occupant Protection Awareness Zone (TOPAZ) project will consist of 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.
Countermeasure Strategy	Decrease unrestrained motor vehicle fatalities by using high-visibility and sustained enforcement activities coupled with communication and education strategies.
Project Agreement Number	OPB24-002
Amendment to Add Project Numbers	No
Subrecipient(s)	Maine State Police
Organization Type	Dept. of Public Safety-State Police
Federal Funding Source(s)	405b
Eligible Use of Funds	1300.21-405b HVE
GTS Voucher Coding	M1HVE
Amount of Federal Funds	\$100,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

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

Project Name	<b>Child Passenger Safety Technician and Instructor (CPSTI) Training &amp; Inspection Site Activities</b>
Project Description (incl. Location and Affected Communities)	<p>This project will support the new certification training costs (and possible conference attendance) for Child Passenger Safety (CPS) technicians and instructors. It will also provide for recertification for those with expired credentials. Child Passenger Safety Technicians participating in MeBHS authorized and sponsored events and Maine CPS Instructors receive a set-fee stipend for activities associated with seat installations, check-up events, and training classes provided they are not already 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 2024 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.</p> <p>Additionally, MeBHS will 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.</p> <p>In FFY24, MeBHS will host a CPS Conference for technicians and instructors. The CPS Conference would be a one- or two-day event at a centrally located venue. This conference would host national CPS speakers, provide CEU credits, seat signoffs for technicians and more. It would be an excellent opportunity for technicians to receive all their recertification</p>

	<p>requirements in just one or two days. This would also help the State of Maine CPS technician retention rate as well as provide an opportunity for technicians to build relationships with one another and allow for collaborations in the future (car seat check events, etc.).</p> <p>Certified instructors in partnership with MeBHS, will provide an updated CPS Basic Awareness Training to be delivered to Department of Health and Human Services licensed childcare providers and transporters. This updated training will ensure young passengers are properly restrained during transit by caregivers. Over the FFY2024, we expect to train up to 50 or more providers.</p> <p>Additionally, certified CPS Instructors and the CPS Highway Safety Coordinator will train law enforcement in the Maine Criminal Justice Basic Law Enforcement Academy regarding basic child passenger safety to ensure informed traffic stops and to increase enforcement of child passenger laws. Maine law enforcement does well in the enforcement of OP laws for adult drivers and passengers, but more needs to be done to ensure that child OP laws are enforced also. Child Passenger safety activities are conducted statewide and primarily affect lower income and underserved communities.</p>
Countermeasure Strategy	Decrease unrestrained motor vehicle fatalities by ensuring parents and caregivers are trained in properly transporting children, including education of laws, proper fitting of child safety seats, and access to seats for income eligible children.
Project Agreement Number	OPB24-001
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405b
Eligible Use of Funds	1300.21

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

Project Name	<b>Refugee and Immigrant Occupant Protection Education and CSS Distribution Program</b>
Project Description (incl. Location and Affected Communities)	This project supports partnering with “In Her Presence” to provide outreach and education on the importance of Occupant Protection and Child Passenger Safety to any underserved or minority populations throughout Maine. We expect to inspect child safety seats for Maine families at In Her Presence, once they have at least one CPS Technician certified. In Her Presence will provide interpreter services for families that speak various languages, at the location where the child safety seat inspection appointment is held. In Her Presence will help translate and promote culturally and linguistically appropriate educational messaging and/or resources to their communities regarding the importance of occupant protection. In Her Presence is an organization residing in Westbrook and serving the Southern Maine communities of immigrants.
Countermeasure Strategy	Decrease unrestrained motor vehicle fatalities by ensuring parents and caregivers are trained in properly transporting children, including education of laws, proper fitting of child safety seats, and access to seats for income eligible children.
Project Agreement Number	OPB24-004
Amendment to Add Project Numbers	No
Subrecipient(s)	In Her Presence
Organization Type	Non-Profit supporting Immigrants
Federal Funding Source(s)	405b
Eligible Use of Funds	1300.21
GTS Voucher Coding	M1TR/M1PE/M1CPS/MICSS/B1CPS_US
Amount of Federal Funds	\$50,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

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

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

## Pedestrian and Bicyclist Program Area

Project Name	<b>Pedestrian and Motor Vehicle Enforcement and Education Program</b>
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	PS24-TBD
Amendment to Add Project Numbers	Yes (see list of potential subrecipients below)
Subrecipient(s)	TBD
Organization Type	Municipal and County Law Enforcement Agencies
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC 402
GTS Voucher Coding	M8*PS
Amount of Federal Funds	\$250,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No

1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024
--	----------------

Potential Subrecipients:

<b>Project Number</b>	<b>Subrecipient</b>	<b>Location</b>
PS24-	Auburn PD	Auburn
PS24-	Augusta PD	Augusta
PS24-	Bath PD	Bath
PS24-	Fort Fairfield PD	Fort Fairfield
PS24-	Fort Kent PD	Fort Kent
PS24-	Lewiston PD	Lewiston
PS24-	Lisbon PD	Lisbon
PS24-	Old Orchard Beach PD	Old Orchard Beach
PS24-	Scarborough PD	Scarborough
PS24-	Westbrook PD	Westbrook
PS24-	Veazie PD	Veazie

Project Name	<b>Bicycle and Pedestrian Safety Awareness Program</b>
Project Description (incl. Location and Affected Communities)	The Bicycle Coalition of Maine (BCM) wishes to create a PSA to educate drivers on how to behave and operate a vehicle around vulnerable road users (VRU) who are biking, walking, using mobility aids or other micro mobility devices. This PSA will be created primarily to be in a television/video format, will be written to inform drivers how to drive and behave safely around cyclists, pedestrians, and other vulnerable micro-mobility users of Maine's roads. Maine has one of the highest rates of pedestrian and bicycle traffic related deaths per capita in the US. While most of the messaging about being safe on the roads as a vulnerable user is directed at vulnerable users themselves, the goal of this would be to direct our messaging at drivers. The bicycle coalition is physically located in Portland but serve the vulnerable road user communities statewide.
Countermeasure Strategy	Decrease pedestrian and bicyclist fatalities
Project Agreement Number	PS24-001
Amendment to Add Project Numbers	No
Subrecipient(s)	Bicycle Coalition of Maine
Organization Type	501C 3 Advocacy Club
Federal Funding Source(s)	405e Flexed to 402
Eligible Use of Funds	1300.24(d)(3)
GTS Voucher Coding	M8*PS
Amount of Federal Funds	\$40,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

## Planning and Administration Program Area

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

## Speed and Police Traffic Services Safety Program Area

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

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

Project Name	<b>Speed (State, Municipal, and County) Sustained Enforcement and Education Program</b>
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 FFY2024 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	PT24-TBD (See List of Potential Subrecipients)
Amendment to Add Project Numbers	Yes
Subrecipient(s)	Maine State Police and Municipal and County Law Enforcement
Organization Type	State, Municipal, and County Law Enforcement Agencies
Federal Funding Source(s)	402

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

List of Potential Subrecipients:

<b>Project Number</b>	<b>Subrecipient</b>	<b>Location</b>
PT24-	Androscoggin SO	Androscoggin County
PT24-	Auburn PD	Auburn
PT24-	Augusta PD	Augusta
PT24-	Bath PD	Bath
PT24-	Berwick PD	Berwick
PT24-	Biddeford PD	Biddeford
PT24-	Boothbay Harbor	Boothbay Harbor
PT24-	Bridgton PD	Bridgton
PT24-	Brunswick PD	Brunswick
PT24-	Cape Elizabeth PD	Cape Elizabeth
PT24-	Caribou PD	Caribou
PT24-	Cumberland County SO	Cumberland County
PT24-	Dover-Foxcroft PD	Dover-Foxcroft
PT24-	Ellsworth PD	Ellsworth
PT24-	Fort Fairfield PD	Fort Fairfield
PT24-	Fort Kent PD	Fort Kent
PT24-	Franklin County SO	Franklin County
PT24-	Gorham PD	Gorham
PT24-	Hallowell PD	Hallowell
PT24-	Holden PD	Holden
PT24-	Kennebec County SO	Kennebec County
PT24-	Kennebunk PD	Kennebunk
PT24-	Kennebunkport PD	Kennebunkport
PT24-	Lewiston PD	Lewiston
PT24-	Lisbon PD	Lisbon
PT24-	Madawaska PD	Madawaska
PT24-	Maine State Police	Statewide
PT24-	Mechanic Falls PD	Mechanic Falls
PT24-	Presque Isle PD	Presque Isle
PT24-	Rockland PD	Rockland
PT24-	Rockport PD	Rockport
PT24-	Rumford PD	Rumford
PT24-	Sabattus PD	Sabattus

PT24-	Saco PD	Saco
PT24-	Sagadahoc County SO	Sagadahoc County
PT24-	Sanford PD	Sanford
PT24-	Scarborough PD	Scarborough
PT24-	Somerset County SO	Somerset County
PT24-	Southwest Harbor PD	Southwest Harbor
PT24-	Veazie PD	Veazie
PT24-	Wells PD	Wells
PT24-	Westbrook PD	Westbrook
PT24-	Wilton PD	Wilton
PT24-	Windham PD	Windham
PT24-	Winthrop PD	Winthrop
PT24-	Wiscasset PD	Wiscasset
PT24-	York County SO	York County
PT24-	York PD	York

