



**MAINE**

***Commercial Vehicle Safety Plan***

**Federal Motor Carrier Safety Administration's  
Motor Carrier Safety Assistance Program**

**Fiscal Years 2023 - 2025**

**Date of Approval: June 22, 2023**

**FINAL CVSP**



**U.S. Department of Transportation  
Federal Motor Carrier Safety Administration**

## Part 1 - MCSAP Overview

### Part 1 Section 1 - Introduction

The Motor Carrier Safety Assistance Program (MCSAP) is a Federal grant program that provides financial assistance to States to help reduce the number and severity of accidents and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved accidents, fatalities, and injuries through consistent, uniform, and effective CMV safety programs.

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of [49 CFR 350.209, 350.211 and 350.213](#). The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before the due date each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. Currently, the State must submit a performance-based plan or annual update each year to receive MCSAP funds.

The online CVSP tool (eCVSP) outlines the State's CMV safety objectives, strategies, activities and performance measures and is organized into the following five parts:

- Part 1: MCSAP Overview (FY 2023 - 2025)
- Part 2: Crash Reduction and National Program Elements (FY 2023 - 2025)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2023 - 2025)
- Part 4: Financial Information (FY 2023)
- Part 5: Certifications and Documents (FY 2023)

You will find that each of the five eCVSP parts listed above contains different subsections. Each subsection category will provide you with detailed explanation and instruction on what to do for completing the necessary tables and narratives.

The MCSAP program includes the eCVSP tool to assist States in developing and monitoring their grant applications. The eCVSP provides ease of use and promotes a uniform, consistent process for all States to complete and submit their plans. States and territories will use the eCVSP to complete the CVSP and to submit a 3-year plan or an Annual Update to a 3-year plan. As used within the eCVSP, the term 'State' means all the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

#### REMINDERS FOR FY 2023:

**Multi-Year plans**—All States will be utilizing the multi-year CVSP format. This means that objectives, projected goals, and activities in the plan will cover a full three-year period. The financial information and certifications will be updated each fiscal year.

**Annual Updates for Multi-Year plans**—States in Year 2 or Year 3 of a multi-year plan will be providing an Annual Update only. States will review the project plan submitted the previous year and indicate any updates for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If Yes is indicated selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. (Note: Trend Analysis information that supports your current activities is not editable.) Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If "No" is selected, then no information in this section will be editable and the user should move forward to the next section.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2022 plans. States must carefully review and update this information to reflect FY 2023 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information that is added should detail major programmatic changes. Do not include minor modifications that reflect normal business operations (e.g., personnel changes).
- Add any updates to the narrative areas and indicate changes by preceding it with a heading (e.g., FY 2023 update). Include descriptions of the changes to your program, including how data tables were modified.
- The Trend Analysis areas in each section are only open for editing in Year 1 of a three-year plan. This data is not editable in Years 2 and 3.

**Personally Identifiable Information - PII** is information which, on its own or matched with other data, would permit identification of an individual. Examples of PII include: name, home address, social security number, driver's license number or State-issued identification number, date and/or place of birth, mother's maiden name, financial, medical, or educational

records, non-work telephone numbers, criminal or employment history, etc. PII, if disclosed to or altered by unauthorized individuals, could adversely affect the Agency's mission, personnel, or assets or expose an individual whose information is released to harm, such as identity theft.

States are reminded **not** to include any PII in their CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

**Part 1 Section 2 - Mission/Goal Statement****Instructions:**

*Briefly describe the mission or goal of the lead State commercial motor vehicle safety agency responsible for administering this Commercial Vehicle Safety Plan (CVSP) throughout the State.*

**NOTE:** Please do not include information on any other FMCSA grant activities or expenses in the CVSP.

**1-MISSION OR GOAL STATEMENT**

As representatives of the State of Maine, our mission is to keep our state a safe place to live and visit. We maintain order, protect life, and property, and reduce fear of crime by providing diverse, high quality law enforcement services.

The Maine State Police Troop K- Commercial Vehicle Enforcement Unit is dedicated to ensuring safe travel on the roadways for all members of the traveling public as well as protecting the infrastructure that the people of Maine depend on. Troop K is also tasked with combating crime in all its forms. We approach this endeavor by utilizing an "all crimes-all hazards" in our day to day operations. These goals can be achieved only through a comprehensive approach to crash reduction, size and weight enforcement, and by ensuring compliance with both the Federal Motor Carrier Safety Regulations, State Laws, and Hazardous Materials Regulations.

The Maine State Police is the sole provider for all Intrastate New Entry Safety Audits. These are conducted by a staff of six inspectors and a supervisor. These NESA are a crucial step in Maine's goal of having the safest motor carries as possible. The rise in SA's has given the inspectors an increased workload which is helped by the application of some MCSAP OT opportunities.

The Maine State Police and all of Maine law Enforcement is committed to the awareness and prevention of human trafficking. Maine is expanding its program with the MCSAP funding providing additional information to the general public along with refreshing our own agency training. Maine will work with the TAT to establishing educational materials that will be disbursed on a broader scope funded by this MCSAP.

<b>Part 1 Section 3 - MCSAP Structure Explanation</b>
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**Instructions:**

*Answer the questions about your CVSP activities and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. Please do not include activities or expenses associated with any other FMCSA grant program.*

Yes	No	Question
<input checked="" type="radio"/>	<input type="radio"/>	Are there initiatives involving "rural roads" included in this CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Does your State voluntarily submit an annual Training Plan to the National Training Center (NTC)?
<input checked="" type="radio"/>	<input type="radio"/>	Does your State include activities regarding Migrant Worker Transportation in Rural Areas in this CVSP?

The Maine State Police, Troop K-Commercial Vehicle Enforcement Unit is currently staffed with (1) Lieutenant; (3) Sergeants; (3) Corporals; (20) Troopers; (6) civilian Motor Carrier Inspectors; (1) civilian Motor Carrier Supervisor; and (1) Grant Specialist. It should be noted that eight Trooper retirements are expected in FY23. We currently fund the (6) civilian Motor Carrier Inspectors to include the supervisor at a rate of 50% through the MCSAP. The remainder to the program is funded by the State of Maine.

The Maine State Police is the sole MCSAP agency in Maine. All personnel are tasked with the mission of safety. Sworn and non-sworn personnel are responsible for safety inspections and enforcement of the Federal Motor Carrier Safety Regulations. Sworn members are tasked with size and weight enforcement, and civilian inspectors are tasked with safety audits. Maine also has 4 fixed weigh stations and two virtual weigh stations that it utilizes. While working in fixed sites Troopers and Inspectors use when possible ISS scores or actual violation to conduct the inspections. These sites have DOT/plate readers along with other technologies to help with screening.

Maine has approximately 1.34 million people with most living in the southern half of the state. The remaining areas are woodland and large agricultural use stretches. Maine has an additional 24 ports of entry in Maine that are both manned and unmanned. Due to the nature of the State, Troopers are spread out and are assigned geographic areas that cover all 16 counties. Because the Troopers work alone they are mandated have the following certification; NAS Parts A and B, Hazmat, cargo tank and non-bulk containers. Additionally, 5 troopers and inspectors are passenger carrier certified. The Maine State Police is the sole provider of vehicle autopsy and vehicle downloading abilities in Maine. Currently we have 3 troopers, 1 Inspector and 2 two specialist certified to conduct CMV autopsy and have the training and equipment used for CMV downloads. Maine is the only state in eastern part of the US with these capabilities and are used by other states for assistance regularly.

Maine works closely with its department of transportation who provides when possible inspection areas roadside on the major routes. These are not full weigh stations but safe stopping areas for motor carries and Troopers that we conduct advanced rural road enforcement. Maine also (detailed later) conducts numerous specific traffic enforcement and inspection efforts utilizing special details paid for out of MCSAP. These details are separate from Northern Border enforcement and are specific in getting Troopers and inspectors into the most rural areas of the state.

As previously mentioned, Maine as 24 ports of entry and a large agricultural base. The Maine State Police strives to conduct passenger carry details in these areas specific to the safe transportation of all workers and citizens. Maine also conducts details with its federal partners multiple times a year at different ports of entry.

**Part 1 Section 4 - MCSAP Structure****Instructions:**

Complete the following tables for the MCSAP lead agency, each subrecipient and non-funded agency conducting eligible CMV safety activities.

The tables below show the total number of personnel participating in MCSAP activities, including full time and part time personnel. This is the total number of non-duplicated individuals involved in all MCSAP activities within the CVSP. (The agency and subrecipient names entered in these tables will be used in the National Program Elements—Roadside Inspections area.)

The national program elements sub-categories represent the number of personnel involved in that specific area of enforcement. FMCSA recognizes that some staff may be involved in more than one area of activity.

Lead Agency Information	
Agency Name:	MAINE STATE POLICE
Enter total number of personnel participating in MCSAP activities	35
<b>National Program Elements</b>	<b>Enter # personnel below</b>
Driver and Vehicle Inspections	34
Traffic Enforcement Activities	34
Investigations *	7
Public Education and Awareness	30
Data Collection and Reporting	2
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	
Enter total number of personnel participating in MCSAP activities	0
<b>National Program Elements</b>	<b>Enter # personnel below</b>
Driver and Vehicle Inspections	0
Traffic Enforcement Activities	0
Investigations *	0
Public Education and Awareness	0
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	0
Total # of MCSAP Participating Personnel:	35

## Part 2 - Crash Reduction and National Program Elements

### Part 2 Section 1 - Overview

*Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2023 - 2025 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.*

**Note:** For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures. Such measures include roadside inspections, traffic enforcement activity, investigation/review activity, and data quality by quarter for the most recent five fiscal years using the Activity Dashboard on the A&I Online website. The Activity Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: <https://ai.fmcsa.dot.gov>. A user id and password are required to access this system.

*In addition, States can utilize other data sources available on the A&I Online website as well as internal State data sources. It is important to reference the data source used in developing problem statements, baselines and performance goals/objectives.*

## Part 2 Section 2 - CMV Crash Reduction

The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing commercial motor vehicle (CMV) related crashes.

### Trend Analysis for 2017 - 2021

#### Instructions for all tables in this section:

Complete the tables below to document the State's past performance trend analysis over the past five measurement periods. All columns in the table must be completed.

- Insert the beginning and ending dates of the five most recent State measurement periods used in the Measurement Period column. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.
- In the Fatalities column, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.
- The Goal and Outcome columns relate to each other and allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).
  - In the Goal column, enter the goal from the corresponding CVSP for the measurement period.
  - In the Outcome column, enter the actual outcome for the measurement period based upon the goal that was set.
- Include the data source and capture date in the narrative box provided below the tables.
- If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.
- The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable in Years 2 and 3.

### ALL CMV CRASHES

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). Other can include injury only or property damage crashes.

**Goal measurement as defined by your State:** Actual # Fatal Crashes

If you select 'Other' as the goal measurement, explain the measurement used in the text box provided:

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2022	07/15/2022	2	5	2
01/01/2021	12/31/2021	17	5	17
01/01/2020	12/31/2020	16	5	16
01/01/2019	12/31/2019	19	5	19
01/01/2018	12/31/2018	17	5	17



**MOTORCOACH/PASSENGER CARRIER CRASHES**

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

**Goal measurement as defined by your State:** Actual # Fatal Crashes

**If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:**

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2022	12/31/2022	0	0	0
01/01/2021	12/31/2021	0	0	0
01/01/2020	12/31/2020	1	0	1
01/01/2019	12/31/2019	1	0	1
01/01/2018	12/31/2018	2	0	2

## Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

Hazardous material is anything that is listed in the hazardous materials table or that meets the definition of any of the hazard classes as specified by Federal law. The Secretary of Transportation has determined that hazardous materials are those materials capable of posing an unreasonable risk to health, safety, and property when transported in commerce. The term hazardous material includes hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, and all other materials listed in the hazardous materials table.

For the purposes of the table below, HM crashes involve a release/spill of HM that is part of the manifested load. (This does not include fuel spilled from ruptured CMV fuel tanks as a result of the crash).

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g., large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

**Goal measurement as defined by your State:** Actual # Fatal Crashes

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2022	07/15/2022	1	0	1
01/01/2021	12/31/2021	0	0	0
01/01/2020	12/31/2020	0	0	0
01/01/2019	12/31/2019	0	0	0
01/01/2018	12/31/2018	1	0	1

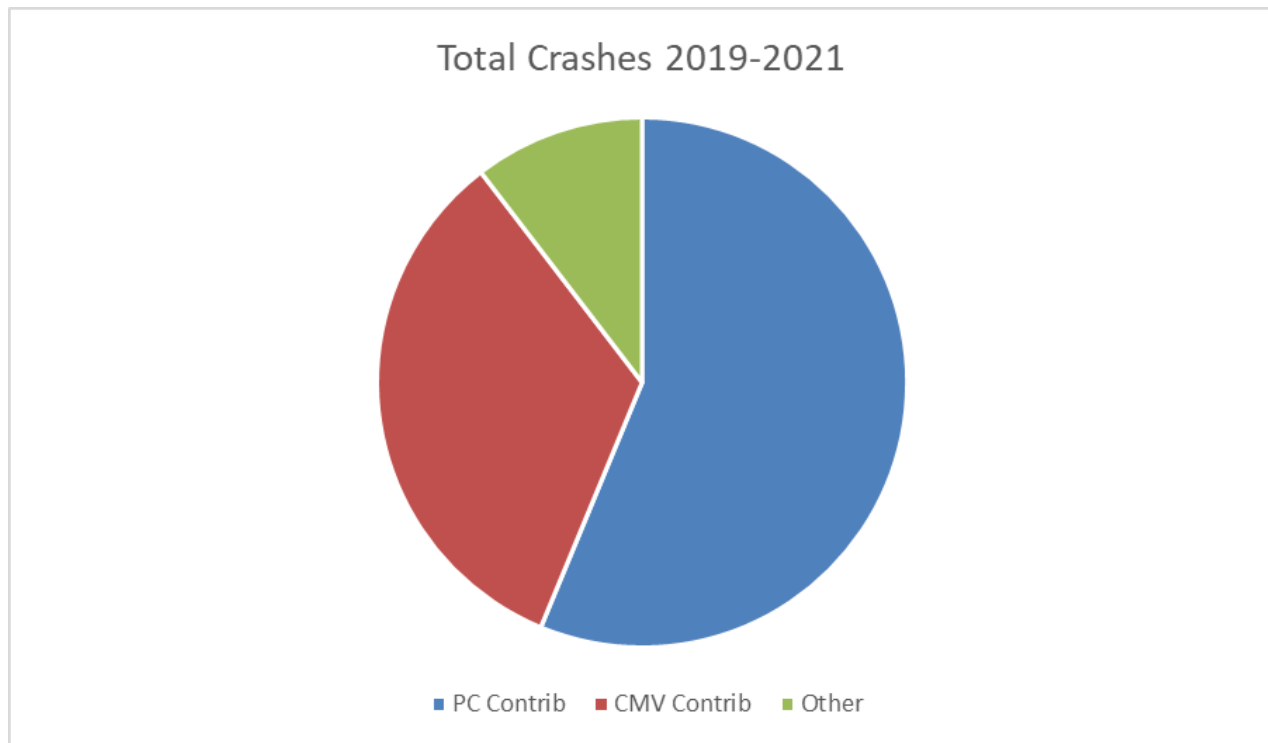
**Enter the data sources and capture dates of the data listed in each of the tables above.**

<http://ai.fmcsa.dot.gov/CrashStatistics/rptSummary.aspx>

**Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.**

During CY2018-2022, Maine saw an overall decrease in fatalities for the year from a high of 30 in CY17. There was a small percentage rise in injuries in the same time period for some years. There are numerous contributors to this issue. Multiple occupants of the other vehicle is one factor. As has been the case for several years, distracted driving on the part of passenger vehicles continues to be a major factor in our fatal crashes. Crossover crashes and intersection movement are also major factors. The use of electronic devices by motor vehicle operators is a continuing problem that does not seem to be improving, despite the efforts of multiple state and federal agencies. Education and awareness needs to be continued, combined with engineering solutions such as centerline rumble strips, as well as continued enforcement.