## Traffic Records Systems Program Area

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

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

Project Name	<b>Maine eCitation System</b>
Project Description (incl. Location and Affected Communities)	The E-Citation project is comprised of several phases including: E-Citation Legislative efforts, E-Citation TRCC Working Group, E-Citation Data Collection, and E-Citation Reporting. The E-Citation project includes upgrades and maintenance to the existing phase structures. The E-Citation Reporting component will augment the E-Citation Data Collection system by providing a set of standard web-based reports with filtering capabilities. The E-Citation Reporting component will add 15 Standard Reports with the capability to filter on items such as town, law enforcement agency, type of infraction, officer Id, etc. The E-Citation Reporting component will also provide for a web-based Ad Hoc Reporting capability that will allow users to perform "on the fly" report creation capabilities. The system will allow saving of Ad Hoc reports for future use. eCitation is utilized statewide and includes all affected communities.
Countermeasure Strategy	The eCitation system maintenance and upgrades will ensure uniformity, completeness, accuracy, and accessibility of a core traffic records system.
Project Agreement Number	TRC24-001
Amendment to Add Project Numbers	No.
Subrecipient(s)	MeBHS Contract Administration
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405c and/or 405e Flexed to 402
Eligible Use of Funds	1300.22(d) and/or 1300.24(d)(3)
GTS Voucher Coding	M3DA and/or M8*TR B3DSA; B3C; B3MUC and/or M8*TR
Amount of Federal Funds	\$250,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

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

Project Name	<b>Maine MeBHS Data Warehouse</b>
Project Description (incl. Location and Affected Communities)	<p>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.</p>
Countermeasure Strategy	Increase accessibility of traffic records data through data collection in databases and public access.
Project Agreement Number	TRC24-001
Amendment to Add Project Numbers	No.
Subrecipient(s)	MeBHS Contract Administration
Organization Type	State Highway Safety Office

Federal Funding Source(s)	405c and/or 405e Flexed to 402
Eligible Use of Funds	1300.22(d) and/or 1300.24(d)(3)
GTS Voucher Coding	M3DA and/or M8*TR B3DSA; B3C; B3MUC and/or M8*TR
Amount of Federal Funds	\$150,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Name	<b>Maine EMS Data Management</b>
Project Description (incl. Location and Affected Communities)	Contemporary research suggests that the use of emergency notification elements (lights and sirens) in emergency vehicles is associated with higher risk of involvement in a highway crash, and Maine EMS believes that this to be true in Maine as well. The University of Maine, Muskie Research Center (USMMRC) will explore whether Maine crash data bears this out and will establish a mandatory reporting system to make it easier to track this risk factor and others (e.g., long shifts) in the future. Maine EMS will provide the MRC with deidentified patient care reports as well as Maine DOT crash records involving ambulances. This project will be statewide and will consider all affected communities.
Countermeasure Strategy	Statewide Injury Surveillance System Data Component (EMS) – Improves Accuracy, Completeness, and Integration of a Core Highway Safety Database There is not a countermeasure that works for this. However, Guideline #11 supports data analysis and integration and there is some research that supports the study of emergency vehicles with lights activated and crashes.
Project Agreement Number	TRC24-002
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405c and/or 405e Flexed to 402
Eligible Use of Funds	1300.22 (b) and/or 1300.24(d)
GTS Voucher Coding	M3DA and/or M8*TR B3DSA; B3C; B3MUC and/or M8*TR
Amount of Federal Funds	\$50,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Name	<b>Maine Racial Profiling Data Collection</b>
Project Description (incl. Location and Affected Communities)	<p>Pursuant to <a href="#">5 M.R.S. §4752</a> 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	TR24-002
Amendment to Add Project Numbers	No.
Subrecipient(s)	Maine Office of the Attorney General
Organization Type	State of Maine Office of Attorney General
Federal Funding Source(s)	1906
Eligible Use of Funds	1300.29
GTS Voucher Coding	F1906CMD and F1906ER
Amount of Federal Funds	\$550,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

## Young Driver Program Area

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

Project Name	<b>Driver Educator Instructor Training Program</b>
Project Description (incl. Location and Affected Communities)	The Maine Bureau of Motor Vehicles, Driver License Services Division, wishes to implement a project to improve Driver Education training, which is required for all new drivers under the age of 18. In 2022, the National Highway Traffic Safety Agency assessed Maine’s 2022 Driver Education program. That report identified Maine should pursue a higher standard for certification of Driver Education instructors, to improve the overall quality of mandatory driver education in our state. Additionally, Maine’s population is now growing, and the quantity of private businesses supplying driver education is starting to be outpaced by customer demand. This proposal will bring a formal training program to Maine to instruct an initial cadre of instructors to the nationally-recognized standard articulated by the American Driver & Traffic Safety Education Association. Maine will subsequently evaluate, in turn, whether to certify the initial cadre to provide similar instruction to new driver education instructor candidates to expand the standard over time. We would like this training to take place in the 1st or 2d quarter of CY24. The project is estimated to train 9 participants. Maine Bureau of Motor Vehicles will claim one or two training slots for driver education oversight employees to ensure the state retains this capability for in extremis occasions.
Countermeasure Strategy	Ensure that driver education instructors receive enhanced training to stay up to date on most recent state laws and driver practices and research.
Project Agreement Number	YD24-002
Amendment to Add Project Numbers	No
Subrecipient(s)	Maine Bureau of Motor Vehicles
Organization Type	State Office of the Secretary of State
Federal Funding Source(s)	405e Flexed to 402

Eligible Use of Funds	1300.24(d)(3)
GTS Voucher Coding	M8*DE
Amount of Federal Funds	\$50,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

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

	on most recent state laws and driver practices and research.
Project Agreement Number	YD24-003
Amendment to Add Project Numbers	No
Subrecipient(s)	AAA of Northern New England
Organization Type	Not-for-Profit Motor Club
Federal Funding Source(s)	405e Flexed to 402
Eligible Use of Funds	1300.13e
GTS Voucher Coding	M8*DE
Amount of Federal Funds	\$50,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Name	<b>Choices Matter-Coaches Playbook-Rule the Road -Young Driver and Community Outreach Program</b>
Project Description (incl. Location and Affected Communities)	<p>Alliance Highway Safety is an agency specializing in outreach and education programs for highway safety offices across the country. The Bureau wishes to partner with Alliance Highway Safety to conduct traffic safety education through its branded projects such as Choices Matter, Rule the Road, and the Coaches Playbook, which was originally designed for Maine. Choices Matter is a life-changing program for high school students using personal speaker stories and interactive materials to inspire students to make the right choices both behind the wheel and in life. Choices Matter provides a critical component of education for students in high-school and college. In 2015, GHSA released a report called “Under Their Influence: The New Teen Safe Driving Champions.” The report identified coaches as great influencers. Alliance Highway Safety created a campaign for Maine to educate coaches on highway safety and influencing their students and athletes to make good driving decisions. The result was a Coaches and Captains Playbook. Finally, Alliance offers a Rule the Road hands-on training program for new and younger drivers to enhance their driving skills in a safe environment. Rule the Road events are specifically focused on teens ages 15-18 and 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	YD24-005
Amendment to Add Project Numbers	No
Subrecipient(s)	MeBHS Administration for Contracted Services
Organization Type	State Highway Safety Office
Federal Funding Source(s)	405e Flexed to 402
Eligible Use of Funds	1300.24(d)(3)
GTS Voucher Coding	M8*DE/M8*RS/M8*TSP
Amount of Federal Funds	\$400,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No
1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024

Project Name	<b>Traffic Safety Educators Community Outreach Program</b>
Project Description (incl. Location and Affected Communities)	This project funds the activities of one or two statewide traffic safety educators. The traffic safety education may include: NETS activities, Convincer and Rollover Simulator demonstrations for occupant protection, distracted and impaired driving simulations, and the use of highway safety displays at schools, colleges, health fairs, community centers, businesses, and other locations where affected communities and focused demographic populations can be found. The seat belt education component of this program reaches approximately 4,000 citizens each year and provides education to grades K-12, private businesses, and state agencies. Funds for in-state and out-of-state travel to various other state and national conferences (KIM/GHSA) and trainings are also included in the project. The NETS component of this program works with businesses and industry safety leaders Statewide. This Traffic Safety Education Program has been proven to be the most effective tool for outreach and communication to school-aged children, young drivers, parents, and the employer workforce and is presented statewide.
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	YD24-001
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	402RS and/or M8*RS
Amount of Federal Funds	\$250,000.00

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

Project Name	<b>Students Against Destructive Decisions (SADD) State Coordinator Program</b>
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	YD24-004
Amendment to Add Project Numbers	No
Subrecipient(s)	SADD, Inc.
Organization Type	National Non-Profit serving Youth
Federal Funding Source(s)	402
Eligible Use of Funds	23 USC 402
GTS Voucher Coding	402 TSP
Amount of Federal Funds	\$175,000.00
Planning and Administration (?) (if applicable)	No
Promised Project (?)	No

1300.12(b) Adjustments to Countermeasure Strategies (explain why or why not)	NA for FFY2024
--	----------------

## 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 - 2022

Rank	County	Population
1	<a href="#">Cumberland County</a>	307,451
2	<a href="#">York County</a>	216,732
3	<a href="#">Penobscot County</a>	153,704
4	<a href="#">Kennebec County</a>	125,540
5	<a href="#">Androscoggin County</a>	113,023
6	<a href="#">Aroostook County</a>	67,255
7	<a href="#">Oxford County</a>	59,495
8	<a href="#">Hancock County</a>	56,701
9	<a href="#">Somerset County</a>	51,098
10	<a href="#">Knox County</a>	41,164
11	<a href="#">Waldo County</a>	40,241
12	<a href="#">Sagadahoc County</a>	37,393
13	<a href="#">Lincoln County</a>	36,215
14	<a href="#">Washington County</a>	31,437
15	<a href="#">Franklin County</a>	30,474
16	<a href="#">Piscataquis County</a>	17,417

United States Census Bureau. B01001 SEX BY AGE, 2021 American Community Survey 5-Year Estimates. U.S. Census Bureau, American Community Survey Office. Web. 8 December 2022. <http://www.census.gov/>.