The Maine State Police is the repository for all crash records in Maine. In an attempt to identify trends Maine's CVEU unit conducted analysis on those records and found results that seem to have some national consistency but also trends that are a direct nexus to the Northeast's rural roadway. The graph below depicts in BLUE when a passenger vehicle was identified having the primary crash causations attributed to it. The RED indicates a CMV has the primary causation and the GREEN is either other meaning that another factor caused the fatality (an example would be a pedestrian lying in the roadway and was struck).



As you can see from this graph Maine's CMV driver's contribute to approximately 40%

We continue to address distracted driving by passenger cars operating around CMVs by conducting focused enforcement details targeting these offenses both on regular shift and overtime activity.

We will continue to work with partner agencies to develop better avenues of outreach as well. Maine's industry is changing and it is clear that motorists have less familiarity with large trucks and buses more so than ever before. This lack of familiarity causes some motorists to make risky decisions adding to our crash statistics.

The Maine State Police also houses the only specialized commercial vehicle accident investigators. The MCSAP has allowed our unit to purchase event data recording equipment and training for all major CMV distributors. We also house the only CMV autopsy unit that continues to receive the most updated training in the country. The training and equipment is shared within our service center to include NH and MA state police agencies. This specialized group allows for us to look at each CMV fatal and give proper assessments in our work to lower these accidents statewide. You will see in the MCSAP

that updated software is required along with the purchase of a mobile crash trailer. This will allow our Troopers and Inspectors to have needed equipment at the ready when doing these EDR downloads and vehicle autopsies.

Maine will also look to purchase DAX Evidence Recorder would benefit the Maine State Police Commercial Vehicle unit in multiple ways. The DAX can be used to record the Horizontal Gaze Nystagmus Test for prosecution purposes. The device clears the hurdle of "what HGN" is for the judge and jury in a manner that is much easier to show through video than to tell through testimony. While the Commercial Vehicle Unit currently does not have any Drug Recognition Experts in the ranks, Lieutenant Hayden has taken the initiative to recruit DRE's to attend the enforcement weeks during campaign periods. This eases the burden on the Commercial Vehicle Troopers by allowing the DRE to tend to any suspected impairment while the Commercial Vehicle Unit Trooper focuses on the operator logs and the vehicle. The DRE examination utilized multiple eye examinations to include HGN, a lack of convergence test as well as pupil size estimations in three light settings. The DAX has the ability to record each of these examinations. The DAX can be used for education. With the large number of certifications that the Troopers in the Commercial Vehicle Unit have to retain, they're not likely to sit through the entire SFST refresher trainings that are offered through the Maine Criminal Justice Academy. The DAX could be utilized to show real-world eye examinations, to include HGN or pupil size deviations, from individuals in Maine. Each of the seven drug categories either causes HGN, pupillary dilation, or pupillary constriction. When Troopers do not use their skills for impaired driving detection they diminish. The DAX will allow education for the visual learners and they will be able to apply the captured video to their training, education and experience as it applies to dealing with suspected impaired commercial vehicle operators.

### **Narrative Overview for FY 2023 - 2025**

#### **Instructions:**

*The State must include a reasonable crash reduction goal for their State that supports FMCSA's mission to reduce the national number of crashes, injuries and fatalities involving commercial motor vehicles. The State has flexibility in setting its goal and it can be based on raw numbers (e.g., total number of fatalities or CMV crashes), based on a rate (e.g., fatalities per 100 million VMT), etc.*

#### **Problem Statement Narrative: Describe the identified problem, include baseline data and identify the measurement method.**

Maine recognizes the need for zero fatalities and the reduction of crashes overall. Balancing that need with Maine's low crash rate, we have decided to continue to address the problem by dealing with distracted drivers. The majority of the fatal crashes involving CMVs in Maine are the result of a passenger vehicle either failing to yield to a CMV or crossing over into the path of the CMV.

Maine's also committed to lowering overall crashes and injuries. Maine is using a data driven approach and the below is indicative of 5 years of data of actual crash causations with CMV operators

<b>ALL DRIVER ACTIONS (actions 1 &amp; 2 combined)</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Totals</b>
NO CONTRIBUTING ACTION	195	213	210	207	94	919
RAN OFF ROADWAY	5	4	7	3	4	23
FAILED TO YIELD RIGHT-OF-WAY	32	42	40	43	25	182
RAN RED LIGHT	2	3	4	0	1	10
RAN STOP SIGN	2	5	3	3	2	15
DISREGARDED OTHER TRAFFIC SIGN	2	1	1	2	0	6
DISREGARDED OTHER ROAD MARKINGS	0	0	1	1	0	2
EXCEEDED POSTED SPEED LIMIT	3	3	2	2	1	11
DROVE TOO FAST FOR CONDITIONS	9	10	15	16	5	55
IMPROPER TURN	24	28	21	38	14	125
IMPROPER BACKING	22	30	11	14	8	85
IMPROPER PASSING	6	6	10	5	2	29
WRONG WAY	1	1	0	0	0	2
FOLLOWED TOO CLOSELY	29	23	35	25	10	122
FAILED TO KEEP IN PROPER LANE	15	35	28	26	5	109
OPERATED MOTOR VEHICLE IN ERRATIC, RECKLESS, CARE- LESS, NEGLIGENT OR AGGRESSIVE MANNER	6	10	7	11	4	38
SWERVED OR AVOIDED DUE TO WIND, SLIPPERY SURFACE, MOTOR VEHICLE, OBJECT, NON-MOTORIST IN ROADWAY	6	5	5	9	4	29
OVER-CORRECTING/OVER-STEERING	6	2	3	3	4	18
OTHER CONTRIBUTING ACTION	22	22	24	25	6	99
UNKNOWN	8	10	11	9	2	40

TOTAL	395	453	438	442	191	1,919
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Sworn members will continue to focus efforts to enforce state law and federal regulations pertaining to distracted driving on both CMV and non-CMV operators. A focused effort will be conducted for failure to yield right of way, operating too fast for conditions, improper turn and failure to maintain lane of travel. These specific enforcement activities will lead to a decrease by about 15% of all crashes.

Maine law changes in the fall of CY2019 to move to hand free state for all vehicles and seatbelts remain a primary stop after a difficult 2021 legislative session.

Enforcement efforts of this type part of our overall strategy to lower crashes, injuries, and deaths by aggressive, proactive patrols combined with roadside and fixed location inspection details.

Maine will also begin to provide outreach targeting the general public in sharing the road with large trucks and buses. Maine will partner beginning in FY2022 with Maine Bureau of Motor Vehicles and CVSA. Maine's BMV reported to have 15-20 thousand walk in customers to regional branches monthly. Maine's BMV has agreed to push out CVSA's pamphlets for the Share the Road Program to all walk-ins for the FY2022. This new program could reach potentially 250 thousand drivers in our state. This is one of the largest information pushes on CMV safety in Maine then we have seen in a decade or more. We are also partnering with our own Highway Safety and will conduct a media outreach push to coincide with this launch.

By continuing to measure the above statistics we can see if this information and media work will start to address some of the issues we have here in Maine.

**Enter the data source and capture date:**

<http://ai.fmcsa.dot.gov/CrashStatistics/rptSummary.aspx>

**Projected Goal for FY 2023 - 2025:**

In the table below, state the crash reduction goal for each of the three fiscal years. The method of measurement should be consistent from year to year. For example, if the overall crash reduction goal for the three year period is 12 percent, then each annual goal could be shown as 4 percent.

Fiscal Year	Annual Crash Reduction Goals
2023	3
2024	3
2025	3

To reduce CMV involved fatalities to under 10 fatalities a year in the State of Maine.

**Program Activities for FY 2023 - 2025: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.**

Maine's MCSAP funding is utilized for the salaries of the 6 non-sworn motor carrier inspectors. These inspectors are tasked with conducting compliance investigations. They spend almost 90% of their time on these tasks and the remainder on inspections, assisting with crash investigations, and educational outreach. Their primary focus is on intrastate carriers. Maine assigns carriers who have an alert in the BASICS, or that come to the attention of the unit through inspections, or through complaints that come into our office.

Maine sworn MCSAP Troopers spend 90% of all time on related MCSAP work to include aggressive traffic enforcement. All enforcement actions taken on a CMV by these troopers will also result in a minimum level 3 report uploaded to safer. Maine has averaged over 15 thousand inspections yearly for the past two years. Staff hours exceed more than 2500 hours of concentrated MCSAP related enforcement activities.

Maine will also conduct a minimum of 1 directed enforcement detail each quarter targeting a different crash causation factors as listed above. These details will be conducted in areas of high crash locations based on FARS data and local knowledge.

The Maine state Police is currently posturing to return motorcoach and passenger carrier inspections to pre-COVID levels. In this FFY the agency will return to conducting inspections on motorcoaches that are brokered to provide shore excursions for both domestically flagged and foreign flagged cruise

ships at the Ocean Gateway Cruise Terminal and Bar Harbor Cruise Terminal. The agency has responded to requests from the National Park Service to conduct PVI inspections at Acadia National Park. The agency is in the planning phase of resuming motorcoach inspections in Freeport, ME at LL Bean and various lighthouses and tourist attractions around the state for both domestic and Canadian coaches. The agency also continues our jurisdictionally mandated school bus inspection program and will be making expenditures of training personnel to be certified in FMCSA NTC Passenger Vehicle Inspections. Motorcoach inspections in Maine are not permitted at this time at international border crossings due to concerns from the Port Directors regarding how rural the port locations are and not being able to accommodate the passengers.

Additional funding from the MCSAP is also allocated to get these same Troopers and Inspectors into the most rural areas of the state to conduct these focused traffic enforcement details. This **RURAL ROAD** initiative has proven to be very effective. Troopers are assigned on regular shift to work there way into rural areas of Maine. Once in the identified area they will conduct a focused detail for 4-6 hours on all commercial vehicles they can safely locate and stop. Keep in mind these areas have little infrastructure including cellular service but do have enough CMV traffic to be effective. The Trooper and Inspectors will then submit detail sheets outlining the number of trucks stopped in these area, level of inspections completed, and number of trucks placed OOS. These sheet will be returned to the unit and collected and reviewed for impact.

***Performance Measurements and Monitoring: The State will monitor the effectiveness of its CMV Crash Reduction Goal quarterly and annually by evaluating the performance measures and reporting results in the required Standard Form - Performance Progress Reports (SF-PPRs).***

***Describe how the State will conduct ongoing monitoring of progress in addition to quarterly reporting.***

Maine will monitor the number of crashes and our investigative efforts to affect the safe operation of companies that we determine to be at risk, or at a higher risk. We will assign compliance reviews as appropriate. If we determine that these efforts are not effective, we will re-evaluate and adjust our efforts as needed. Maine will also partner with Maine Department of Transportation to update its crash data tables. This will help enforcement efforts be more specific in the actual violations we are targeting. This partnership has produced significant decreases in crashes over the years. Maine DOT continues to put in more centerline rumble strips on heavy large truck and bus usage areas. This has shown to be a very effective.

The Maine State Police CVEU unit is statutorily required to respond to all commercial vehicle accidents that have significant injury or death. This allows the unit to look at crash factors in every crash in Maine and this helps guide focused enforcement efforts. As previously stated Maine's reconstruction and CMV autopsy programs is one of the best on the eastern seaboard and continues to train and learn new ways to extract data from these crashes.

Maine will continue to partner with FMCSA in these evaluations through our quarterly meetings. Further Maine is partnering with the other New England states in conducting more focused enforcement.

The Maine State Police through Maine's highway safety division receives notification and updates on crash trends in Maine monthly. These are simple raw numbers but do provide a snapshot of crashes occurring. Based on these snap shots Maine can adapt its enforcement and present focused efforts in those areas identified. This unit will also review all FARS/MCMIS data to confirm these trends with national trends as well.

## Part 2 Section 3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2023 - 2025. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

**Note:** In completing this section, do NOT include border enforcement inspections. Border Enforcement activities will be captured in a separate section if applicable.

### Trend Analysis for 2017 - 2021

Inspection Types	2017	2018	2019	2020	2021
Level 1: Full	2416	2442	2442	3330	3766
Level 2: Walk-Around	4970	5779	6918	5978	5987
Level 3: Driver-Only	3650	4247	4626	3795	6109
Level 4: Special Inspections	0	0	0	0	28
Level 5: Vehicle-Only	265	141	83	143	130
Level 6: Radioactive Materials	0	0	0	0	0
<b>Total</b>	<b>11301</b>	<b>12609</b>	<b>14069</b>	<b>13246</b>	<b>16020</b>

### Narrative Overview for FY 2023 - 2025

#### Overview:

Describe components of the State's general Roadside and Fixed-Facility Inspection Program. Include the day-to-day routine for inspections and explain resource allocation decisions (i.e., number of FTE, where inspectors are working and why).

#### Enter the roadside inspection application name(s) (e.g., Aspen) used by the State.

The Maine State Police uses ASPEN in the top two thirds of the State. INSPECT is used in the southern tier. In FY 2022 Maine has budgeted to move the entire agency over to INSPECT.

#### Enter a narrative of the State's overall inspection program, including a description of how the State will monitor its program to ensure effectiveness and consistency.

Maine's roadside inspection program conducts both roadside and fixed-point inspections. Due to manpower limitations and large geographic patrol areas, we vary our methods to provide for the best coverage. Inspectors work primarily during the day when the majority of the CMV traffic is active, however, we routinely vary our schedules to address specific issues as they are identified. The majority of Maine's crashes occur M-F and we also evaluate the times as a factor in our efforts.

DAY OF THE WEEK	2016	2017	2018	2019	2020	FIVE YEAR TOTAL	PERCENT OF TOTAL
SUNDAY	4	12	6	5	3	30	3.04%
MONDAY	27	32	28	27	28	142	14.40%
TUESDAY	56	43	36	47	18	200	20.28%
WEDNESDAY	26	36	46	43	13	164	16.63%
THURSDAY	44	45	47	45	19	200	20.28%
FRIDAY	28	47	49	50	19	193	19.57%
SATURDAY	10	15	11	17	4	57	5.78%
<b>TOTAL</b>	<b>195</b>	<b>230</b>	<b>223</b>	<b>234</b>	<b>104</b>	<b>986</b>	<b>100.00%</b>

Fixed point inspection details are also regularly throughout the state, allowing inspectors to screen and inspect large numbers of CMVs, as well as perform size and weight functions on the interstate system. Maine has 4 fixed sights. Only two have advanced screening equipment. Maine received an IDT award to upgrade the Old Town site in FY 2022. Maine also has two VWS (virtual sites) that screen the bypass

routes for us. Maine is working to share these border sites information with NH so they can cross utilize the systems. Maine's DOT has also committed to building a 5th site in Pittsfield. Once done Maine will apply for the advanced screening systems. Maine uses either a notable violation or ISS scoring to conduct screenings at all fixed sites with these advanced tools.

Maine plans to continue to be able to address identified issues and increase MCSAP inspections by utilizing 15% of our MCSAP award as overtime funds. Utilizing funds in this manner will allow MCSAP inspectors to focus additional efforts on issues in their patrol areas that would otherwise prove difficult due to manpower and scheduling issues. This strategy met with success last year and allowed us to focus on several areas including increased passenger carrier inspections, USDOT number compliance details in partnership with New Hampshire, and other localized problem areas and times.

Maine plans to add coverage of the unit during the evening. Due to the manpower limitations and large area it is impossible to garner 24 hour coverage 7 days a week. We will look to fund personnel that can respond to any CMV crashes that fit our statutory obligations. This would also include providing guidance on all aspects of CMV enforcement statewide to any agencies that are working on a CMV issue.

In response to FMCSA's request to get each state to 85% transfer rate in web services Maine will be doing the following: In 2021 Maine's inspectors took Part A through the NTC. This training will provide the latest updates and include updates and training for ELD transfers. Maine also just completed the update in 09/20/2022 for the new HOS which included a refresher in the ELD transfers. Maine is a very rural state and at times data transfer is unable due to cellular issues. We are currently working on supplying boosters in the vehicles to assist in this area. Maine will also conduct quarterly audits of its web transfer rates to help identify any particular issue any inspectors will have. These audits and the combined refresher training should get Maine's data transfer rate to 85%.

Maine has also found a trend in data that less than 10% of all crashes in Maine are due to a machinal failure. Maine understands the importance of all level 1 inspections but feels it can conduct more inspections with a violation basis if not held to the 24% level one requirement on its 15 thousand inspections.

VEHICULAR FACTORS						
NONE	367	434	416	444	182	1,843
BRAKES	2	3	1	2	2	10
EXHAUST SYSTEM	0	0	0	0	0	0
BODY DOORS	1	2	5	1	0	9
STEERING	0	0	1	0	0	1
POWER TRAIN	1	0	1	1	0	3
SUSPENSION	0	0	0	0	0	0
TIRES	1	1	0	0	2	4
WHEELS	0	0	0	0	0	0
LIGHTS (head, signal, tail, brake)	0	0	0	0	0	0
WINDOWS/WINDSHIELD	2	0	1	0	0	3
MIRRORS	0	0	0	0	0	0
WIPERS	0	0	0	0	0	0
TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS	0	0	0	1	0	1
OTHER	4	4	1	5	2	16
<b>TOTAL</b>	<b>378</b>	<b>444</b>	<b>426</b>	<b>454</b>	<b>188</b>	<b>1,890</b>

Maine is requesting to the following percentage based for its FY2023 inspection programing

Level 1=22%

Level 2=34%

Level 3=44%

\*\*\* Maine is a very rural state and the majority of crashes involving CMV's occur in the rural settings off from the interstates. The Maine State Police has committed some of its 15% of overtime to specifically conduct enforcement in very rural areas of the state. This rural commitment will account for almost 35% of all inspections done in Maine in FY22. Maine will monitor its inspections to ensure Troopers and Inspectors are getting into the most rural areas of the state to provide these safety efforts. Our fixed sites will continue to be of great importance, but data clearly shows the need for enforcement efforts off from the main lines in the State. Maine will look to try and obtain at least a 15% OOS rate in these areas and will look quarterly in SAFER to obtain quality data. \*\*\*\*

The Maine State Police is also enhancing its interstate 95 patrols. It is our goal to provide these troopers with PART A certifications to allow for greater LEVEL 3 inspections. PART A certified Troopers must have a violation to stop CMV traffic so this will assist greatly in our focused enforcement areas.

The State of Maine is moving to the statewide Inspection software INSPECT in FY22. This system automatically runs drivers through CDLIS and also reports back any hits from the DACH. This should automatically increase Maine's hit rate by at least 15%. IN FY22 and FY23-25, The state has also moved its Troopers to coincide with the Federal fiscal. This allows us to conduct more comprehensive quarterly reviews to ensure we are making those DACH hit rates.



The Maine State Police is holding refresher training with the TAT in FY22. In FY23-25 the Maine state police is working with the TAT on a project to place TAT materials in almost all of Maine's CMV's the operate with required ELD systems. This project is being honed through FY 22 and funding is already identified in the 23-25MCSAP for the full roll out. The project consists of purchasing paper logbooks required in the event of ELD malfunction and providing them with a 10day book containing pertinent TAT materials and emergency contact numbers. This will allow drivers to have the information but also they can tear of the wallet card from the back page and hand it out as needed while operating outside of Maine. The project is being done in conjunction with Maine's Trucking association and Maine's Bureau of Highway Safety. Maine will also conduct a media outreach program during FY23 outlining the program. Maine will also train any new inspectors through the TAT and will plan on providing biannual refresher training with TAT.

## Projected Goals for FY 2023 - 2025

### Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2023 - 2025. For FY 2023, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

To modify the names of the Lead or Subrecipient agencies, or the number of Subrecipient or Non-Funded Agencies, visit [Part 1, MCSAP Structure](#).

**Note:**Per the [MCSAP Comprehensive Policy](#), States are strongly encouraged to conduct at least 25 percent Level 1 inspections and 33 percent Level 3 inspections of the total inspections conducted. If the State opts to do less than these minimums, provide an explanation in space provided on the Summary tab.

### MCSAP Lead Agency

**Lead Agency is:** MAINE STATE POLICE

**Enter the total number of certified personnel in the Lead agency:** 34

Projected Goals for FY 2023 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	2750	412	50	3212	21.40%
Level 2: Walk-Around	4800	325	36	5161	34.38%
Level 3: Driver-Only	6500	5	20	6525	43.47%
Level 4: Special Inspections	20			20	0.13%
Level 5: Vehicle-Only	10	20	60	90	0.60%
Level 6: Radioactive Materials	1	1		2	0.01%
<b>Sub-Total Lead Agency</b>	<b>14081</b>	<b>763</b>	<b>166</b>	<b>15010</b>	

**MCSAP subrecipient agency**

**Complete the following information for each MCSAP subrecipient agency. A separate table must be created for each subrecipient.**

**Subrecipient is:**

**Enter the total number of certified personnel in this funded agency:** 0

Projected Goals for FY 2023 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
<b>Sub-Total Funded Agencies</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**Non-Funded Agencies**

Total number of agencies:	0
Enter the total number of non-funded certified officers:	
Enter the total number of inspections projected for FY 2023:	

**Summary**

## Projected Goals for FY 2023 - Roadside Inspections Summary

<b>Projected Goals for FY 2023 Summary for All Agencies</b>					
<b>MCSAP Lead Agency: MAINE STATE POLICE</b>					
<b># certified personnel: 34</b>					
<b>Subrecipient Agencies:</b>					
<b># certified personnel: 0</b>					
<b>Number of Non-Funded Agencies: 0</b>					
<b># certified personnel:</b>					
<b># projected inspections:</b>					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	2750	412	50	3212	21.40%
Level 2: Walk-Around	4800	325	36	5161	34.38%
Level 3: Driver-Only	6500	5	20	6525	43.47%
Level 4: Special Inspections	20			20	0.13%
Level 5: Vehicle-Only	10	20	60	90	0.60%
Level 6: Radioactive Materials	1	1		2	0.01%
<b>Total MCSAP Lead Agency &amp; Subrecipients</b>	<b>14081</b>	<b>763</b>	<b>166</b>	<b>15010</b>	

**Note:** If the minimum numbers for Level 1 and Level 3 inspections are less than described in the [MCSAP Comprehensive Policy](#), briefly explain why the minimum(s) will not be met.

**Note:** The table below is created in Year 1. It cannot be edited in Years 2 or 3 and should be used only as a reference when updating your plan in Years 2 and 3.

<b>Projected Goals for FY 2024 Roadside Inspections</b>	<b>Lead Agency</b>	<b>Subrecipients</b>	<b>Non-Funded</b>	<b>Total</b>
Enter total number of projected inspections	15010	0	0	15010
Enter total number of certified personnel	30	0	0	30
<b>Projected Goals for FY 2025 Roadside Inspections</b>				
Enter total number of projected inspections	15010	0	0	15010
Enter total number of certified personnel	30	0	0	30

## Part 2 Section 4 - Investigations

Describe the State's implementation of FMCSA's interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

☐

The State does not conduct investigations. If this box is checked, the tables and narrative are not required to be completed and won't be displayed.

### Trend Analysis for 2017 - 2021

Investigative Types - Interstate	2017	2018	2019	2020	2021
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	1	0
CSA Off-Site	0	0	1	0	0
CSA On-Site Focused/Focused CR	1	0	0	0	1
CSA On-Site Comprehensive	0	2	1	0	0
<b>Total Investigations</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Investigative Types - Intrastate	2017	2018	2019	2020	2021
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	19	23	25	25	23
CSA Off-Site	0	0	0	3	0
CSA On-Site Focused/Focused CR	0	6	2	2	4
CSA On-Site Comprehensive	0	5	6	0	4
<b>Total Investigations</b>	<b>19</b>	<b>34</b>	<b>33</b>	<b>30</b>	<b>31</b>
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

**Narrative Overview for FY 2023 - 2025****Instructions:**

Describe the State's implementation of FMCSA's interventions model to the maximum extent possible for interstate carriers and any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort.

**Projected Goals for FY 2023 - 2025**

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2023 - 2025.

Projected Goals for FY 2023 - 2025 - Investigations						
Investigation Type	FY 2023		FY 2024		FY 2025	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	29	0	29	0	29
CSA Off-Site	0	1	0	1	0	1
CSA On-Site Focused/Focused CR	1	2	1	2	1	2
CSA On-Site Comprehensive	0	5	0	5	0	5
<b>Total Investigations</b>	<b>1</b>	<b>37</b>	<b>1</b>	<b>37</b>	<b>1</b>	<b>37</b>
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

**Add additional information as necessary to describe the carrier investigation estimates.**

Maine will strive to complete at least 34 intrastate investigations during this period. Maine's Federal division takes care of all the interstate reviews within the state.

**Program Activities: Describe components of the State's carrier investigation activities. Include the number of personnel participating in this activity.**

Maine has 6 full time inspectors and 1 supervisor primarily focusing their compliance reviews on intrastate passenger companies and intrastate companies with D/A, HOS, maintenance issues or other alerts. Currently each Inspector must complete a minimum of 18 Safety Audits, 6 Compliance Reviews and 2 Focused Reviews for the Federal Motor Carrier Safety Regulations. Maintain CVSA Inspection Level I Certification by completing a minimum of 80 inspections, which including 32 Level 1, which includes 8 bulk and 8 non-bulk Haz-Mat inspections. This is a minimum requirement, if not working on Safety Audits or other CVEU projects.

The New Entrant program is also completed in Maine by the Motor Carrier Inspectors. In the last 3 year Maine averaged a completion rate of 115SA yearly with an on time uploaded rate of 85%. Maine is going to work to improve upload rates by an additional 10% bringing Maine's goal to 95% on time uploads of NESAs.

Due to the rural nature of Maine. The MCI's will have more latitude to also move from offsite to onsite safety Audits. This will be based on geographic location and motor carrier preference in some cases. This will also assist in improving uploads on a timely manner.

\*\*Maine will add to this MCSAP two additional contracted CMV inspectors to during FY23-FY25. These positions will conduct roadside inspections at fixed sites lessening the required inspections of the State MCIs. This will allow for more time for NESAs to be conducted by the trained personnel and help prepare Maine for the increase in request for NESAs. These positions will be contracted with through a local temp service and the hourly rate will be subject to applicants' job knowledge and work history. These contracts will be listed in this CVSP as approximate costs due to the requirement of certification and attracting qualified applicants \*\*

As stated above, Maine will attempt to add two contract positions to FY23-25. This contract inspectors will conduct CMV roadside inspections alleviating some the need for the actual motor carrier inspectors to do as many roadside inspections.

The goal of this was allow more time for the MCI positions to conduct additional motor carrier reviews resulting in the goal of a 20% increase (37).

***Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress toward the annual goals. Further, describe how the State measures qualitative components of its carrier investigation program, as well as outputs.***

Compliance reviews are assigned through the FMCSA portal by the Motor Carrier Supervisor. After the assignments are made, the inspectors case progress and case load is monitored by the Motor Carrier Supervisor. Prior to any case closure and/or any prosecution, the Motor Carrier Inspectors are required to have the case reviewed by the Motor Carrier Supervisor who then forwards the case to the state's FMCSA office for approval and upload.