# 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 5.32%. The target for the next period is 24%.**

#### 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				24%
April 1, 2024	March 31, 2025				25%
April 1, 2025	March 31, 2026				26%

#### Supporting Materials (Backup)

##### Current

```

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

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

##### Baseline

```

select count(*) as NUMBER_CITATIONS_WITH_LATLONG from Citations c
inner join locations l on c.Id= l.id
where documentcreationdate between '04/01/2021' and '03/31/2022' and documentreceiveddate < '04/30/2022' and l.Latitude >0 and l.Longitude <0

select count(*) as NUMBER_CITATIONS
from citations where documentcreationdate between '04/01/2021' and '03/31/2022' and documentreceiveddate < '04/30/2022'
    
```

## 5.1.2 eCitation Timeliness – Maine Violations Bureau

**Label:** C/A-T-1

**Status of Improvement:** Demonstrated Improvement

**Related Project/System:** Maine eCitation

### Narrative

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

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

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

**The result is an increase in timeliness of 0.1 days. The target for the next period is 3.7 days.**

### Measurements

Start Date	End Date	Paper Citations	Electronic Citations	Total Citations	Avg Number of Days	Target (Days)
April 1, 2019	March 31, 2020	51,548	9,199	60,747	6.3	Not set
April 1, 2020	March 31, 2021	25,222	12,609	37,831	5.2	Not set
April 1, 2021	March 31, 2022	24,790	19,605	44,395	4.0	5
April 1, 2022	March 31, 2023	20,789	22,297	43,284	3.9	3.8
April 1, 2023	March 31, 2024					3.7
April 1, 2024	March 31, 2025					3.6
April 1, 2025	March 31, 2026					3.5

### Supporting Materials (Backup)

```

SELECT VB_BIHEADER.CitationTimestamp, Int([CitationTimestamp]) AS CitationTimestampDate, VB_BIHEADER.TicketDate,
([CitationTimestampDate]-[TicketDate]) AS DaysUntilEntered, Year([CitationTimestamp]) AS CalendarYear,
Month([CitationTimestamp]) AS CalendarMonth, IIf([CalendarMonth]<4,"04/" & [CalendarYear]-1 & " - 03/" & [CalendarYear],"04/" &
[CalendarYear] & " - 03/" & [CalendarYear]+1) AS PerformanceYear, VB_BIHEADER.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 7.35 percent. The target for the next period is 52 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	20,789	22,297	43,284	51.51%	46%
April 1, 2023	March 31, 2024					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:** Demonstrated Improvement

**Related Project/System:** Maine eCitation

#### Narrative

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

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

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

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

**The result is an increase in completeness of 19 agencies. The target for the next period is 64 agencies.**

#### 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			64
April 1, 2024	March 31, 2025			66
April 1, 2025	March 31, 2026			68

#### Current

### 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
<b>Totals:</b>	<b>22184</b>	<b>11847</b>	<b>1770</b>	<b>2201</b>	<b>907</b>	<b>8472</b>

Baseline

**Citations By Agency**  
04-01-2021 to 03-31-2022

Agency Name	Citations	Violations				
		Speeding	Distracted Driving	Proof Of Insurance	Seatbelt	Other
Augusta Police Department	204	96	31	72	13	36
Bar Harbor & Mount Desert Police Department	59	28	0	4	1	36
Bath Police Department	275	94	44	35	5	124
Belfast Police Department	36	2	2	9	2	34
Berwick Police Department	52	18	13	0	5	19
Biddeford Police Department	692	338	11	163	33	240
Caribou Police Department	96	30	0	22	0	74
Cumberland County Sheriffs Dept	554	325	15	46	3	278
Cumberland Police Department	72	26	3	9	3	50
Dexter Police Department	2	1	0	0	0	1
Eliot Police Department	18	15	0	0	1	3
Ellsworth Police Department	218	109	6	21	0	101
Fairfield Police Department	27	11	0	1	0	20
Gorham Police Department	336	144	53	15	3	151
Holden Police Department	754	178	340	95	80	126
Kennebunk Police Department	4	2	0	0	1	1
Knox County Sheriffs Department	322	150	20	66	11	119
Maine State Police Administration	195	81	80	4	20	19
Maine State Police Traffic Division	94	42	2	3	1	49
Maine State Police Troop A	590	239	18	26	55	377
Maine State Police Troop B	1546	771	68	235	84	629
Maine State Police Troop C	1451	948	30	82	92	470
Maine State Police Troop D	1767	987	69	197	82	661
Maine State Police Troop E	1202	828	13	105	32	266
Maine State Police Troop F	665	303	22	169	5	282
Maine State Police Troop G	3900	3354	64	277	90	883
Maine State Police Troop J	624	251	17	107	132	185
Maine State Police Troop K	1281	267	43	35	77	1115
Major Crimes North	45	11	3	1	26	4
MCJA	9	2	0	1	0	7
Mechanic Falls Police Department	5	1	0	1	0	3

Monmouth Police Department	73	66	1	9	0	27
North Berwick Police Department	219	111	10	12	5	100
Old Orchard Beach Police Department	276	71	79	12	13	116
Old Town Police Department	69	19	0	10	0	58
Presque Isle Police Department	537	228	48	71	50	308
Sagadahoc County Sheriffs Dept	833	449	97	64	9	306
Scarborough Police Department	100	45	6	2	0	51
Wells Police Department	7	3	1	1	0	2
Windham Police Dept	137	78	39	5	0	21
Winslow Police Department	31	4	0	10	1	21
Winthrop Police Department	14	5	1	0	0	8
York Police Department	181	68	28	8	8	84
<b>Totals:</b>	<b>19572</b>	<b>10799</b>	<b>1277</b>	<b>2005</b>	<b>943</b>	<b>7465</b>

### 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 265 officer users. The target for the next period is 1,100 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		1,100
April 1, 2024	March 31, 2025		1,110
April 1, 2025	March 31, 2026		1,120

## Supporting Materials (Backup)

### Current

```
Select count(*) from users where isofficer=1 and Created <= '03/31/2023'
```

(No column name)
1088

### Baseline

```
select count(*)  
from users where isofficer =1 and Created <= '03/31/2022'
```

(No column name)
823

### 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 from when the citation is issued to the time the citation is uploaded into the statewide citation database using a baseline period of April 1, 2021 to March 31, 2022 and a current period of April 1, 2022 to March 31, 2023. **Note:** Both the baseline and current periods are limited to reports entered into the database by April 30, 2022 (baseline) and April 30, 2023 (current).

**The result is a decrease in timeliness of 92 minutes. The decrease is not unexpected due to the rollout of eCitation to agencies that have less IT infrastructure and poorer mobile connectivity.**

**The target for the next period is 4 hours.**

#### Measurements

Start Date	End Date	Total Citations	Average Number of Minutes	Target Minutes/Hrs
April 1, 2018	March 31, 2019	2,905	141 min	

April 1, 2019	March 31, 2020	9,199	7 min	Not set
April 1, 2020	March 31, 2021	12,577	23 min	6 min
April 1, 2021	March 31, 2022	19,572	43 min	22 min
April 1, 2022	March 31, 2023	22,184	135 min	40 min
April 1, 2023	March 31, 2024			4 hrs
April 1, 2024	March 31, 2025			3.9 hrs
April 1, 2025	March 31, 2026			3.8 hrs

## Supporting Materials (Backup)

### Current

```

select avg(datediff(mi, DocumentCreationDate, DocumentReceivedDate)) as AVG_TIMELINESS_MINUTES
from Citations where DocumentCreationDate between '04/01/2022' and '03/31/2023' and DocumentReceivedDate < '04/30/2023'

```

AVG_TIMELINESS_MINUTES
135

### Baseline

```

select avg(datediff(mi, DocumentCreationDate, DocumentReceivedDate)) as AVG_TIMELINESS_MINUTES
from Citations where DocumentCreationDate between '04/01/2021' and '03/31/2022' and DocumentReceivedDate < '04/30/2022'

```

AVG_TIMELINESS_MINUTES
40

## 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%.**

**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	24,364	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				66%
April 1, 2024	March 31, 2025				66.5%
April 1, 2025	March 31, 2026				67%

The target was not met; recording of latitude and longitude values have apparently plateaued. Efforts are being made to use Windows Location Services along with the built-in mapping functionality of the crash reporting client to increase completeness.

**Supporting Materials (Backup)**

Current

```
select count(*) as 'Total Crashes',
```

```
SUM(case when (len(latitude)>0 and len(longitude)>0) then 1 else 0 end) 'Geocoded',
SUM(case when ((latitude is null or len(latitude)=0) and (longitude is null or
len(longitude)=0)) then 1 else 0 end) 'Not Geocoded',
convert (decimal(10,2), sum(case when (len(latitude)>0 and len(longitude)>0) then 1 else
0 end) * 100/(count(*) * 1.0)) as 'Percent Geocoded'
from crashreport AS a Inner Join vMinCrashReportReceivedDate as b on a.reportingagency =
b.reportingagency and a.reportnumber = b.reportnumber Inner Join refReportingAgency on
a.reportingagency = refreportingagency.id
where a.CrashDate between '04/01/2022' and '03/31/2023' and b.MinReceivedDateAndTime <
'04/30/2023'
```

Total Crashes	Geocoded	Not Geocoded	Percent Geocoded
40104	26029	14075	64.90

## Baseline

Total Crashes	Geocoded	Not Geocoded	Percent Geocoded
40387	26295	14092	65.11

### 5.1.8 Crash Timeliness – Received within 5 days

**Label:** C-T-2

**Status of Improvement:** No 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 0.21%. The target for the next period is 88.5%.**

#### 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			88.5%
April 1, 2024	March 31, 2025			88.6%

---

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

---

The target was not met; crash timeliness of reports received within 5 days have apparently plateaued. The current timeliness is excellent overall.

## Supporting Materials (Backup)

### Current

```
Crash_Timeliness_R...3.MCRS (mcrs (72)) * SQL Query1.sql - sq...3.MCRS (mcrs (85)) *
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'
```

121 %

Current Period - Crashes Received within Five Days of Crash
35345

Current Period - Total Crashes
40104

### Baseline

```
Crash_Timeliness_R...3.MCRS (mcrs (65)) * Crash_Completeness...3.MCRS (mcrs (63)) *
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 '04/01/2021' and '03/31/2022' and b.MinReceivedDateAndTime < '04/30/2022' 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 '04/01/2021' and '03/31/2022' and b.MinReceivedDateAndTime < '04/30/2022'
```

121 %

Current Period - Crashes Received within Five Days of Crash
35678

Current Period - Total Crashes
40387

### 5.1.9 Crash Timeliness – Average

**Label:** C-T-1

**Status of Improvement:** No 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 a decrease in timeliness of 0.17 days. The target for the next period is 5.4 days.**

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			5.4
April 1, 2024	March 31, 2025			5.3
April 1, 2025	March 31, 2026			5.2

Supporting Materials (Backup)

Current

### Performance Monitoring for all Reporting Agencies

#### Quick Stats

Start Date   End Date   Upload Cutoff Date

#### Statewide Averages

##### Report Timeliness



5.67 Days

##### Approval Time



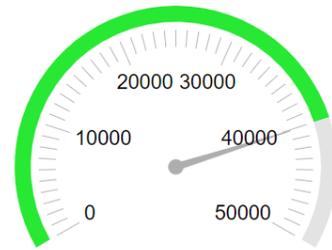
4.39 Days

##### Days from Approval to Upload



4.99 Days

##### Number of Reports



40104 Reports

# Maine Crash Reporting System - Monitoring

## Performance Monitoring for all Reporting Agencies

### Quick Stats

Start Date  End Date  Upload Cutoff Date

### Statewide Averages

#### Report Timeliness



5.5 Days

#### Approval Time



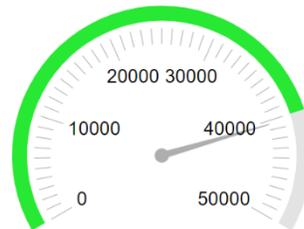
4.42 Days

#### Days from Approval to Upload



5.03 Days

#### Number of Reports



40387 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.

<b>MMUCC V5 Compliance</b>	<b>April 1, 2017-March 31, 2018</b>	<b>April 1 2018 - March 31, 2019</b>
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%
<b>Average Compliance</b>	<b>36.59%</b>	<b>42.79%</b>

## 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		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:** 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 3.4 (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 an increase in uniformity of 1.07%. The target for the next period is 100%.**

#### 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	100%
April 1, 2024	March 31, 2025	100%
April 1, 2025	March 31, 2026	100%

**Supporting Materials (Backup)**

	Maine Emergency Medical Services NEMSIS Submission Data									
	2019									
	April	May	June	July	August	September	October	November	December	January
Total Submissions	39618	20751	19570	21044	22910	24602	21846	19668	20983	23599
Accepted Submissions	39618	20751	19570	21044	22889	24602	21846	19668	20983	23599
Acceptance Rate	100.00%	100.00%	100.00%	100.00%	99.90%	100.00%	100.00%	100.00%	100.00%	100.00%
Rejected Submissions	0	0	0	0	21	0	0	0	0	0
Rejection Rate	0.00%	0.00%	0.00%	0.00%	0.10%	0.00%	0.00%	0.00%	0.00%	0.00%

**2019 – Compliant Count**

Elite\_maine

Count of Records - MEFIRS (Elite)

Count of Records	263,403
------------------	---------

**Report Filters**

Incident Date: is between '04/01/2018' and '03/31/2019'

**Description**

This provides the total count of records in MEFIRS for a specified Date Range.

**2019 – Non-Compliant Count**

EMS\_Maine

Count of Reports MEMSRR (State Bridge)

Count of Reports	14,258
------------------	--------

**Report Filters**

Incident Date (I15.44): is between '04/01/2018' and '03/31/2019'

**Description**

Provides a count of individual reports based on a specified date range.

**5.1.12 EMS Completeness**

**Label:** I-C-3

**Status of Improvement:** No Data Available

**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.

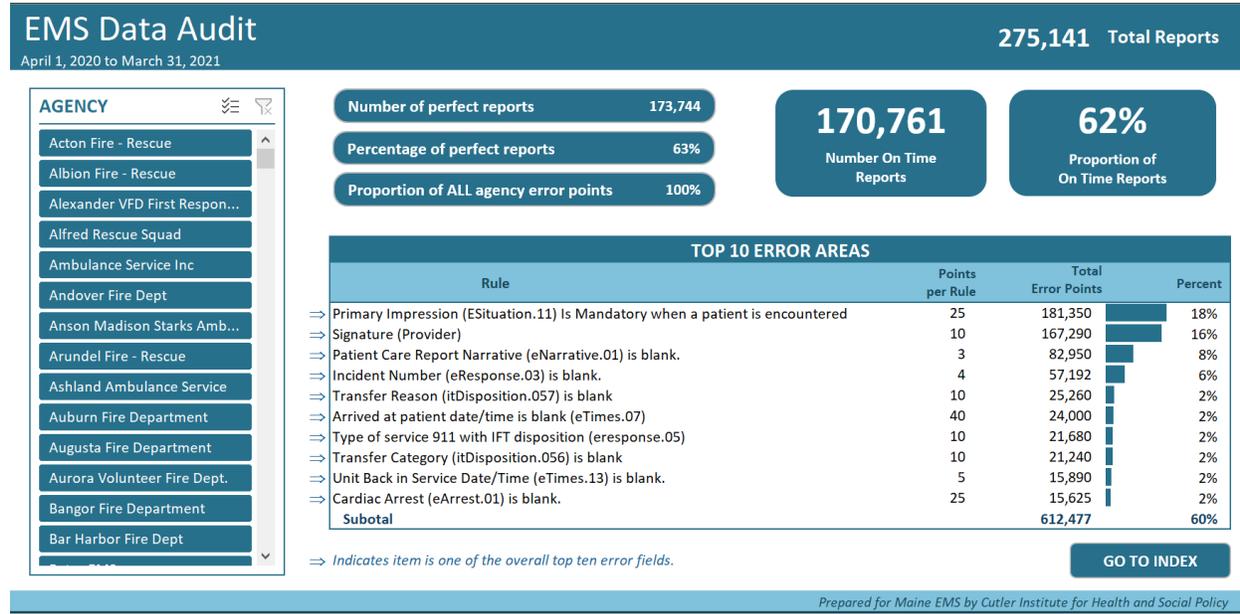
**Data was not available for this plan year.**

**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				92%
April 1, 2023	March 31, 2024				
April 1, 2024	March 31, 2025				
April 1, 2025	March 31, 2026				

**Supporting Materials (Backup)**

Baseline



### 5.1.13 EMS Timeliness – Received within 24 Hours

**Label:** I-T-2

**Status of Improvement:** No Data Available

**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.

**Data was not available for this plan year.**

**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			86%
April 1, 2023	March 31, 2024			
April 1, 2024	March 31, 2025			
April 1, 2025	March 31, 2026			

### 5.1.14 Roadway Uniformity – MIRE – Roadway Segment

**Label:** R-U-01

**Status of Improvement:** No Improvement

**Related Project/System:** Roadway

#### Narrative

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

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

**The result showed no improvement in uniformity. The target for the next period is 88.1 percent.**

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		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 %