## Part 2 Section 5 - Traffic Enforcement

*Traffic enforcement means documented enforcement activities of State or local officials. This includes the stopping of vehicles operating on highways, streets, or roads for moving violations of State or local motor vehicle or traffic laws (e.g., speeding, following too closely, reckless driving, and improper lane changes). The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.*

### Trend Analysis for 2017 - 2021

#### Instructions:

Please refer to the [MCSAP Comprehensive Policy](#) for an explanation of FMCSA's traffic enforcement guidance. Complete the tables below to document the State's safety performance goals and outcomes over the past five measurement periods.

1. Insert the beginning and end dates of the measurement period being used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12-month period for which data is available).
2. Insert the total number CMV traffic enforcement stops with an inspection, CMV traffic enforcement stops without an inspection, and non-CMV stops in the tables below.
3. Insert the total number of written warnings and citations issued during the measurement period. The number of warnings and citations are combined in the last column.

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2022	06/24/2022	3512	4117
01/01/2021	12/31/2021	5878	6531
01/01/2020	12/31/2020	4159	4362
01/01/2019	12/31/2019	6298	7100
01/01/2018	12/31/2018	7869	8032

☒ **The State does not conduct CMV traffic enforcement stops without an inspection. If this box is checked, the "CMV Traffic Enforcement Stops without an Inspection" table is not required to be completed and won't be displayed.**

☒ **The State does not conduct documented non-CMV traffic enforcement stops and was not reimbursed by the MCSAP grant (or used for State Share or MOE). If this box is checked, the "Non-CMV Traffic Enforcement Stops" table is not required to be completed and won't be displayed.**

**Enter the source and capture date of the data listed in the tables above.**

<https://ai.fmcsa.gov/SafetyProgram/spRptRoadside.aspx?rpt=TEAS>

### Narrative Overview for FY 2023 - 2025

#### Instructions:

*Describe the State's proposed level of effort (number of personnel) to implement a statewide CMV (in conjunction with and without an inspection) and/or non-CMV traffic enforcement program. If the State conducts CMV and/or non-CMV traffic enforcement activities only in support of the overall crash reduction goal, describe how the State allocates traffic*



enforcement resources. Please include number of officers, times of day and days of the week, specific corridors or general activity zones, etc. Traffic enforcement activities should include officers who are not assigned to a dedicated commercial vehicle enforcement unit, but who conduct eligible commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State must conduct these activities in accordance with the [MCSAP Comprehensive Policy](#).

The Maine State Police conducts both roadside inspections while on patrol and inspections at fixed site details. Maine's CVEU does not conduct CMV stops without completing an inspection report. Also, non-CMV traffic stops are not accounted for MCSAP purposes or on any time that could be attributed to MCSAP. All MCSAP troopers routinely conduct traffic enforcement efforts daily. This is part of the core mission of our agency. These details are decided on by the Sgt. who directs the troopers into areas and zones identified as high crash or high-volume areas. Once quarterly Maine will conduct a full effort with all available CVEU Troopers on an identifiable crash causation factor. Additional work will be done in construction zones at the merger sites. On patrol days, Troopers are assigned a specific area (town, highway, or geographical location). This is when most level III inspections and traffic enforcement inspections are completed. Each Inspector normally has about 2-3 patrol days per week. Patrol days are also when Troopers can be assigned specific traffic enforcement activities. Troopers also generally work one or two fixed site details per week. Maine's Commercial Vehicle Enforcement Unit is divided into three sections, so there are normally a minimum of 4-5 fixed site details completed each week. The Maine State Police has 4 locations used for fixed site details that have advanced screening equipment. These locations are located on the Interstate Highway System, but there are also sites located on State Highways that are paved pull out areas without advanced screening abilities. There are dozens of these throughout the state. Troopers conduct fixed site details and will use the civilian inspectors at these locations as well. Maine also works closely with border officials when working the various points of entry between Maine and Canada. Maine Troopers are not fully funded through the MCSAP program. Salary of the CVEU troopers is paid for the by the state. The civilian Inspectors are paid 50% out of the MCSAP but give 100% their time to eligible MCSAP activities. CVEU Troopers dedicate approximately 90% of their time to MCSAP eligible activities. All overtime Fixed site details are completely funded through MCSAP, while patrol days are split based on the amount of MCSAP activities and state funded activities. Inspection activity is monitored through Gotham and SafetyNet reports. These reports allow progress to be monitored and occasionally compared to national averages. SafetyNet reports are used to monitor violations being cited, or not cited, by specific Inspectors. This allows the Lieutenant to identify any needs of the State and to address any concerns. The Lt., Sgt.'s all meet monthly to discuss performance of the Troop, focused enforcement efforts and crashes. This leadership team then will direct the above actions

### Projected Goals for FY 2023 - 2025

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2023 - 2025. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

**Note: If you answer "No" to "Non-CMV" traffic enforcement activities, the State does not need to meet the average number of 2014/2015 safety activities because no reimbursement will be requested. If you answer "No" and then click the SAVE button, the Planned Safety Activities table will no longer be displayed.**

			Enter Projected Goals (Number of Stops only)		
Yes	No	Traffic Enforcement Activities	FY 2023	FY 2024	FY 2025
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	6000	6000	6000
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	420	300	300
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	15	15	15

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, States must maintain an average number of safety activities which include the number of roadside inspections (including border inspections, if applicable), carrier investigations, and new entrant safety audits conducted in the State for Fiscal Years 2014 and 2015.

The table below displays the information you input into this plan from the roadside inspections (including border inspections, if applicable), investigations, and new entrant safety audit sections. Your planned activities must at least equal the average of your 2014/2015 activities.

FY 2023 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2023 Activities	Average 2014/15 Activities
17010	38	140	17188	15846

***Describe how the State will report on, measure and monitor its traffic enforcement efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority.***

In FY 23-25 we will strive to equal those results with 6000 CMV traffic stops and 6000+ violations cited in each FY. These shall be in areas identified as higher crash locations with an emphasis on areas with a high traffic count. Maine will also strive to work with other agencies and non-MCSAP troops to provided additional enforcement efforts on PC's that are operating aggressively around CMVs throughout the state. These details will include construction zone merger sites on I-95,295 and 395. The Maine State Police also receives Highway Safety Funding for speed, distracted driving and OUI. The CVEU unit will work hand in hand with non MCSAP personnel when time allows to impact safety in and around the CMVs. Maine will continue to note violations in ASPEN and INSPECT and upload that data to safer when the stop is made by MCSAP certified Troopers. These performance metrics will be monitored in GOTHAM and reviewed with the CVEU leadership team monthly. Any non-MCSAP citations can be reviewed by our E-citation module.

To clarify Maine's efforts the goal numbers listed already accept the challenge to increase traffic enforcement by 10%. Maine's five-year average was around 5500 traffic enforcement stops and our goal number will be 6300 moving forward. The Maine State Police is creating a new traffic Troop known to our state as Troop I. This will be formed in 2022 and it is our goal to get members of the Troop trained to a level so troopers can conduct level 3 inspections during traffic enforcement. This will allow for increased traffic enforcement on some of Maine's busiest roadways which should account for our 10% increase. On top of this Maine will apply for its CMVHP grant which provide extremely successful in 2018 when our stops exceeded 7000. Also listed above are additional tactics Maine will use to get to our goals.

## Part 2 Section 6 - Safety Technology

*Performance and Registration Information Systems Management (PRISM) is a condition for MCSAP eligibility in [49 CFR 350.207\(27\)](#). States must maintain, at a minimum, full PRISM participation. FMCSA defines “fully participating” in PRISM for the purpose of determining eligibility for MCSAP funding, as when a State’s or Territory’s International Registration Plan (IRP) or CMV registration agency suspends or revokes and denies registration if the motor carrier responsible for safety of the vehicle is under any Federal OOS order and denies registration if the motor carrier possess an inactive or de-active USDOT number for motor carriers operating CMVs in commerce that have a Gross Vehicle Weight (GVW) of 26,001 pounds or more. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.*

*PRISM, Operations and Maintenance (O&M) costs are eligible expenses subject to FMCSA approval. For Innovative Technology Deployment (ITD), if the State has an approved ITD Program Plan/Top-Level Design (PP/TLD) that includes a project that requires ongoing O&M, this is an eligible expense so long as other MCSAP requirements have been met. O&M expenses must be included and described both in this section and in the Financial Information Part per the method these costs are handled in the State’s accounting system (e.g., contractual costs, other costs, etc.).*

### Safety Technology Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year’s CVSP, please indicate that in the table below. Additionally, details must be in this section and in your Spending Plan.

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core ITD Compliant	Yes
PRISM	Enhanced Participation	Yes

Available data sources:

- [FMCSA ITD website](#)
- [PRISM Data and Activity Safety Hub \(DASH\) website](#)

**Enter the agency name responsible for ITD in the State:** ME Department of Transportation

**Enter the agency name responsible for PRISM in the State:** ME Bureau of Motor Vehicles

### Narrative Overview for FY 2023 - 2025

**Problem Statement Narrative and Projected Goal: Describe any challenges encountered in implementing, maintaining, or improving your PRISM and/or ITD program compliance level (i.e., problems encountered, obstacles overcome, lessons learned, etc.).**

The State of Maine is currently core complaint and has completed step 12 allowing us Enhanced Participation Status. Maine is working towards Expanded Participation currently and is will be upgrading IDT systems throughout 2023-2025. The state of Maine uses current MCSAP funding to pay PRISM and IDT O&M costs and we are now including O and M expenses for the York and Kittery Scale systems located on the Maine Turnpike. In FY22 we are expected to expand to include O and M expenses for the new Bypass scale systems in York and Kittery located on Rt. 236 and Rt. 1 respectively and this will carry forward through FY23-25.

**Program Activities for FY 2023 - 2025: Describe any activities that will be taken to implement, maintain or improve your PRISM and/or ITD programs.**

In alignment with the approved goals and objectives stated in the States’ Innovative Technology Deployment (ITD) Program Plan and Top-Level Design (PP/TLD), the Maine Bureau of Motor Vehicles [ME-BMV] would like to further extend our online services to our Maine based commercial vehicle customers using our current system. For more information, please refer to Maine’s PP/TLD (approved in 2019), Section 2.3 “Planned Expanded ITD Deployment Projects”, Project 13 – Modernization upgrade of Maine’s IRP and IFTA Credentialing System. The ME-BMV, Maine State Police and The Commercial Vehicle Enforcement Unit certifies that we are meeting all the conditions listed in 49 CFR §350.405.

The ME-BMV continues to gain strides in modernization; however, we need to raise the percentage of customers using the International Registration Plan (IRP) and International Fuel Tax Agreement (IFTA) system to conduct transactions online and reduce the time it takes to complete submitted requests. Many transactions are still being submitted to the Bureau directly for processing, the added time for staff to review applications, complete them and then manually enter the data into the system is redundant; an upgrade to the IRP and IFTA system would allow the Bureau to become more efficient and effective. The upgrade would also provide better customer service to the commercial motor vehicle industry by enhancing online tools to become more self-sufficient.

The objectives of the modernization upgrade include:

- Modernize an aging credentialing system to provide for system stability and increased functionality
- Improve Bureau tools by allowing for user-maintained text for webpages, forms and emails
- Increase the number of customers submitting online transaction requests

To date, the ME-BMV has used Federal MCSAP funds to maintain the current IRP and IFTA system. It is now time to modernize this system to gain additional tools allowing for more efficient credentialing for the commercial motor vehicle industry. This modernization supports the goal of greater online credentialing while stabilizing an older platform with outdated technologies.

Maine's current IRP system launched in 2009, in 2014 the IFTA was added to that system along with the ability for online IFTA tax return payments to be processed online in 2021. With the current system being almost 15 years old, it is time focus on modernization to allow for additional functions and tools.

Maine will also use MCSAP funding to update and modernize our PPTLD plan. We will contract with a vendor to update layouts and current technologies that Maine has implemented.

***Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress (e.g., including quarterly SF-PPR reporting).***

Maine will continue to audit and evaluate our data submitted. We continue to work on reducing the amount of VIN errors and will be updating our inspection software to assist in that area. Maine will attend all IDT conferences and take part in all quarterly meetings of the IDT teams.

## Part 2 Section 7 - Public Education and Outreach

*A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's that operate around large trucks and buses. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.*

### **Trend Analysis for 2017 - 2021**

*In the table below, provide the number of public education and outreach activities conducted in the past 5 years.*

Public Education and Outreach Activities	2017	2018	2019	2020	2021
Carrier Safety Talks	41	20	22	37	44
CMV Safety Belt Education and Outreach	30	30	45	40	24
State Trucking Association Meetings	8	4	8	10	12
State-Sponsored Outreach Events	1	0	0	2	1
Local Educational Safety Events	3	1	2	0	3
Teen Safety Events	1	1	1	1	1

### **Narrative Overview for FY 2023 - 2025**

**Performance Objective:** *To increase the safety awareness of the motoring public, motor carriers and drivers through public education and outreach activities such as safety talks, safety demonstrations, etc.*

**Describe the type of activities the State plans to conduct, including but not limited to passenger transportation, hazardous materials transportation, and share the road safety initiatives. Include the number of personnel that will be participating in this effort.**

Maine will continue to conduct corporate and industry outreach as requested throughout the year. We work with industry and other local and federal partners to provide the highest quality service. We strive to offer education as an early alternative to strict enforcement. We will continue to work with the Maine Motor Transport Association to answer requests from their members and for other businesses that have questions or concerns.

Maine strongly believes a positive relationship between government and industry benefits both as well as the motoring public. We feel that if we can partner with industry to prevent a problem before it occurs on the roadways, ensuring the smooth, safe, and efficient flow of traffic.

Maine conducted nearly 400 hours of speaking engagements geared toward motor carrier safety and regulations. Education and outreach were provided to high schools, driving/technical schools, the Professional Loggers Association of Maine, plus many contractors, general freight, hazardous materials haulers, and others who requested our services. These engagements are a chance to interact in a positive environment, answer questions, remove anxiety about what happens at a roadside inspection, review company policies and training programs, and answer general questions from employees. They have been met with a very positive response from industry, and we return to many of the same companies annually.