### 5.1.15 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 77.1 percent.**

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		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 %

### 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 59.1 percent.**

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		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	<b>Interchange/Ramp</b>	<b>57.58 %</b>

# 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.

Department/Agency/Organization	Name	Title
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 Kiidii	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

## 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



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 SAETY PLAN FOR MOTORCYCLE AWARENESS:**

C-7	Motorcyclist Fatalities (FARS)	Annual	26	23	27	29	21	24	23	22
		5-Year Average	20	22	25	25	25			
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Annual	17	18	20	21	13	17	16	15
		5-Year Average	14	15	18	18	18			
	Media Recall Target	Season	47%	52%	35%	36%	43%	43%	44%	44%
		5-Year Average	49%	48%	46%	45%	43%			

**Performance Measure: C-7) Motorcyclist Fatalities**

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

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

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

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

**Performance Measure: C-8) Unhelmeted Motorcyclist Fatalities**

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

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

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

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

**Performance Measure: Media Recall Target**

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

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

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

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

**BASIC RIDER COURSES BY COUNTY**

Androscoggin	96 BRC
Aroostook	17 BRC
Cumberland	0 BRC
Franklin	8 BRC
Hancock	66 BRC
Kennebec	68 BRC
Knox	0 BRC
Lincoln	0 BRC
Oxford	10 BRC
Penobscot	59 BRC
Piscataquis	0 BRC
Sagadahoc	0 BRC
Somerset	0 BRC
Waldo	0 BRC
Washington	2 BRC
York	81 BRC
Statewide	388 BRC 16 3-WBRC 3 -ARC
Total Courses	407

**REGISTERED MOTOCYCLES BY COUNTY**

<b>Motorcycle Registration by County</b>				<b>Municipal Motorcycle Registration by County</b>	
<b>County</b>	<b>Registered</b>			<b>County</b>	<b>Registered</b>
York	8875			Cumberland	11
Cumberland	6817			Androscoggin	5
Penobscot	4462			York	5
Kennebec	4010			Sagadahoc	2
Androscoggin	3307			Aroostook	1
Oxford	2231			Hancock	1
Aroostook	2053			Kennebec	1
Hancock	1724			Knox	1
Somerset	1676			Oxford	1
Waldo	1403			Waldo	1
Lincoln	1191			Franklin	0
Knox	1185			Lincoln	0
Sagadahoc	1086			Penobscot	0
Franklin	1072			Piscataquis	0
Washington	702			Somerset	0
Piscataquis	578			None	0
None	192			Washington	0
<b>Total:</b>	<b>42564</b>			<b>Total:</b>	<b>29</b>

<b>Mopeds Registration by County</b>				<b>Antique Motorcycle Registration by County</b>	
<b>County</b>	<b>Registered</b>			<b>County</b>	<b>Registered</b>
York	3066			Cumberland	390
Cumberland	1096			York	385
Penobscot	231			Kennebec	165
Kennebec	207			Androscoggin	150
Hancock	203			Penobscot	106
Androscoggin	179			Knox	103
Aroostook	164			Lincoln	69
Knox	119			Waldo	68
Lincoln	96			Hancock	62
Sagadahoc	90			Sagadahoc	59
Oxford	80			Oxford	53
Somerset	77			Franklin	40
Waldo	68			Aroostook	34
Washington	42			Somerset	25
Piscataquis	40			Washington	12
Franklin	31			Piscataquis	5
None	4			None	3
Total:	5793			Total:	1729

Disabled Motorcycle Registration by County				Purple Heart Motorcycle Registration by County	
County	Registered			County	Registered
York	34			Washington	4
Cumberland	32			Kennebec	3
Penobscot	24			Penobscot	3
Kennebec	20			York	3
Androscoggin	19			Androscoggin	2
Aroostook	15			Cumberland	2
Oxford	8			Oxford	2
Hancock	7			Piscataquis	2
Sagadahoc	6			Knox	1
Knox	5			Lincoln	1
Somerset	5			Sagadahoc	1
Waldo	5			Somerset	1
Lincoln	3			Aroostook	0
Washington	3			Franklin	0
Franklin	2			Hancock	0
Piscataquis	2			Waldo	0
None	0			None	0
Total:	190			Total:	25

<b>Special Vet. Motorcycle Registration by County</b>				<b>Disabled Vet. Motorcycle Registration by County</b>	
<b>County</b>	<b>Registered</b>			<b>County</b>	<b>Registered</b>
York	301			Cumberland	7
Cumberland	169			York	7
Kennebec	118			Kennebec	5
Penobscot	111			Androscoggin	4
Androscoggin	99			Oxford	3
Aroostook	61			Penobscot	3
Oxford	59			Franklin	2
Knox	45			Hancock	2
Hancock	42			Somerset	2
Sagadahoc	38			Knox	1
Somerset	32			Piscataquis	1
Lincoln	27			Aroostook	0
Washington	26			Lincoln	0
Waldo	24			Sagadahoc	0
Piscataquis	20			Waldo	0
Franklin	15			Washington	0
None	0			None	0
<b>Total:</b>	<b>1187</b>			<b>Total:</b>	<b>37</b>

## MOTORCYCLE CRASHES (2019-2022) State Data

Motorcycles & Mopeds							
Crash Year	County Name	Crash Count	Unit Count	Crash Year	County Name	Crash Count	Unit Count
2019	01. York	121	123	2020	01. York	134	143
	02. Cumberland	89	90		02. Cumberland	97	99
	03. Penobscot	56	56		03. Androscoggin	49	50
	04. Kennebec	47	47		04. Penobscot	45	45
	05. Androscoggin	43	45		05. Kennebec	37	37
	06. Hancock	24	26		06. Oxford	24	25
	07. Franklin	20	21		07. Waldo	20	20
	08. Somerset	19	20		08. Hancock	19	21
	09. Oxford	18	20		09. Aroostook	19	19
	10. Lincoln	16	16		10. Lincoln	18	19
	11. Aroostook	14	14		11. Sagadahoc	13	13
	12. Waldo	14	14		12. Somerset	13	13
	13. Washington	10	11		13. Franklin	10	11
	14. Sagadahoc	9	9		14. Knox	8	8
	15. Knox	8	8		15. Washington	7	7
	16. Piscataquis	1	1		16. Piscataquis	2	2
<b>2019 Total</b>		<b>509</b>	<b>521</b>	<b>2020 Total</b>		<b>515</b>	<b>532</b>
				<b>Grand Total</b>		<b>1024</b>	<b>1053</b>

<b>Motorcycles &amp; Mopeds</b>			
<b>Crash Year</b>	<b>County Name</b>	<b>Crash Count</b>	<b>Unit Count</b>
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	
<b>2021 Total</b>		<b>542</b>	<b>557</b>
2022	Androscoggin	47	47
	Aroostook	12	12
	Cumberland	124	130
	Franklin	16	17
	Hancock	23	23
	Kennebec	66	67
	Knox	18	18
	Lincoln	19	19
	Oxford	29	30
	Penobscot	58	58
	Piscataquis	5	5
	Sagadahoc	16	16
	Somerset	29	29
	Waldo	18	18
	Washington	6	6
York	156	162	
<b>2022 Total</b>		<b>642</b>	<b>657</b>
<b>Grand Total</b>		<b>1184</b>	<b>1214</b>

## IMPAIRED MOTORCYCLE CRASHES (2019-2022) State Data

Motorcycles & Mopeds Operators - Under the Influence of Medications/Drugs/Alcohol									
Crash Year	County Name	Crash Count	Unit Count	Person Count	Crash Year	County Name	Crash Count	Unit Count	Person Count
2019	01. York	7	7	7	2020	01. York	10	10	10
	02. Cumberland	5	5	5		02. Cumberland	5	5	5
	03. Kennebec	5	5	5		03. Aroostook	3	3	3
	04. Androscoggin	3	3	3		04. Knox	2	2	2
	05. Lincoln	3	3	3		05. Lincoln	2	2	2
	06. Oxford	3	3	3		06. Waldo	2	2	2
	07. Penobscot	3	3	3		07. Oxford	1	1	1
	08. Somerset	2	2	2		08. Penobscot	1	1	1
	09. Franklin	1	1	1		09. Somerset	1	1	1
	10. Sagadahoc	1	1	1		10. Washington	1	1	1
<b>2019 Total</b>		<b>33</b>	<b>33</b>	<b>33</b>	<b>2020 Total</b>		<b>28</b>	<b>28</b>	<b>28</b>
					<b>Grand Total</b>		<b>61</b>	<b>61</b>	<b>61</b>

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
<b>2021 Total</b>		<b>39</b>	<b>39</b>	<b>39</b>
2022	Androscoggin	3	3	3
	Aroostook	2	2	2
	Cumberland	4	4	4
	Franklin	1	1	1
	Kennebec	2	2	2
	Lincoln	3	3	3
	Oxford	2	2	2
	Penobscot	1	1	1
	Sagadahoc	1	1	1
	Somerset	2	2	2
	Waldo	1	1	1
	York	9	9	9
<b>2022 Total</b>		<b>31</b>	<b>31</b>	<b>31</b>
<b>Grand Total</b>		<b>70</b>	<b>70</b>	<b>70</b>

**MOTORCYCLE FATALITIES (2019-2022) State Data**

2019 MC Fatalities By County		2020 MC Fatalities By County	
County	Fatals	County	Fatals
Androscoggin	5	Penobscot	5
Cumberland	4	York	5
Penobscot	4	Androscoggin	4
York	4	Cumberland	4
Aroostook	2	Kennebec	3
Hancock	2	Waldo	3
Oxford	2	Aroostook	1
Washington	2	Franklin	1
Lincoln	1	Lincoln	1
Somerset	1	Somerset	1
<b>Total</b>	<b>27</b>	Washington	1
		<b>Total</b>	<b>29</b>

2021 MC Fatalities By County		2022 MC Fatalities By County	
County	Fatals	County	Fatals
Cumberland	4	Cumberland	8
Penobscot	3	York	5
York	3	Kennebec	4
Androscoggin	2	Hancock	2
Kennebec	2	Lincoln	2
Knox	1	Oxford	2
Lincoln	1	Penobscot	2
Oxford	1	Somerset	2
Piscataquis	1	Waldo	2
Sagadahoc	1	Franklin	1
Somerset	1	Sagadahoc	1
Washington	1	Washington	1
<b>Total</b>	<b>21</b>	<b>Total</b>	<b>32</b>

**IMPAIRED MOTORCYCLE FATALITIES (2019-2022) State Data**

2019 Impaired MC		2020 Impaired MC Fatalities	
County	Fatals	County	Fatals
Androscoggin	1	Androscoggin	2
Aroostook	1	Kennebec	2
Cumberland	1	Lincoln	1
Oxford	1	Waldo	1
Penobscot	1	York	1
York	1	<b>Total</b>	<b>7</b>
<b>Total</b>	<b>6</b>		
2021 Impaired MC		2022 Impaired MC Fatalities	
County	Fatals	County	Fatals
Penobscot	2	Cumberland	3
York	2	Waldo	2
Somerset	1	Kennebec	1
York	1	Lincoln	1
<b>Total</b>	<b>6</b>	Somerset	1
		York	1
		<b>Total</b>	<b>9</b>

# Section 405i – 1300.28- Driver and Officer Safety Education Grants

## STUDENT REFLECTION— OTHER ROAD USERS

1300.28

ABC  
Covered Thru-out  
Lesson Plan

1. Think of a time when you (or a loved one) will be one of the road users discussed in this chapter:

- pedestrian, bicyclist
- motorcyclist
- bus rider
- emergency vehicle patient
- part of a funeral procession
- in a large truck
- in an animal-drawn vehicle
- in farm machinery
- a train passenger

What are your concerns about other drivers on the road with them?

2. If you could give three pieces of advice to those *other* drivers in this situation—in order to keep yourself or your loved one safe—what would you say?

## 10.14 LAW ENFORCEMENT



## WARM-UP QUESTION

1. List at least three locations where it would be safe to pull over.
2. List at least three locations where it would be unsafe to pull over.
3. What do you think makes a location safe?

*Possible answers:*

*Safe locations:*

- A side street
- A parking lot
- Other location where there is enough room for the officer's vehicle, and plenty of room for he/she to walk around your vehicle

*Unsafe locations:*

- In the middle of a lane of traffic
- In an intersection
- In a position where part of your vehicle is sticking out into the traffic lane
- Along a guardrail
- On a blind curve

*What makes a location safe:*

- A position safe for you and your vehicle
- Out of the traffic flow
- A position safe for the officer and their vehicle
- Enough room for the officer to stop their vehicle out of traffic
- Plenty of room for the officer to walk around your vehicle

*Discuss responses as a class.*

HOW TO DRIVE



## INSTRUCTION AND DISCUSSION— SAFE TRAFFIC STOPS

### MOST OF THE TIME WHEN YOU’RE ON THE ROAD, IT WILL BE SMOOTH SAILING, IF YOU:

- See *everything* going on around you
- Don’t interfere with other drivers
- Keep enough space around you
- Obey the traffic laws
- Stay focused on driving
- But not always...
  - Some drivers *never* experience a crash
  - But almost *every* driver gets pulled over by law enforcement—at least once during their driving career
  - This has the potential to be a very positive event, or very dangerous event—for both:
    - The driver
    - And the Law Enforcement Officer (LEO)
    - [*feel free to use your preferred local terminology instead of “LEO”—Officer, Police Officer, Peace Officer, etc.*]

### THAT’S WHY WE’RE DISCUSSING GETTING PULLED OVER

- Since it’s pretty likely that you’ll be pulled over someday, you need to know:
  - What your responsibilities are
  - What to do and not do when stopped at the roadside
  - How you can minimize the risks to yourself and to the LEO
- Nobody likes getting pulled over, but talking now about how to respond when it happens can really pay off later, when it actually happens

### WHO HERE HAS BEEN PULLED OVER, OR BEEN A PASSENGER IN A VEHICLE THAT WAS PULLED OVER?

- What was it like?
- How did you feel?
- Or if you were a passenger, how did the driver seem to feel?
  - Nervous?
  - Angry?
  - Scared?
  - Inconvenienced?
  - Surprised?
  - Targeted?
  - Amused?
  - Other?

A driver may feel any of these, or other things, when they are pulled over



It's actually pretty normal to have some sort of emotional reaction when you see flashing lights behind you

But drivers need to know that:

- Being pulled over is not always a bad experience
- Panicking generally only makes things worse

## HOW ABOUT THE LAW ENFORCEMENT OFFICER?

- What might be going through their mind?
- What is their perspective?
  - May be somewhat anxious or nervous
  - May be on high alert, because of some other nearby event
  - May be on edge a bit because they just finished working a crash in which someone was injured or killed
  - But it's the LEO's job to enforce the laws of the road
  - They want to go home safe tonight, just like you do

## WHY MIGHT YOU GET PULLED OVER?

- What reasons could an LEO have to pull you over?
  - Speeding
  - Tailgating/following another car too closely
  - Weaving in your lane
  - Changing lanes unsafely or very frequently
  - Improper turns
  - Unsafe passing
  - Being distracted behind the wheel
  - Tail light malfunctioning
  - *Discuss others as brought up by students*
  - Generally, any traffic infraction or safety equipment violation could justify an LEO pulling you over

## WHY MIGHT YOU GET PULLED OVER FOR A REASON *OTHER* THAN HAVING COMMITTED A TRAFFIC OFFENSE?

Could be that you are driving a vehicle similar to one just used in a nearby crime, such as a:

- Fuel station "drive off"
- A hit-and-run collision

The LEO may only have a general description of the type and color of vehicle they should be watching for

The LEO may have seen two similar vehicles next to each other, one of which was speeding.

- They may pull you, the innocent driver, over
- And then quickly determine that it was the *other* vehicle they wanted to pull over

HOW TO DRIVE



Some departments pull people over for safe driving!

- Sometimes the LEO gives those drivers a gift certificate as a reward for good driving!
- So getting pulled over is not necessarily always a negative experience!

One way to look at traffic stops is to break them down into a sequence of steps. To make discussion easier, we will sort a stop into three steps:

1. Pulling over
2. The officer approaching your vehicle
3. Conversations with the officer

### STEP 1: PULLING OVER

After you see flashing lights behind you, the first step is pulling over

- How you do that is likely to affect how the traffic stop turns out
- *It can set the tone for the entire traffic stop*

### AFTER YOU SEE FLASHING LIGHTS BEHIND YOU, WHAT IS THE 1ST THING YOU SHOULD DO?

- Communicate to the LEO that you see them
- This lets them know that:
  - You see them
  - You will be pulling over

### WHAT'S THE 2<sup>ND</sup> THING YOU SHOULD DO?

- Safely pull over
- In a safe location, for both you and the officer
- Out of the traffic lane



#### EXERCISE

### EXERCISE—DO'S AND DON'TS WHEN THE FLASHING LIGHTS ARE BEHIND YOU

- On page \_\_\_\_\_ of your Student Workbook, you will see space to write down some “Do’s” and some “Don’ts” regarding how to respond when a law enforcement officer is behind you with their lights on
- Please take a minute to write down at least 3 to 4 ideas in each column
- *Instructor to then transcribe students’ responses to the board*



DO'S	DON'TS
<ul style="list-style-type: none"> <li>• Let the LEO know that you see them:               <ul style="list-style-type: none"> <li>◦ Communicate!</li> <li>◦ Could wave at them</li> <li>◦ Could turn on your hazard flashers</li> <li>◦ (Could do both)</li> <li>◦ Other ways?</li> </ul> </li> <li>• Come to a gradual stop in a safe location</li> <li>• Reduce your speed until you pull over</li> <li>• Don't freak out!               <ul style="list-style-type: none"> <li>◦ Stay calm, and focus on pulling over safely</li> </ul> </li> <li>• Pull over to the right, generally</li> <li>• Pull over in a safe location with plenty of room around you               <ul style="list-style-type: none"> <li>◦ You may need to turn your hazard flashers off for a bit, so you can signal to other road users as you pull over</li> </ul> </li> <li>• Other?</li> </ul>	<ul style="list-style-type: none"> <li>• Accelerate</li> <li>• Slam on the brakes and pull over suddenly</li> <li>• Attempt to evade</li> <li>• Reach for any object, or into the glovebox, console or other closed area, or under your seat or down to the floorboard</li> <li>• Pull over to the left, unless completely safe to do so</li> <li>• Attempt to grab your license, or other documents before the officer approaches and asks you to do so</li> <li>• Other?</li> </ul>

**INSTRUCTION AND DISCUSSION—  
SAFE TRAFFIC STOPS, CONTINUED**

So, the keys at this point are:

- Communicating to the LEO that you see them
- Safely pulling over in a safe location

**WHAT WOULD BE A SAFE LOCATION?**

- A position safe for you and your vehicle
- Out of the traffic flow
- A position safe for the LEO and their vehicle
- Enough room for the LEO to bring their vehicle to a stop, out of traffic
- Plenty of room for the LEO to walk around your vehicle
- You might need to pull onto a side street or into a parking lot

**WHAT WOULD BE SOME UNSAFE LOCATIONS?**

- In the middle of the traffic lane
- In an intersection
- In a position where part of your vehicle is sticking out into the traffic lane
- Along a guardrail or other barrier that would provide limited space for the LEO to approach your vehicle
- Some curves, including blind curves
- Other?