### **Projected Goals for FY 2023 - 2025**

**In the table below, indicate if the State intends to conduct the listed program activities, and the estimated number, based on the descriptions in the narrative above.**

			Performance Goals		
Yes	No	Activity Type	FY 2023	FY 2024	FY 2025
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	40	40	40
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	15	15	15
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	8	8	8
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	1	1	1
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	3	3	3
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	5	5	5

**Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct monitoring of progress. States must report the quantity, duration and number of attendees in their quarterly SF-PPR reports.**

Maine will conduct 10-15 outreach events per quarter. These will include many topics, including but not limited to; HOS and ELD compliance, load securement, hazardous material transport, human trafficking awareness, pre and post trip inspection procedures, and general regulation review and education. Our Troopers and Inspectors have been conducting these engagements for years, and they are very well received by industry and trade groups alike. We regularly partner with the Maine Motor Transport Association and the Maine Professional Logging Association to conduct speaking engagements and training sessions. Maine will also begin to partner with CVSA in the sharing the roads with large trucks and buses program. We will conduct 3-5 speaking engagements a quarter to work to combat the growing problem here in Maine. Maine will also begin its distribution of the CVSA program to all Maine BMV sites with a potential reach of over 300,000 people a year.

In the more than 400 hours of public speaking that the Maine State Police does, we normally always conduct at least one emphasis point of work zone safety. It should be noted that the Maine State Police partnered with Maine's Bureau of Motor Vehicles to distribute more than 300,000 "share the road" pamphlets yearly which also address work zone safety in FY22. This will continue into FY23-25 until we can show that at least all drivers in Maine have received the information at least once. The Maine State Police also partners with DOT and Highway Safety once a year for a media and enforcement blitz directed at work zone safety. This issue appears nationally but it is not one of Maine's identified accident factors in CMV crash injuries or fatalities. Maine still works to address the issue and try and focus on some of the interstate drivers as this causation is more prevalent elsewhere in the country.

**Part 2 Section 8 - State Safety Data Quality (SSDQ)**

MCSAP lead agencies are allowed to use MCSAP funds for Operations and Maintenance (O&M) costs associated with State Safety Data Quality (SSDQ) requirements to ensure the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).

**SSDQ Compliance Status**

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, select Yes. These expenses must be included in the Spending Plan section per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Data Quality Program	Current Compliance Level	Include O & M Costs?
SSDQ Performance	Good	Yes

Available data sources:

- [FMCSA SSDQ website](#)
- [FMCSA DataQs website](#)

**Enter the agency name responsible for Data Quality:** Maine Bureau of Motor Vehicles

**Enter the agency or agencies name responsible for DataQs:** Maine State Police

**Enter the agency name responsible for the Crash Data Repository:** Maine State Police

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2023 - 2025.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2023	Goal for FY 2024	Goal for FY 2025
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Good	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

**Enter the date of the A & I Online data snapshot used for the "Current SSDQ Rating" column.**

08-08-2022

**Narrative Overview for FY 2023 - 2025**

**Problem Statement Narrative:** Describe any issues encountered for all SSDQ measures not rated as "Good/Green" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

Maine remains in the good area for SSDQ rating even at the higher levels implemented by FMCSA recently. Maine will continue to work to keep that rating and will keep all data transfers to the highest level possible. The Maine State Police continues to upgrade yearly its crash collection tools. These upgrades ensure accuracy on uploads into MCMIS. The MSP is also working with INSPECT and ensuring our uploads into SAFER are done as soon as the inspection and cellular connectivity is possible.

**Program Activities FY 2023 - 2025:** Describe activities that will be taken to achieve or maintain a "Good/Green" rating in all measures including the overall SSDQ rating. Also, describe how your State provides resources to conduct DataQs operations within your State, and describe how elevated/appeals requests are handled.

Maine will continue monitor all rating monthly to ensure they remain in the green. This will done as a cooperative effort with our IDT team in Maine to include Maine's BMV and DOT.

DATA Q process. The motor Carrier supervisor reviews all Data Q requests almost daily and provides a response back to the Motor Carrier on the receipt of such data Q. He then takes what information was provided by the carrier and reviews that request against our report and narratives included by the inspector. The Motor Carrier Supervisor may reach out to both the inspector and the supervisors to discuss the challenge and then respond back to the carrier with those results in less then 10 days most of the time. If the motor carrier is not satisfied with that result and appeals the Data Q. It is brought to the commander of the unit for consideration. In this event, The Maine State Police has partnered with the Maine Motor Transport Association and will include the FMCSA division administrator for a review of the specific issue. If the group can come to an opinion the motor carrier and then notified of the decision and the Data Q is closed out.

***Performance Measurements and Monitoring: Describe all performance measures that will be used to monitor data quality and DataQs performance and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.***

Maine will continue to audit and evaluate all data submitted. We always strive to reduce VIN errors. However, there still seems to be a program flaw that shows errors in VINs that are correct. Example: older vehicles with a VIN less than 17 numbers.



## Part 2 Section 9 - New Entrant Safety Audits

States must conduct interstate New Entrant safety audits in order to participate in the MCSAP ([49 CFR 350.207](#).) A State may conduct intrastate New Entrant safety audits at the State's discretion if the intrastate safety audits do not negatively impact their interstate new entrant program. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

For the purpose of this section:

- **Onsite safety audits** are conducted at the carrier's principal place of business.
- **Offsite safety audit** is a desktop review of a single New Entrant motor carrier's basic safety management controls and can be conducted from any location other than a motor carrier's place of business. Offsite audits are conducted by States that have completed the FMCSA New Entrant training for offsite audits.
- **Group audits** are neither an onsite nor offsite audit. Group audits are conducted on multiple carriers at an alternative location (i.e., hotel, border inspection station, State office, etc.).

*Note: A State or a third party may conduct New Entrant safety audits. If a State authorizes a third party to conduct safety audits on its behalf, the State must verify the quality of the work conducted and remains solely responsible for the management and oversight of the New Entrant activities.*

Yes	No	Question
<input checked="" type="radio"/>	<input type="radio"/>	Does your State conduct Offsite safety audits in the New Entrant Web System (NEWS)? NEWS is the online system that carriers selected for an Offsite Safety Audit use to submit requested documents to FMCSA. Safety Auditors use this same system to review documents and communicate with the carrier about the Offsite Safety Audit.
<input type="radio"/>	<input checked="" type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input type="radio"/>	<input checked="" type="radio"/>	Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant?

### Trend Analysis for 2017 - 2021

In the table below, provide the number of New Entrant safety audits conducted in the past 5 years.

New Entrant Safety Audits	2017	2018	2019	2020	2021
Interstate	120	132	107	130	108
Intrastate	0	0	0	0	0
<b>Total Audits</b>	<b>120</b>	<b>132</b>	<b>107</b>	<b>130</b>	<b>108</b>

Note: Intrastate safety audits will not be reflected in any FMCSA data systems—totals must be derived from State data sources.

### Narrative Overview for FY 2023 - 2025

Enter the agency name conducting New Entrant activities, if other than the Lead MCSAP Agency: Maine State Police

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: <a href="#">New Entrant website</a>	
Date information retrieved from NEWS Dashboard to complete eCVSP	10/06/2021
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	230
Current Number of Past Dues	3

**Program Goal:** Reduce the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles by reviewing interstate new entrant carriers. At the State's discretion, intrastate motor carriers are reviewed to ensure they have effective safety management programs.

**Program Objective:** Meet the statutory time limit for processing and completing interstate safety audits of 120 days for Motor Carriers of Passengers and 12 months for all other Motor Carriers.

**Projected Goals for FY 2023 - 2025**

Summarize projected New Entrant safety audit activities in the table below.

Projected Goals for FY 2023 - 2025 - New Entrant Safety Audits						
	FY 2023		FY 2024		FY 2025	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	30	0	30	0	30	0
# of Safety Audits (Offsite)	110	0	110	0	110	0
# Group Audits	0	0	0	0	0	0
<b>TOTAL Safety Audits</b>	<b>140</b>	<b>0</b>	<b>140</b>	<b>0</b>	<b>140</b>	<b>0</b>
# of Non-Audit Resolutions	50	0	55	0	60	0

**Strategies:** Describe the strategies that will be utilized to meet the program objective above. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

The Maine State Police Proposes to conduct 140 New Entrant Safety Investigations within the established timeframe. The Maine State will continue to utilize the Off Site Safety Investigation program. The Maine State Police averaged 119 SA in the last two years. An additional inspector will come online allowing Maine to meet its requirements for 2022 bringing the total to 6 inspectors doing the SAs. It should also be noted that the program as again requested additional OT funding to assist with the backlogs based on the limited personnel assigned to the program. If additional SA's are needed it could be possible to have sworn members assist with the backlog. The New Entrant program will be supervised by the Motor Carrier Supervisor monitoring the program. It should also be noted that some of the backlog/overdue belong to Canadian companies seeking a US DOT # and this program is not eligible to conduct those SA's currently.

Maine is committed to increase SAs by the suggested 15%. In the past 5 years Maine has averaged 119 yearly SAs and will commit to the additional 15% bringing the numbers to a minimum of 137. Maine receives its list of SA's from FMCSA and find that statistically almost 30-40% of those companies listed change status to Intrastate. This still accounts for time and work done by the state that is not reflected in Gotham statics. Maine completes its entire list of SAs yearly so to account for an additional 15% relies upon an increase in those that apply. As previously stated, Maine is working to correct all late submissions but completes its full list yearly. In FY 23-25 two additional contract positions will conduct CMV inspections freeing up the motor carrier inspectors to conduct the additional SA's that are assigned. Again the 15% increase is solely based upon those applying for DOT numbers.

**Activity Plan for FY 2023 - 2025:** Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

The Maine State Police will be dedicating 6 full time inspectors doing New Entrant Safety Investigations to maintain the level of completion we have maintained over the years. New Entrant/ Carrier Reviews and roadside inspections make up 100% of their work efforts. With the additional of contract inspector Maine should be able to meet its obligations.

**Performance Measurement Plan:** Describe how you will measure progress toward meeting the objective, such as quantifiable and measurable outputs (staffing, work hours, carrier contacts, inspections, etc.). The measure must include specific benchmarks to be reported on in the quarterly progress report, or as annual outputs.

The MSP New Entrant program will be supervised by the Motor Carrier Supervisor for quality, completeness, and accuracy in conjunction with Maine's FMCSA office. The Supervisor will continue to work with the FMCSA to evaluate the Offsite SA program, and continue to expand the program.

**Part 2 Section 10 - Border Enforcement**

States sharing a land border with another country will conduct a border commercial motor vehicle safety program focusing on international commerce, including enforcement and related projects ([49 CFR 350.201](#)). If a State sharing a land border with another country declines to engage in border related activities, it will forfeit all border enforcement funds the State is eligible to receive.

**Trend Analysis for 2017 - 2021**

In the table below, provide the number of inspections conducted in the past 5 years.

The Trend Analysis area is only open for editing during Year 1 of a 3-year plan.

Inspection Types	2017	2018	2019	2020	2021
Level 1: Full	966	2288	327	1295	1247
Level 2: Walk-Around	3052	1830	1171	1371	1150
Level 3: Driver-Only	701	414	428	214	170
Level 4: Special Inspections					
Level 5: Vehicle-Only					
Level 6: Radioactive Materials					
<b>Total</b>	<b>4719</b>	<b>4532</b>	<b>1926</b>	<b>2880</b>	<b>2567</b>

**Narrative Overview for FY 2023 - 2025**

☐ The State chooses not to engage in border enforcement activities in FY 2023 - 2025. If this box is checked, no additional narrative is necessary in this section.

Enter the Agency name conducting Border Enforcement activities if other than the Lead Agency: Maine State Police

**Program Objectives:** In addition to the primary goal of the program as stated below, a State must identify at least one of the following priority objectives as a focus within their border enforcement program to be considered for participating within this focus area.

**Program Goal:** Border States should conduct a border CMV safety program. The focus is on international commerce that includes enforcement and related projects, to ensure motor carriers and drivers operating CMVs (primarily those entering the United States from a foreign country) are in compliance with U.S. CMV safety standards and regulations, financial responsibility regulations, and registration requirements. It also ensures drivers of those vehicles are qualified and properly licensed to operate a CMV in the U.S.

Check all objectives that apply (minimum of 1):

☒ **Objective 1: International Motorcoach Inspections - Facilitate the conducting of inspections of motorcoaches engaged in international commerce at bus stations, terminals, border crossings, maintenance facilities, destination locations, or other locations where a motor carrier may make a planned stop (excluding a weigh station). FMCSA encourages States to examine their previous years of data on international motorcoach activity and use that data to establish reasonable goals that will result in an appropriate level of motorcoach-focused activities. States must justify the goals set and provide the data or data source references.**

☒ **Objective 2: High Crash Corridor Enforcement Focused on International Commerce - Conduct international commerce CMV enforcement activities (inspections and traffic enforcement) within corridors where the data indicate that there are a high number of crashes involving vehicles engaged in international commerce.**

☒ **Objective 3: International Commerce CMV Inspections at Remote Border Sites Away from Border Crossings - Conduct international commerce CMV safety inspections at identified sites where known international commerce activity occurs near the Canadian and Mexican borders but where there is no official border crossing facility. Site(s) must be identified in the narrative below and describe how far these locations are from the nearest official border crossing facility, if any.**

**Projected Goals for FY 2023 - 2025**

*Summarize projected border enforcement activities in the table below.*

**Note:** An inspection is counted as international commerce regardless of whether the transportation originated within the United States (US) or outside the US. All non-international commerce inspections conducted should be included in the Driver Vehicle Inspections section of the eCVSP, and not be indicated in BEG inspections on the inspection report which is uploaded into ASPEN.

<b>Projected Goals for FY 2023 - 2025 - Border Enforcement</b>			
	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>
Number of International Commerce Regular CMV	1945	1945	1945
Number of International Commerce HM	50	50	50
Number of International Commerce Passenger	5	5	5
<b>Total International Commerce Inspections</b>	<b>2000</b>	<b>2000</b>	<b>2000</b>
Number of Fixed Facility International Inspections	1650	1650	1650
Number of Non-Fixed Facility International Inspections	350	350	350
Traffic Enforcement	150	150	150
Strike Force Activities (CMVs)	0	0	0
Strike Force Activities (Passenger CMVs)	50	50	50

**Strategies:** *Include a description of the strategies that will be utilized to meet the program objective(s) above. The applicant must include any challenges or impediments foreseen.*

- To establish numerous safety details at the border, and along international traffic corridors frequented by Commercial Vehicles.
- To increase cooperation, communication and information sharing with US Customs and Border Protection and the Federal Motor Carrier Safety Administration by including them in the planning and operational phase of these details.
- To conduct 2,000 MCSAP inspections focusing on international commercial vehicle traffic both along the border and along common routes through visible, proactive enforcement. Our goal is to conduct 50% of these inspections on international commercial vehicles.
- To complete 20 inspections at/around the POE locations and common routes of travel on Motor Coaches.
- To conduct 200 roadside inspections on Hazardous Material carriers as part of any Hazardous Materials verification.
- To ensure that all vehicles inspected are checked for Federal out of Service order compliance.
- To ensure that all vehicles inspected are checked for valid UCR.