**HOW TO DRIVE**



## **NOW THAT YOU'RE PULLED OVER IN A SAFE PLACE, WHAT SHOULD YOU DO NEXT?**

- Put vehicle in Park
  - Take foot off the brake
  - Otherwise it might look like you are about to drive off
  - Remain in the vehicle
  - Do not get out unless asked to by the LEO!
- Turn radio down to zero volume—completely silent
- Roll your window down all the way
  - Not just part-way
  - Keep other windows raised
  - Keep your safety belt fastened
  - You don't want it to look like you're not wearing it!
- Others?

## **AND IF YOU ARE PULLED OVER AT NIGHT, WHAT ELSE SHOULD YOU DO?**

- Turn your vehicle's interior light on
- This allows the LEO see what's going on in your vehicle even more clearly
- Others?

**STATE—  
SPECIFIC CONTENT ON SAFE TRAFFIC STOPS**



## STEP 2: THE OFFICER APPROACHING YOUR VEHICLE

- To start, it may be a minute or two before the LEO approaches your vehicle
  - Before they get out of their vehicle, they may tell their radio dispatch that they are engaged in a traffic stop
  - They may also look up your vehicle, based on its license plate
  - If they have SCMODS (State, County, Municipal Offender Data System), it should not take very long...
- Remember: your driver window should already be down all the way

## AS THE LEO APPROACHES YOUR VEHICLE, WHAT SHOULD YOU DO?

- Best Answer: Make your hands visible!
- When harm comes to an LEO, most of the time it's related to something a driver does with their hands
  - Holding a weapon
  - Throwing something
- Thus, LEOs are trained to watch a driver's hands as they approach
- So make sure your hands are:
  - Empty!
  - Visible!
  - *"Hands outside = nothing to hide!"*
- One Option:
  - Place your hands on the steering wheel
  - At the "10 & 2" position
- Another Option:
  - Extend your hands out the window a bit
  - This makes your hands very visible to the LEO
- Do this as soon as you see the officer exit their vehicle

## WHAT RESULT MIGHT THIS HAVE, IN TERMS OF THE LEO'S SAFETY CONCERNS?

This will go a long way to showing that you:

- Are not a threat
- Recognize the LEO's safety concerns
- Are making a sincere effort to help keep the LEO safe

Keep in mind that the LEO may approach your vehicle from the right side (passenger side)—You may need to roll down the right side window

## WHAT SHOULD YOU DO IF YOU HAVE PASSENGERS WITH YOU?

- **Front Seat Passengers:**
  - Put hands on the dashboard—palms up
  - Keep them there
- **Back Seat Passengers:**
  - Put hands on head restraints/back of front seats—palms up
  - Keep them there
- The LEO has to be concerned about the actions of *everyone* in the vehicle

HOW TO DRIVE



### **STEP 3: CONVERSATIONS WITH THE OFFICER**

OK, so you've pulled over in a safe place:

- You have prepared your vehicle and yourself to present no sort of threat to the LEO as they approach the vehicle
- Now it's down to business—actually talking through the issue (or issues) with the LEO

#### **WHAT'S THE FIRST THING YOU WANT TO KNOW?**

- Why you were pulled over!
- It's normal to want to know that right away

#### **WHAT'S THE FIRST THING THE LEO NEEDS TO KNOW?**

- Who they're dealing with!
- Exactly who you are

#### **WHY DO THEY NEED TO KNOW THAT?**

- For their own safety!
- They don't know yet if you're a law-abiding citizen
- Or if you're the most dangerous, murderous, insane criminal ever seen in the state
- That's why they need to get a sense of who you are
  - Right away—often before you ever get to why you were pulled over
- For an LEO, there's no such thing as a "routine" traffic stop
  - They have to be prepared to respond to a whole range of behaviors by any driver

#### **HOW SHOULD YOU REFER TO THE LEO?**

- "Officer" is generally good
- "Sir" or "Ma'am" also show respect

#### **WHAT SHOULD YOU SAY IF THE LEO ASKS YOU IF YOU KNOW WHY YOU WERE PULLED OVER?**

- Be honest!
- OK to say something like:
  - "Probably because I was making an idiot of myself by speeding" (or whatever the case)
  - The LEO might find this response refreshing and positive
- Be open to the possibility that you were pulled over for a legitimate offense

That is why you should let the LEO start the conversation

- And answer all their questions
- Keep it short and sweet

Regarding learning why you were pulled over:

- Be patient!
- You will learn why soon enough



Be courteous and polite!

- Law enforcement is a tough job
- Extending some politeness and courtesy to the LEO can make a big difference
- How you respond to the LEO will set the tone for the entire traffic stop
- Also, many LEOs and vehicles are equipped with either vehicle-mounted cameras or body cameras—the traffic stop may be recorded
- You want to be recorded as being courteous and helpful

### EXERCISE—DO'S AND DON'TS WHEN TALKING WITH THE LEO



EXERCISE

On page \_\_\_\_\_ of your Student Workbook, you will see space to write down some “Do’s” and some “Don’ts” when talking with the Law Enforcement Officer.

- Please take a minute to write down at least 3 to 4 ideas in each column
- *Instructor to then transcribe students’ responses to the board*

DO'S	DON'TS
<ul style="list-style-type: none"><li>• Be polite</li><li>• Be courteous</li><li>• Be 100% honest</li><li>• Follow the LEO's instructions</li><li>• Answer only what is asked</li><li>• Skip the excuses</li><li>• Listen</li><li>• Relax</li><li>• Be patient</li><li>• Be respectful</li><li>• Other?</li></ul>	<ul style="list-style-type: none"><li>• Immediately ask why you were pulled over</li><li>• Argue your case<ul style="list-style-type: none"><li>• At the roadside is not the place to argue or plead your case</li><li>• You will have plenty of opportunity to fight your case later—in court</li></ul></li><li>• Being contentious</li><li>• Ask questions</li><li>• Defend your actions</li><li>• Using your cell phone</li><li>• Complain</li><li>• Call the LEO names</li><li>• Be a jerk</li><li>• Attempt to bribe the LEO</li><li>• Other?</li></ul>

## INSTRUCTION AND DISCUSSION— SAFE TRAFFIC STOPS, CONTINUED

### WHAT WILL THE LEO LIKELY ASK YOU TO SHOW THEM?

- Driver's license
- Proof of insurance/financial responsibility
- Vehicle registration

A good practice is to have these documents every time you drive

- Many drivers put these documents in the glove box or center console
- Note that some law enforcement agencies recommend keeping these documents on one's person, rather than in the vehicle

Prescription medications

- Any driver who takes a prescribed stimulant drug should always carry a note from their prescribing doctor
- And if the medications are in the vehicle, they need to be in the prescription bottle

### ARE YOU REQUIRED TO PRODUCE THESE DOCUMENTS TO LAW ENFORCEMENT?

- Yes—if you are driving on a public road
  - You have a choice
  - If you do not wish to be subject to this requirement, do not drive on public roads!

### AGAIN, WHO OWNS YOUR DRIVER'S LICENSE?

The state owns the license!

- You do not
- The license belongs to the state, which has granted you the ability to drive
- Driving is not a right; it is a privilege granted to those who drive safely
- Thus, the state, in the form of the LEO, can request to see the license at any time

### CAN YOU GET IN TROUBLE IF YOU CHOOSE TO NOT PROVIDE THESE DOCUMENTS?

Yes!

- Such a decision would be viewed as you being uncooperative
- You could lose your driver's license, and your driving privileges
- *[could cover relevant state laws]*

### WHO IS IN CHARGE AT THIS POINT?

- The LEO is in charge
- The state grants law enforcement the authority to conduct traffic stops



## WHEN SHOULD YOU REACH FOR THESE DOCUMENTS?

- Only after the LEO asks you to provide them!
- Do not go searching for them until you are asked
- If the LEO sees you reaching for something (a) as you pull over or (b) as they approach your vehicle
  - For their safety, they must assume you are reaching for a weapon, or hiding something
- So wait until the LEO is at your window and has asked you for these documents

## HOW SHOULD YOU REACH FOR THESE DOCUMENTS?

- First, tell the LEO that you would be happy to provide the documents
- Second, tell the LEO the location of each document, one at a time
  - Then ask if you may reach for the object
  - Example: “Officer, my driver’s license is in my wallet, in my right rear pocket. May I reach for it?”
- If possible, reach for the documents with one hand
  - Best if you can leave one hand on the steering wheel, completely visible to the LEO
- And reach for the documents slowly
  - No sudden moves—no need to rush

## HOW COULD YOUR PASSENGERS MESS THINGS UP?

- Could say something offensive
- Could interrupt the LEO’s discussion with you
- So tell your passengers to keep quiet!
- And if one of your passengers says anything unhelpful, such as:
  - “It’s OK officer—he always drives that way when he’s drunk”
  - “You’re not going to search the trunk, are you officer?”
- You need some new friends!

## OPTIONAL CONTENT: WHAT IF YOU HAVE A WEAPON IN THE VEHICLE?

Tell the LEO about it early in the conversation

- LEOs need to know about any weapon in the vehicle
- They will generally appreciate your concern for their safety
- If you have a concealed weapons permit, you should mention that too
- You may consider providing your permit along with your driver’s license and other documents

Example:

- “Just so you know, there’s a loaded weapon in the vehicle. It’s legal—how would you like to proceed?”

Also: It had better be legal for you (or passenger) to have it in the vehicle!

Understand that there will often be two discussions with the LEO:

1. The initial discussion, during which the LEO obtains your documents
2. A 2<sup>nd</sup> discussion, after which they have checked you out in the department's database
  - In this case, the LEO will approach your vehicle a second time
  - Make sure your hands are just as visible as the first time the LEO approached

### WRAPPING UP THE TRAFFIC STOP

- If you received a citation:
  - Take it with as much grace as possible
  - Also be sure that you understand the citation, and your next steps
- Thank the LEO
  - You might not want to
  - But the LEO is actually just doing their job
  - One of their key roles is to work to prevent crashes
  - Be polite the entire time!
- Do not drive away until the LEO says it's OK to do so
- Be very careful pulling back into traffic!
  - You will have just had a bit of an emotional experience
  - Too many drivers simply pull directly into an active traffic lane, without looking
  - Be safe when getting back on the road!

If you wish to submit a compliment or a complaint about how the LEO handled the traffic stop, you have that right

- Contact the LEO's department
- Ask how to submit the compliment or complaint
- Not all law enforcement agencies have badge numbers, but all LEOs have identification numbers
- Law enforcement agencies are generally open to receiving this type of input from citizens



EXERCISE

### OPTIONAL EXERCISE— CLASSROOM ACTIVITIES

#### A. Conduct a role-playing/practice demonstration

- Set up 4 classroom chairs to match the location of seats in a vehicle
- Have a student sit in each chair
- The Instructor could play the role of the LEO
  - Help demonstrate a “simulated” traffic stop
- Alternatively, the Instructor could play the role of the driver
  - With a student playing the role of the LEO
  - Instructor could demonstrate both positive and negative responses as the driver
- Class can discuss experience after the demonstration



## B. Group Projects

- Students could be put into groups to:
  - Create a graphic-only version of the lesson's key points
    - No words or text
    - Images and drawings only
  - Create a summary of the lesson's key points, to go on a single 3x5 card
    - Instructor could then print out copies of the card for students to keep in their vehicles
  - Conduct an engaging demonstration/"skit" that summarizes the lesson's key points
  - Create a draft tri-fold brochure summarizing the key points

## INSTRUCTION AND DISCUSSION— TRAFFIC STOPS SUMMARY

### SOMETIMES YOU WILL SEE ANOTHER DRIVER PULLED OVER AHEAD ON THE ROAD

- What should you do?
- Slow down and/or move over!
- This is a very dangerous situation for:
  - LEO's
    - Emergency road service providers
    - EMS responders
- If only one lane going your way:
  - Slow way down
  - Don't want to rush by the scene
- If two or more lanes going your way:
  - Safely change lanes to move away from the scene
  - If you cannot safely change lanes, slow way down
- *[cover your state's specific laws regarding responding to emergency responders at the roadside]*
- Next time it might be you needing assistance at the roadside!

### ONE MORE TIP: DON'T DRIVE WHEN YOU'RE EMOTIONAL!

- Example: Just broke up with significant other
  - It will affect how you interact with law enforcement
  - Will generally make things worse
- So, stay off the roads until you cool off

You can pretty much count on being pulled over at some point in your driving career

- Traffic stops can be risky
- That's why we're talking about them
- Helping cover key points that can help you *prevent* any trouble from occurring

Always make the contact as positive as possible

- And that can be hard work!
- The more positive your attitude, the better the outcome will be
- Generally, your attitude will be reflected by the LEO—whatever it is

**HOW TO DRIVE**



## KEYS TO A SAFE AND CIVIL TRAFFIC STOP:

- Attitude
  - How you respond
- Actions
  - What you do and don't do
- Appreciation
  - Your appreciation for the LEO's safety, perspective, and responsibilities
- [Hey look—the abbreviation of those is “AAA”!
  - Wow—what a coincidence!]

## LAW ENFORCEMENT IS A TOUGH JOB

- If you make the traffic stop easier and safer, the LEO will feel less at risk
- If they feel less at risk, they may be more appreciative of your concerns for their safety
- The outcome might be better

## STUDENT REFLECTION— TRAFFIC STOPS

1. What emotions do you think you'll likely feel if you see flashing lights in your rearview mirror?
2. What, specifically, can you do or think to calm those emotions?

## CHECKING FOR UNDERSTANDING

1. Describe at least four guidelines you should follow at railroad crossings.

*Possible answers:*

- *Slow down when approaching a highway-rail crossing. If warning lights are flashing and barricades are lowered, stop and wait for the lights to turn off and the barricades to rise*
- *Stop no closer than 15 feet from a railroad crossing when a train is approaching*
- *When a railroad crossing is not equipped with lights/barricades, reduce your speed, search, and listen. If there is no train in sight, cross the tracks quickly and safely without stopping*
- *Always wait for a vehicle ahead of you to clear the tracks before you start across*
- *After a train has passed, search the track in both directions to ensure no other trains are approaching*
- *Never attempt to beat a train*



2. What are the most important qualities you can display during a traffic stop?  
(Remember the acronym AAA.)

- *Attitude—Act as the responsible driver you are and that you want police to believe you are*
- *Actions—Behave in ways that are mature and enhance the safety and security of the police official*
- *Appreciation—Telling the police official you appreciate their service is a classy touch on your part and would likely be valued by the police official*

3. List the three components of a traffic stop, and describe at least one guideline you should follow during each component.

*Possible answers:*

- *Pulling over: Communicate to the police official that you see him or her and that you are complying with the stop*
- *Police official approaching your vehicle: Lower the driver window*
- *Conversation with police: Answer only what is asked, offer no excuses, and do not argue*
- *Wrapping up the traffic stop: Do not drive away until the police official dismisses you*

## CHAPTER SUMMARY



- It is everyone's responsibility to minimize risks and maintain safety when multiple road users share the road
- You should be familiar with the risks associated with all other potential road users with whom you might share the road
- Some general guidelines include:
  - Actively search for vulnerable road users, especially in high-risk areas
  - Look for movements indicating another vehicle or object could lead to conflict
  - Judge the likelihood of the two objects closing in on each other
  - Maintain ample space between your vehicle and other road users
  - Reduce your speed when driving near vulnerable road users
  - Follow all posted signs and signals, and comply with traffic laws
- If you are pulled over by a law enforcement official:
  - Stay calm and clearheaded
  - Pull over safely
  - Lower your front windows; turn on lights (if dark); turn down sound system
  - Put hands on the steering wheel or out the window
  - Be courteous, patient, polite, and compliant
  - Show documents as directed
  - Do not drive away until dismissed



## CHAPTER ASSESSMENT

### Multiple Choice:

1. Which of the following are considered to be vulnerable road users?
  - a. Pedestrians
  - b. Motorcyclists
  - c. Bicyclists
  - d. All of the above—Correct answer**
  
2. In crashes involving a passenger vehicle and a motorcycle, the motorcyclist is usually at fault.
  - a. True
  - b. False—Correct answer**
  
3. Which of the following statements is true regarding sharing the road with large trucks?
  - a. Large trucks stop in less distance than other vehicles.
  - b. Large trucks have multiple mirror blind zones around them.—Correct answer**
  - c. Drivers of large trucks typically are unmotivated to reach their destinations safely.
  - d. Large trucks can turn left and right tightly using little space.
  
4. Driving courtesy is important as you share the road with:
  - a. Drivers in funeral processions
  - b. Vulnerable road users
  - c. Farm machinery operators
  - d. All of the above—Correct answer**
  
5. Drivers of passenger vehicles are at significant risk of serious injury and death when colliding with:
  - a. Trains—Correct answer**
  - b. Bicyclists
  - c. Domestic animals
  - d. Skateboarders



## 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\_FY24\_405b\_Occupant Protection Strategic Plan**

**ME\_FY24\_405c\_Traffic Records Strategic Plan**

**ME\_FY24\_405d\_Impaired Driving Strategic Plan**

**ME\_FY24\_Certifications and Assurances Appendix A**

**ME\_FY24\_Certifications and Assurances Appendix B**