**Activity Plan for FY 2023 - 2025: Describe the specific activities planned to reach border enforcement goals.**

To implement this plan, we propose to conduct roadside inspections at several fixed locations statewide at fixed sites and routes that have frequent international traffic. Activities will include, among other areas; inspection activity focused on OOS carriers, medical certification checks, HOS enforcement, HM compliance checks, operating authority and UCR compliance.

Due to the remote location of Maine's border crossings, there are very few members assigned to geographic locations near our border crossings. Additionally, our fixed site weigh/inspection facilities are located on Interstate 95 away from the border. Interstate 95 is the direct route taken from out of state to the Canadian border, which allows us to utilize these facilities as safe places to conduct border enforcement activities, and still focus on international traffic without extensive travel time to border crossing locations.

**Performance Measurement Plan: Describe how you will measure progress toward the performance objective goal, to include quantifiable and measurable outputs (work hours, carrier contacts, inspections, etc.) and in terms of performance outcomes. The measure must include specific benchmarks that can be reported on in the quarterly progress report, or as annual outcomes.**

We will prepare a detail summary sheet to be completed for each enforcement detail. Inspection details will have a goal of one inspection per hour for each of the personnel assigned. We will assign a person to monitor the detail statistics and compile data. Program evaluation will be performed on an on-going basis and reporting will be done on a quarterly basis. This reporting will include an analysis of program effectiveness and quantitative results.

**Part 3 - National Emphasis Areas and State Specific Objectives**

*FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the MCSAP CVSP Planning Memorandum and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2023 - 2025).*

**Part 3 Section 1 - Enforcement of Federal OOS Orders during Roadside Activities****Instructions:**

*FMCSA has established an Out-of-Service (OOS) catch rate of 85 percent for carriers operating while under an Imminent Hazard (IH) or UNSAT/UNFIT OOS order. In this part, States will indicate their catch rate is at least 85 percent by using the check box or completing the problem statement portion below.*

**Check this box if:**

☒ As evidenced by the data provided by FMCSA, the State identifies at least 85 percent of carriers operating under a Federal IH or UNSAT/UNFIT OOS order during roadside enforcement activities and will not establish a specific reduction goal. However, the State will maintain effective enforcement of Federal OOS orders during roadside inspections and traffic enforcement activities.

**Part 3 Section 2 - Passenger Carrier Enforcement****Instructions:**

*FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high risk carriers. Additionally, States are asked to allocate resources to participate in the enhanced investigations training being offered by FMCSA. Finally, States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.*

**Check this box if:**

☒ As evidenced by the trend analysis data, the State has not identified a significant passenger transportation safety problem. Therefore, the State will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the Federal Motor Carrier Safety Regulations (FMCSRs) pertaining to passenger transportation by CMVs in a manner consistent with the [MCSAP Comprehensive Policy](#) as described either below or in the roadside inspection section.

### Part 3 Section 3 - State Specific Objectives – Past

#### Instructions:

*Describe any State-specific CMV problems that were addressed with FY 2022 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2022 CVSP.*

#### **Progress Report on State Specific Objectives(s) from the FY 2022 CVSP**

*Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2022 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.*

#### Activity #1

##### **Activity: Describe State-specific activity conducted from previous year's CVSP.**

Although Maine has limited passenger transportation safety problems, one of our goals is to be more proactive in passenger vehicle inspections. We have developed positive relationships with passenger carrier providers as well as with origination and destination facilities, many of whom provide space at their facilities where we conduct inspection details. The number of passenger carrying CMVs increases every year, and it is our goal to stay ahead of any potential problems by maintaining a robust PVI program and continuing to foster positive relationships with industry.

##### **Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).**

100% audit of intrastate passenger carriers. Develop proactive positive relationships with passenger carrying motor carriers in an effort to increase compliance with FMCSRs and prevent crashes, injuries, and deaths. Conduct a minimum of 6 organized passenger carrier roadside/terminal inspection details in FY23-25

##### **Actual: Insert year to date progress (#, %, etc., as appropriate).**

Maine conducted 2 passenger carrier details in FY21, completing 14 inspections. Maine has another 4 details scheduled to occur before the close of FY21.

##### **Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.**

Overall our program has been very successful, with positive reaction from both industry and origination/destination point providers. We have conducted numerous details at popular ocean ports where motor coaches pick up cruise ship passengers, to the point where our effectiveness has diminished due to repeated inspections of the same coaches/companies. We continue to focus enforcement efforts on the whitewater rafting industry as there is a reluctance to comply with regulations. We will continue to work on both the educational/outreach front as well as the enforcement end to work to gain voluntary compliance and increase safety. We will also continue to explore new areas to monitor/inspect passenger carriers and continue to develop relationships with Maine based carriers.

#### Activity #2

##### **Activity: Describe State-specific activity conducted from previous year's CVSP.**

FY19 Maine began to implement the CVSA Safely Sharing the Roads program. This will continue through FY20-22. We are expanding the program with the help of Maine's BMV who have agreed to partner with us and distribute the material to everyone that enters a Maine BMV site. This will incur in FY22 once that funding has been approved.

##### **Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).**

The goal for FY22 was to purchase and distribute reading material in regards to sharing the road with large trucks and buses to local school and driver's education programs.

##### **Actual: Insert year to date progress (#, %, etc., as appropriate).**

FY22 CVSP is pending and in review with the funding source to continue implementation

***Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.***

Maine is a very rural state and finding a group list serve to assist in publication has been difficult. Maine will work with our highway safety partners for easier efforts moving forward. Utilizing Maine's BMV we are hopeful to bridge that gap. Every new driver needs to come into a BMV.



### Part 3 Section 4 - State Specific Objectives – Future

#### Instructions:

*The State may include additional objectives from the national priorities or emphasis areas identified in the MCSAP CVSP Planning Memorandum as applicable. In addition, the State may include any State-specific CMV problems identified in the State that will be addressed with MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc.*

*Describe any State-specific objective(s) identified for FY 2023 - 2025. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.*

#### State Objective #1

##### **Enter the title of your State-Identified Objective.**

Out of Service Carrier identification and enforcement through use of automated license plate reader technology deployments.

##### **Narrative Overview for FY 2023 - 2025**

##### **Problem Statement Narrative: Describe problem identified by performance data including baseline data.**

Maine's legislature no longer supports the use of LPR used on trailer systems. Instead Maine through the IDT grant has purchased two virtual Weigh Stations that are fixed in location. These were placed in areas of not only high crash zones but also in areas that would allow for a better catch rate on CMV's trying to bypass the main stations. The first was deployed in 2020 and has since screened 125,000 CMVs. Current data is being reviewed to look at crash statically impacts. Maine's second VWS system should come online in late 2021 and has screened an additional 100,000 vehicles. Maine is looking to share these screening sites with New Hampshire in 2022.

##### **Projected Goals for FY 2023 - 2025:**

##### **Enter performance goal.**

Last year, Maine identified 3 out of service carriers for a catch rate of 85%. Our goal is to identify and remove three additional out of service carriers from Maine's roadways in 2022. Maine missed one carrier and reviewed the entire incident to determine how it occurred. Maine's CVIEW system did identify the carrier correctly. This carrier was located after hours and the inspector failed to check the appropriate systems to confirm that the information the company was providing roadside had not correctly cleared the OOS order. This review allowed the Maine State Police to retrain the entire team on the issue in 2022.

##### **Program Activities for FY 2023 - 2025: Describe the activities that will be implemented including level of effort.**

VWS systems quickly alert Troopers to any OOS carries attempting bypass. Once an out of service carrier has been identified, confirmation will be made and a roadside inspection completed. If it is confirmed that the carrier is operating in violation of an out of service order, the vehicle/carrier will be placed out of service.

##### **Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.**

Progress will be monitored by MSP and FMCSA through review of our catch vs. OOS rate for identified carriers.

#### State Objective #2

##### **Enter the title of your State-Identified Objective.**

Upgrade to the the Old Town Fixed facility

**Narrative Overview for FY 2023 - 2025*****Problem Statement Narrative: Describe problem identified by performance data including baseline data.***

The Old Town fixed facility is Maine's most northern fixed site in Maine. Currently inspectors need to screen each trucks manually to include a high volume of southbound Canadian carriers. This is a difficult task and a time consuming one. Maine has received an IDT grant for 2021 to upgrade this site to include DOT/plate readers along with WIMS and a new tire anomaly system.

***Projected Goals for FY 2023 - 2025:******Enter performance goal.***

To have the new new hardware installed by FY22 and to compare screening volumes from pervious years. We will also do strict comparisons to OOS catch rates for that site along with OOS rates in general from previous years.

***Program Activities for FY 2023 - 2025: Describe the activities that will be implemented including level of effort.***

This site once up will allow a more focused enforcement approach using the automated readers to help inspectors identify high IIS scored carriers for further review. This will also allow motor carriers to be screened quickly and with less need to stop on site.

***Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.***

Screening data will be compared from manual screening to electronic screening on a monthly bases. This will allow for a monthly trend analysis to begin and help shape future enforcement efforts at that site.

## Part 4 - Financial Information

### Part 4 Section 1 - Overview

The Spending Plan is an explanation of each budget component, and should support the cost estimates for the proposed work. The Spending Plan should focus on how each item will achieve the proposed project goals and objectives, and explain how costs are calculated. The Spending Plan must be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include [2 CFR part 200](#), [2 CFR part 1201](#), [49 CFR part 350](#) and the [MCSAP Comprehensive Policy](#).

Before any cost is billed to or recovered from a Federal award, it must be allowable ([2 CFR §200.403](#), [2 CFR §200 Subpart E – Cost Principles](#)), reasonable and necessary ([2 CFR §200.403](#) and [2 CFR §200.404](#)), and allocable ([2 CFR §200.405](#)).

- **Allowable** costs are permissible under the OMB Uniform Guidance, DOT and FMCSA regulations and directives, MCSAP policy, and all other relevant legal and regulatory authority.
- **Reasonable and Necessary** costs are those which a prudent person would deem to be judicious under the circumstances.
- **Allocable** costs are those that are charged to a funding source (e.g., a Federal award) based upon the benefit received by the funding source. Benefit received must be tangible and measurable.
  - For example, a Federal project that uses 5,000 square feet of a rented 20,000 square foot facility may charge 25 percent of the total rental cost.

#### Instructions

The Spending Plan should include costs for FY 2023 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

The Spending Plan data tables are displayed by budget category (Personnel, Fringe Benefits, Travel, Equipment, Supplies, Contractual and Subaward, and Other Costs). You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.

The following definitions describe Spending Plan terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. The budget category tables use 95 percent in the federal share calculation.
- **State Share** means the portion of the total project costs paid by State funds. The budget category tables use 5 percent in the state share calculation. A State is only required to contribute 5 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 5 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort (MOE)** means the level of effort Lead State Agencies are required to maintain each fiscal year in accordance with [49 CFR § 350.301](#). The State has the flexibility to select the budget categories and line items where MOE will be shown. Additional information regarding MOE can be found in the MCSAP Comprehensive Policy (MCP) in section 3.6.

#### On Screen Messages

The system performs a number of edit checks on Spending Plan data inputs to ensure calculations are correct, and values are as expected. When anomalies are detected, alerts will be displayed on screen.

- Calculation of Federal and State Shares

Total Project Costs are determined for each line based upon user-entered data and a specific budget category formula. Federal and State shares are then calculated by the system based upon the Total Project Costs and are added to each line item.

The system calculates a 95 percent Federal share and 5 percent State share automatically and populates these

values in each line. Federal share is the product of Total Project Costs x 95 percent. State share equals Total Project Costs minus Federal share. It is important to note, if Total Project Costs are updated based upon user edits to the input values, the share values will not be recalculated by the system and should be reviewed and updated by users as necessary.

States may edit the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate a different percentage to Federal and State shares. States must ensure that the sum of the Federal and State shares equals the Total Project Costs for each line before proceeding to the next budget category.

An error is shown on line items where Total Project Costs does not equal the sum of the Federal and State shares. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

Territories must ensure that Total Project Costs equal Federal share for each line in order to proceed.

- **MOE Expenditures**

States may enter MOE on individual line items in the Spending Plan tables. The Personnel, Fringe Benefits, Equipment, Supplies, and Other Costs budget activity areas include edit checks on each line item preventing MOE costs from exceeding allowable amounts.

- If "Percentage of Time on MCSAP grant" equals 100%, then MOE must equal \$0.00.
- If "Percentage of Time on MCSAP grant" equals 0%, then MOE may equal up to Total Project Costs as expected at 100%.
- If "Percentage of Time on MCSAP grant" > 0% AND < 100%, then the MOE maximum value cannot exceed "100% Total Project Costs" minus "system-calculated Total Project Costs".

An error is shown on line items where MOE expenditures are too high. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

The Travel and Contractual budget activity areas do not include edit checks for MOE costs on each line item. States should review all entries to ensure costs reflect estimated expenditures.

- **Financial Summary**

The Financial Summary is a summary of all budget categories. The system provides warnings to the States on this page if the projected State Spending Plan totals are outside FMCSA's estimated funding amounts. States should review any warning messages that appear on this page and address them prior to submitting the eCVSP for FMCSA review.

The system will confirm that:

- Overtime value does not exceed 15% of the MCSAP Award Amount.
- Planned MOE Costs equal or exceed the MOE Baseline amount.
- States' planned Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' planned Total Project Costs are within \$5 of the Federal share.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$2,453,429.00	\$129,128.00	\$2,582,557.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$387,384.00
MOE Baseline:	\$3,323,204.93

## Part 4 Section 2 - Personnel

*Personnel costs are salaries for employees working directly on a project.*

**Note: Do not include any personally identifiable information (PII) in the CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.**

*Salary and Overtime project costs must be separated when reporting to FMCSA, regardless of the Lead MCSAP Agency or Subrecipient pay structure.*

*List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the CVSP. Positions may be listed by title or function. It is not necessary to list all individual personnel separately by line. The State may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). Additional lines may be added as necessary to capture all your personnel costs.*

*The percent of each person's time must be allocated to this project based on the amount of time/effort applied to the project. For budgeting purposes, historical data is an acceptable basis.*

**Note:** Reimbursement requests must be based upon documented time and effort reports. Those same time and effort reports may be used to estimate salary expenses for a future period. For example, a MCSAP officer's time and effort reports for the previous year show that he/she spent 35 percent of his/her time on approved grant activities. Consequently, it is reasonable to budget 35 percent of the officer's salary to this project. For more information on this item see [2 CFR §200.430](#).

*In the salary column, enter the salary for each position.*

*Total Project Costs equal the Number of Staff x Percentage of Time on MCSAP grant x Salary for both Personnel and Overtime (OT).*

*If OT will be charged to the grant, only OT amounts for the Lead MCSAP Agency should be included in the table below. If the OT amount requested is greater than the 15 percent limitation in the MCSAP Comprehensive Policy (MCP), then justification must be provided in the CVSP for review and approval by FMCSA headquarters.*

*Activities conducted on OT by subrecipients under subawards from the Lead MCSAP Agency must comply with the 15 percent limitation as provided in the MCP. Any deviation from the 15 percent limitation must be approved by the Lead MCSAP Agency for the subrecipients.*

### Summary of MCSAP Funding Limitations

Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP Award Amount):	\$387,384.00
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Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
LT	1	100.0000	\$102,930.63	\$102,930.63	\$0.00	\$102,930.63	\$0.00
Troopers	26	0.0490	\$2,056,309.00	\$26,197.37	\$0.00	\$26,197.37	\$0.00
Contract & Grant Specialist	1	100.0000	\$59,041.60	\$59,041.60	\$59,041.60	\$0.00	\$0.00
MCI Supervisor-MCSAP	1	50.0000	\$69,872.00	\$34,936.00	\$34,936.00	\$0.00	\$0.00
Motor Carrier Inspectors	6	50.0000	\$52,922.14	\$158,766.42	\$158,766.42	\$0.00	\$0.00
Recruitment and Retention	26	100.0000	\$4,160.00	\$108,160.00	\$108,160.00	\$0.00	\$0.00
<b>Subtotal: Salary</b>				<b>\$490,032.02</b>	<b>\$360,904.02</b>	<b>\$129,128.00</b>	<b>\$0.00</b>
Overtime Project Costs							
MCI-New Entrant	7	11.5900	\$76,772.80	\$62,285.77	\$62,285.77	\$0.00	\$0.00
Troopers - Safety - outreach	4	1.4060	\$109,553.60	\$6,161.29	\$6,161.29	\$0.00	\$0.00
MCI-Border	7	28.0010	\$92,188.00	\$180,694.93	\$180,694.93	\$0.00	\$0.00
Troopers-Special Detail	29	4.3510	\$109,553.60	\$138,233.63	\$138,233.63	\$0.00	\$0.00
<b>Subtotal: Overtime</b>				<b>\$387,375.62</b>	<b>\$387,375.62</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>TOTAL: Personnel</b>				<b>\$877,407.64</b>	<b>\$748,279.64</b>	<b>\$129,128.00</b>	<b>\$0.00</b>
<b>Accounting Method:</b>	<b>Cash</b>						

**Enter a detailed explanation of how the personnel costs were derived and allocated to the MCSAP project.**

MATCH: The required 5% Match is comprised of Personnel costs and are being identified here (and in Fringe) as requested. Match used is 100% of the CVEU Lt's Regular Unburned Pay of \$102,930.63 and approximately % of the CVEU Troop's total annual unburned salary \$2,056,308 for a rounded total of \$26,197.37.

Dedicated Contract and Grant Specialist to Manage CVEU exclusively. A 4% increase plus a Job reclassification with no ETA. Annual salary = \$59,041.60 (\$27.87 X 2080 hrs = \$57,969.60). The Maine State Police CVEU unit Contract and Grant Specialist is 100 % of both the MCSAP and HP CMV/IDT grants. By using funding within the MCSAP it assures that 100% of the time will be dedicated to this program ensuring better quality in voucher submission, progress reporting back to FMCSA. The position also contracts for technology purchases and maintenance agreements that spans through our state DOT and BMV for the Cview and explorer programs. Submits all Progress reports and manages all transaction approved through MCSAP and HP CMV/IDT Grants.

MCI Supervisor-MCSAP-The average rate of pay for the Motor Carrier Supervisor per hour is \$33.00 at 50% of the time is allocated to the FY22 MCSAP grant- \$33.59 x 1040 hours= \$34,936

MCI- MCSAP-The average regular rate of pay for the six Motor Carrier Inspectors per hour is \$25.44 (includes a 2% increase December 2021 and 4% increase July 2022) at 50% of the time is allocated to the FY22 MCSAP grant- \$25.44 x 1040 hours= \$26,461.07 x 6= \$158,766.42

MCI New Entrant OT- the average overtime rate of pay per year for seven Motor Carrier Inspectors is \$37.68 per hr. 11% of time will be spent on New Entrant inspections. There will be an average of seven associates performing these inspections. \$62,285.77

Safety Outreach - The average overtime rate of a Trooper is \$53.65 per hour. This project is going to send an average of 2 troopers to 7 four (4) hr events to pass out CVSA pamphlets in an effort to educate new drivers about the commercial trucking industry's potential dangers on our roads and highways and includes speaking engagements for educational purposes as well. They will address questions and stress the importance of safe driving habits. 4 x \$53.65 x 7 x 4 = 6,008.80. This is estimated cost based of current plus raises \$6,161.29

MCI Border OT-The average overtime rate of pay for Motor Carrier Inspectors is \$37.68 per hour and State Troopers is \$53.65 per hour. There will be an average of seven associates performing 425 eight-hour details in this grant. 425 x 8 hrs = 3400 hrs divide by 7= 486 hrs. per person divided by 2080 hrs (FTE) = 28%. \$180,694.93

Troopers Special Detail-. The average unburdened overtime rate of a Trooper is \$53.65 per hour, there are 29 Troopers, and they are going to work about 70 hours each. 29 times 70 = 2030 hrs. 2030 hrs times \$53.65 = 108,909.50. (70 /2080 = 4.35%). \$138,233.63

Maine like other states is having significant recruitment and retention problems within our state. This impacts the ability to hire and retain people specific to continue our missions to include our MCSAP programming. Obtaining and

then maintaining certifications to compete level 1-8 inspections can be daunting to some, creating barriers. The help with this Maine has worked to create a stipend exclusive to MCSAP personnel who do MCSAP work 100% of the time. This is a state contractual approval and will be included into the pay scale for those doing MCSAP work. Other states have done this and found it successful so Maine is hopeful for the same positive results. Pay will be as follows; \$2.00 stipend per hour based on 40hrs a week X 52 weeks X 26 MCSAP inspectors= \$108,160.00

### Part 4 Section 3 - Fringe Benefits

*Fringe costs are benefits paid to employees, including the cost of employer's share of FICA, health insurance, worker's compensation, and paid leave. Only non-Federal grantees that use the **accrual basis** of accounting may have a separate line item for leave, and is entered as the projected leave expected to be accrued by the personnel listed within Part 4.2 – Personnel. Reference [2 CFR §200.431\(b\)](#).*

*Show the fringe benefit costs associated with the staff listed in the Personnel section. Fringe costs may be estimates, or based on a fringe benefit rate. If using an approved rate by the applicant's Federal cognizant agency for indirect costs, a copy of the indirect cost rate agreement must be provided in the "My Documents" section in eCVSP and through grants.gov. For more information on this item see [2 CFR §200.431](#).*

*Show how the fringe benefit amount is calculated (i.e., actual fringe rate, rate approved by HHS Statewide Cost Allocation or cognizant agency, or an aggregated rate). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.*

**Actual Fringe Rate:** a fringe rate approved by your cognizant agency or a fixed rate applied uniformly to each position.

**Aggregated Rate:** a fringe rate based on actual costs and not a fixed rate (e.g. fringe costs may vary by employee position/classification).

*Depending on the State, there are fixed employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc. For more information on this item see the [Fringe Benefits Job Aid below](#).*

#### Fringe costs method: Actual Fringe Rate

**Total Project Costs equal the Fringe Benefit Rate x Percentage of Time on MCSAP grant x Base Amount divided by 100.**

**Fringe Benefit Rate:** The rate that has been approved by the State's cognizant agency for indirect costs; or a rate that has been calculated based on the aggregate rates and/or costs of the individual items that your agency classifies as fringe benefits.

**Base Amount:** The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCI Supervisor-MCSAP Inspector	25.4500	50.0000	\$170,410.95	\$21,684.79	\$21,684.79	\$0.00	\$0.00
MCI-MCSAP Inspectors	41.6800	50.0000	\$554,011.91	\$115,456.08	\$115,456.08	\$0.00	\$0.00
OT-MCI & Troopers-BEG	27.5200	23.6024	\$870,542.40	\$56,545.04	\$56,545.04	\$0.00	\$0.00
OT- MCI-NEG	39.3600	9.0000	\$895,876.80	\$31,735.53	\$31,735.53	\$0.00	\$0.00
OT-Trooper Special Detail	29.4300	3.3654	\$4,345,452.80	\$43,038.98	\$43,038.98	\$0.00	\$0.00
OT-Trooper - Safety Outreach	29.4300	1.9230	\$299,686.40	\$1,696.04	\$1,696.04	\$0.00	\$0.00
Contract & Grant Specialist	42.0100	100.0000	\$101,365.16	\$42,583.50	\$42,583.50	\$0.00	\$0.00
<b>TOTAL: Fringe Benefits</b>				<b>\$312,739.96</b>	<b>\$312,739.96</b>	<b>\$0.00</b>	<b>\$0.00</b>

**Enter a detailed explanation of how the fringe benefit costs were derived and allocated to the MCSAP project.**

Fringe for regular pay for McSap Inspectors is as follows: Only 50% of the Regular pay for the MCI positions are allocated to MCSAP.

The average percentage for fringe for the Motor Carrier Supervisor is 25.45% (position does not take advantage of all benefits) and the average for Motor Carrier Inspectors is 41.68%.

Fringe benefits are calculated as a percent of the base salary. Fringe benefits include payroll expenses such as Medicare, life insurance, retirement, health insurance, dental insurance and worker's comp as allowable by the union contract for admirative



personnel. Medicare is 1.45% of the annual salary; Life insurance is 1.10 %; Retirement is 43.92% of the annual salary; Health insurance is 47.07%; Dental insurance is 1.07% and Worker's Comp is 5.39%. (Percentages are based on a current sample associate in this position.)

Fringe for OT pay is as follows: Fringe benefits are calculated as a percent of the average base salaries. Fringe benefits include FICA at 1.45% and MSRS is 39.31% of the annual salary.

The State of Maine calculates the fringe benefits per HR requirements, each fringe method is to ensure each section of Sworn employees are calculated differently than unsworn employees.

**Part 4 Section 4 - Travel**

Itemize the positions/functions of the people who will travel. Show the estimated cost of items including but not limited to, airfare, lodging, meals, transportation, etc. Explain in detail how the MCSAP program will directly benefit from the travel.

Travel costs are funds for field work or for travel to professional meetings.

List the purpose, number of persons traveling, number of days, percentage of time on MCSAP Grant, and total project costs for each trip. If details of each trip are not known at the time of application submission, provide the basis for estimating the amount requested. For more information on this item see [2 CFR §200.474](#).

Total Project Costs should be determined by State users, and manually input in the table below. There is no system calculation for this budget category.

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
CVSA Conference	8	10	100.0000	\$12,000.00	\$12,000.00	\$0.00	\$0.00
NAIC	1	5	100.0000	\$1,908.00	\$1,908.00	\$0.00	\$0.00
COHMED	2	5	100.0000	\$3,387.00	\$3,387.00	\$0.00	\$0.00
CVSA Board meetings	2	4	100.0000	\$3,360.00	\$3,360.00	\$0.00	\$0.00
New Entrant Training	1	13	100.0000	\$4,000.00	\$4,000.00	\$0.00	\$0.00
Border Enforcement Road Checks	26	4	100.0000	\$18,000.00	\$18,000.00	\$0.00	\$0.00
MCSAP Planning Meeting	3	3	100.0000	\$3,321.00	\$3,321.00	\$0.00	\$0.00
CMV Training	15	5	100.0000	\$14,000.00	\$14,000.00	\$0.00	\$0.00
Grant Management Training	2	8	100.0000	\$8,536.00	\$8,536.00	\$0.00	\$0.00
<b>TOTAL: Travel</b>				<b>\$68,512.00</b>	<b>\$68,512.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

**Enter a detailed explanation of how the travel costs were derived and allocated to the MCSAP project.**

1. The average costs for Out-of-State conferences are lodging (\$200 per night), meals (\$67 per day), incidentals and round-trip air fare is approximately \$573. The costs reflected is an average per person based on historical previous data.
2. CVSA Conferences- A total of up too 8 members will attend the Spring and Fall Lodging (\$6,000) meals (\$3,000), airfare (\$3,000) is \$12000
3. 1 person attending the NAIC conference will be Lodging (\$1,000), meals (\$335), airfare (\$573) is \$1908.
4. 2 person attending the COMED conference will be Lodging (\$1,000), meals (\$335) airfare (\$573) is \$1908. CVSA board members (2) may attend two additional board meetings. The approximate total for this will be Lodging (\$800) meals (\$587), airfare (\$2000) is \$3,387.
5. MCSAP/HP/IDT Planning Meetings Lt. of Troop K, MSP Contract Specialist and one BMV Employee will attend. The average cost for lodging, meals, incidentals and air fare is approximately \$1107 per person for a total of \$3,321.
6. CMV Training- 15 Commercial Vehicle employees will attend CMV/FMCSA training i.e. Part A, Part B, General HazMat, Passenger Carrier Cargo Tank for a total of 9,000.00. Additional new employee training may occur that would require an inspector to receive all CMV trainings within the first-year costing 5,000.00. Total for CMV training budget will be \$14,000.00
7. Grant Management Training- (MSP Contract Specialist) will attend the yearly Grant Management training course, GMBok CF Training and Further Grant Management Training. The average cost of lodging, meals, incidentals and air fare is approximately \$8,536.
8. The Maine State Police, Commercial Vehicle Enforcement, Troop K will conduct a 2021 Road Check Border Enforcement detail to conduct roadside inspections in an effort to locate disqualified drivers, HOS violations and

unsafe CMV loading. The enforcement will include lodging and per diem allowances and will focus on interactions inspections with a goal of 50% international/hazmat inspections. The average cost of lodging, meals incidentals is approximately \$18,000

**Part 4 Section 5 - Equipment**

Equipment is tangible or intangible personal property. It includes information technology systems having a useful life of more than one year, and a per-unit acquisition cost that equals or exceeds the lesser of the capitalization level established by the non-Federal entity (i.e., the State) for financial statement purposes, or \$5,000.

- If your State's equipment capitalization threshold is below \$5,000, check the box below and provide the threshold amount. See [§200.12](#) Capital assets, [§200.20](#) Computing devices, [§200.48](#) General purpose equipment, [§200.58](#) Information technology systems, [§200.89](#) Special purpose equipment, and [§200.94](#) Supplies.

Show the total cost of equipment and the percentage of time dedicated for MCSAP related activities that the equipment will be billed to MCSAP. For example, you intend to purchase a server for \$5,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$1,000. If the equipment you are purchasing will be capitalized (depreciated), you may only show the depreciable amount, and not the total cost ([2 CFR §200.436](#) and [2 CFR §200.439](#)). If vehicles or large IT purchases are listed here, the applicant must disclose their agency's capitalization policy.

Provide a description of the equipment requested. Include the quantity, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP grant.

Total Project Costs equal the Number of Items x Full Cost per Item x Percentage of Time on MCSAP grant.

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
SUV- Hybird	2	\$45,500.00	100	\$91,000.00	\$91,000.00	\$0.00	\$0.00
Watch Guard in Cruiser Video Cameras	2	\$6,000.00	100	\$12,000.00	\$12,000.00	\$0.00	\$0.00
<b>TOTAL: Equipment</b>				<b>\$103,000.00</b>	<b>\$103,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Equipment threshold is greater than \$5,000.</b>							

**Enter a detailed explanation of how the equipment costs were derived and allocated to the MCSAP project.**

Removed Unity Trailer for Recon Specialist-The request for the utility trailer is to allow us, as a Reconstruction unit, to be able to more efficiently perform our duties as it pertains to conducting a thorough investigation of a commercial motor vehicle involved in a crash. The necessary tools and equipment needed to conduct these investigations is very cumbersome and bulky and currently we do not have all of the necessary tools due to their size to be able to perform these investigations. The size of the trailer will allow us to have and store all of the equipment we need.

1. The State of Maine requests two SUV Hybird vehicles to be purchased for the Commercial Vehicle Unit, Troop K. The vehicles will be used by the Motor Carrier Inspectors and Supervisors patrolling the corridors of Maine performing 100% MCSAP enforcement details and duties. The cost for the purchasing of the vehicles is based on the State's Current Delivery Order contract.
2. 2- In Car Cameras for the Hybird SUV requesting- \$6,000 each M500 Watchguard-in cruiser video cameras will be used in the MSP-CVEU patrol vehicles. The camaras will be used for documentation/evidentiary purposes during roadside MCSAP enforcement functions.





**Part 4 Section 6 - Supplies**

*Supplies means all tangible property other than that described in §200.33 Equipment. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life. See also §200.20 Computing devices and §200.33 Equipment.*

*Estimates for supply costs may be based on the same allocation as personnel. For example, if 35 percent of officers' salaries are allocated to this project, you may allocate 35 percent of your total supply costs to this project. A different allocation basis is acceptable, so long as it is reasonable, repeatable and logical, and a description is provided in the narrative.*

*Provide a description of each unit/item requested, including the quantity of each unit/item, the unit of measurement for the unit/item, the cost of each unit/item, and the percentage of time on MCSAP grant.*

*Total Project Costs equal the Number of Units x Cost per Unit x Percentage of Time on MCSAP grant.*

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Uniforms - Boots	15 pair	\$200.00	100.0000	\$3,000.00	\$3,000.00	\$0.00	\$0.00
Uniforms BDU's	120 sets	\$83.34	100.0000	\$10,000.80	\$10,000.80	\$0.00	\$0.00
Uniforms - Gear	15 sets	\$540.00	100.0000	\$8,100.00	\$8,100.00	\$0.00	\$0.00
Inspection Tools	95 each	\$100.00	100.0000	\$9,500.00	\$9,500.00	\$0.00	\$0.00
DAX Evidence Recorder	1 each	\$4,998.00	100.0000	\$4,998.00	\$4,998.00	\$0.00	\$0.00
<b>TOTAL: Supplies</b>				<b>\$35,598.80</b>	<b>\$35,598.80</b>	<b>\$0.00</b>	<b>\$0.00</b>

**Enter a detailed explanation of how the supply costs were derived and allocated to the MCSAP project.**

All materials listed below are provided to the entire MCSAP officers of the Commercial Motor Vehicle Enforcement Unit (CVEU) Maine State Police - Troop K. This unit is comprised of six Motor Carrier Inspectors, one Motor Carrier Inspector Supervisor, one State Police Lieutenant, three Sergeants, three Corporals and twenty-two Troopers.

CVC Inspection tools to assist with the commercial vehicle inspections for accurate readings in hazardous locations. This equipment is purchased for 29 sworn members, in addition to the 7 MCSAP funded inspectors. Examples: Mechanic creepers, portable scales, portable lights, inspection cameras, etc. The 95 tools budgeted is an estimate and will support the 36 individuals in the Troop K unit but will be purchased upon need and condition. Individuals will require several different tools, while others may only need one. The price per tool is also an estimate as some will cost more than others.

Uniforms-Includes Boots - request to purchase 15 pair of boots as needed for Troop K troopers and inspectors., Rain gear (jackets and pants) - request to purchase 15 sets of rain gear as needed for Troop K troopers and inspectors. BDU's (sets= pants, short and long-sleeved shirts) 3 sets each at an average cost of about \$80 each for up to 36 individuals (Troop K headcount) as needed.

Equipment and supplies purchased under this grant will be utilized by the entire compliment of Troop K, which includes both sworn Troopers and civilian Inspectors.

Vehicle Maintenance-The Maine State Police provides all fleet maintenance to the MCSAP vehicles. They carefully track each time a vehicle needs repair or service. In taking the average costs yearly the MCSAP will now pay for 75% of all associated fleet maintenance vehicle costs for the troopers and Inspectors assigned to MCSAP programs as their full-time position within the agency.

DAX Evidence Recorder-Drug and Alcohol Evidence Recorder (DAX) can be used to record the Horizontal Gaze Nystagmus Test for prosecution purposes. The device clears the hurdle of "what HGN" is for the judge and jury in a manner that is much easier to show through video than to tell through testimony. This will ease the burden on the Commercial Vehicle Troopers by allowing the Drug Recognition Expert (DRE) to tend to any suspected impairment while the Commercial Vehicle Unit Trooper focuses on the operator logs and the vehicle. The DRE examination utilized multiple eye examinations to include HGN, a lack of convergence test as well as pupil size estimations in three light settings. The DAX can record each of these examinations. The DAX can be used for education. The DAX will allow education for the visual learners, and they will be able to apply the captured video to their training, education and experience as it applies to dealing with suspected impaired commercial vehicle operators.

~~M500 Watchguard Body Camera's - State police currently use cruiser cameras — commonly called dash cams — but are pursuing body cameras to help document events that take place away from the cruiser as well. The initiative was pursued so that we could provide troopers a better tool to more effectively do their job in providing public safety in the communities they serve. The~~

~~cameras will document contacts with the public, arrests and critical incidents and serve to enhance officer accountability and transparency. The department mandate the usage of these cameras for all Troopers by 2023.~~

~~Removed Generator and Air Compressor are needed supplies for our utility trailer to conduct thorough investigation of Commerical Motor Vehicle involved in crashes.~~



## Part 4 Section 7 - Contractual and Subaward

*This section includes contractual costs and subawards to subrecipients. Use the table below to capture the information needed for both contractual agreements and subawards. The definitions of these terms are provided so the instrument type can be entered into the table below.*

**Contractual** – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award ([2 CFR §200.22](#)). All contracts issued under a Federal award must comply with the standards described in [2 CFR §200 Procurement Standards](#).

**Note:** Contracts are separate and distinct from subawards; see [2 CFR §200.330](#) for details.

**Subaward** – A subaward is an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract ([2 CFR §200.92](#) and [2 CFR §200.330](#)).

**Subrecipient** - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency ([2 CFR §200.93](#)).

*Enter the legal name of the vendor or subrecipient if known. If unknown at this time, please indicate 'unknown' in the legal name field. Include a description of services for each contract or subaward listed in the table. Entering a statement such as "contractual services" with no description will not be considered meeting the requirement for completing this section.*

*The Unique Entity Identifier (UEI) is the new, non-proprietary identifier that replaces the DUNS number. All contractors and subrecipients must be registered in the System for Award Management (SAM.gov). The UEI will be requested in and assigned by SAM.gov. Enter the UEI number of each entity in the space provided in the table.*

*Select the Instrument Type by choosing either Contract or Subaward for each entity.*

*Total Project Costs should be determined by State users and input in the table below. The tool does not automatically calculate the total project costs for this budget category.*

**Operations and Maintenance**-If the State plans to include O&M costs that meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below.

*Please describe the activities these costs will be using to support (i.e., ITD, PRISM, SSDQ or other services.)*

Contractual and Subaward Project Costs							
Legal Name	UEI Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
IIS		Contract	100.0000	\$148,904.00	\$148,904.00	\$0.00	\$0.00
Description of Services: Kittery, York and one ByPass route Annual Maintenance							
Iteris		Contract	100.0000	\$32,600.00	\$32,600.00	\$0.00	\$0.00
Description of Services: Inspect System							
Transcor Information Technology		Contract	100.0000	\$150,000.00	\$150,000.00	\$0.00	\$0.00
Description of Services: Mobile data computer with wireless modem							
Iteris		Contract	100.0000	\$98,454.00	\$98,454.00	\$0.00	\$0.00
Description of Services: CVIEW hosting/maintenance 11/1/2023 to 10/31/2024							
Explore		Contract	100.0000	\$266,770.00	\$266,770.00	\$0.00	\$0.00
Description of Services: IRP and IFTA Maintenance							
Pro Miles		Contract	100.0000	\$87,310.00	\$87,310.00	\$0.00	\$0.00
Description of Services: OS/OW routing and permitting							
Temporary Contract Employee		Contract	100.0000	\$69,992.00	\$69,992.00	\$0.00	\$0.00
Description of Services: Commercial Vehicle Inspector (Civilian)							
<b>TOTAL: Contractual and Subaward</b>				<b>\$854,030.00</b>	<b>\$854,030.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

**Enter a detailed explanation of how the contractual and subaward costs were derived and allocated to the MCSAP project.**

IIS (Intelligent Imaging Systems Inc) Maintenance for E-Screening Systems in Maine: maintenance fees for the upkeep of our e-screening systems in Kittery (I-95SB) and York (I-95NB) and one new by-pass route. The cost of this maintenance is estimated at \$148,904 annually.

Iteris Inspect System- Currently 8 Troopers and 1 Sgt use the Iteris INSPECT software to conduct and trail the e-inspection. Maine is a test state for that program. In order to align the all-MSP MCSAP troopers and Inspectors it is critical for us to get everyone on the same software \$32,600

Transcor Information - The Maine State Police, Troop K currently leases mobile data computers and pays wireless service fees to maintain that connection for the wireless transfer of roadside inspection and crash data from Transcor Information. Having real time capability in all vehicles maintains the timely transfer of all vital crash and CMV inspection data. The mobile data computer with a wireless modem cost approximately \$12,500 a month x 12 months= \$150,000. (This is the charge for Troop K computers only.)

Iteris -Annual Maintenance for Credentialing (CVIEW) Applications: maintenance fees for our credentialing CVIEW systems have an estimated cost of \$98,454

Explore Information Services LLC. Annual Maintenance cost for IRP (International Registration Plan) and IFTA (International Fuel Tax Agreement) \$189,247 only ended up paying 71% of the Maintenance agreement. Due to Maintenance cost going up 29% to \$266,770 yearly.

ProMiles Software Development - Annual maintenance and software support for the Oversize and Overweight permitting system. \$87,310.

(2) Civilian proposed Commercial Vehicle Inspectors will enforce rules, and regulations pertaining to commercial vehicles carrying property, hazardous materials, and passengers. Responsibilities include performing roadside commercial vehicle inspections, placing unsafe equipment out of service and preparing reports to be uploaded to FMCSA. These positions would collaborates with State Police personnel in scheduling and conducting road checks to increase operational efficiency and minimize carrier down time. The assigned Inspectors would at a minimum be required to be Level 1 certified to begin filling these roles. \$ 33.65\*2080 = \$69,992.00

~~Axon Monthly Fee to rent Taser for all Troopers \$60 a month fee x 23 x 12 = \$16,560.00~~

The IRP/IFTA system checks all VINs against the PRISM Target File and provides a hard stop and override function for staff to use when appropriate. The system automatically receives a daily PRISM Target File which BMV staff can access through the system to check for motor carriers that have had a new or rescinded Federal OOS order and mail the system generated Notice of Suspensions to them. The system records which carriers have been suspended/revoked as well as how many vehicle registrations have been suspended/revoked for those carriers. This information is available by running a report in the system and is used to submit the PRISM Quarterly Reports. Costs for maintenance of this system would allow the above functions to continue.

## Part 4 Section 8 - Other Costs

*Other Costs are those not classified elsewhere and are allocable to the Federal award. These costs must be specifically itemized and described. The total costs and allocation bases must be explained in the narrative. Examples of Other Costs (typically non-tangible) may include utilities, leased property or equipment, fuel for vehicles, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.), unit cost, and percentage of time on MCSAP grant must be included.*

**Operations and Maintenance**—If the State plans to include O&M costs that do not meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below. Please identify these costs as ITD O&M, PRISM O&M, or SSDQ O&M. Sufficient detail must be provided in the narrative that explains what components of the specific program are being addressed by the O&M costs.

Enter a description of each requested Other Cost.

Enter the number of items/units, the unit of measurement, the cost per unit/item, and the percentage of time dedicated to the MCSAP grant for each Other Cost listed. Show the cost of the Other Costs and the portion of the total cost that will be billed to MCSAP. For example, you intend to purchase air cards for \$2,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$400.

Total Project Costs equal the Number of Units x Cost per Item x Percentage of Time on MCSAP grant.

### Indirect Costs

Information on Indirect Costs ([2 CFR §200.56](#)) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided in the “My Documents” area in the eCVSP tool and through Grants.gov. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base ([2 CFR §200.68](#)).

- **Cost Basis** — is the accumulated direct costs (normally either total direct salaries and wages or total direct costs exclusive of any extraordinary or distorting expenditures) used to distribute indirect costs to individual Federal awards. The direct cost base selected should result in each Federal award bearing a fair share of the indirect costs in reasonable relation to the benefits received from the costs.
- **Approved Rate** — is the rate in the approved Indirect Cost Rate Agreement.
- **Eligible Indirect Expenses** — means after direct costs have been determined and assigned directly to Federal awards and other activities as appropriate. Indirect costs are those remaining to be allocated to benefitted cost objectives. A cost may not be allocated to a Federal award as an indirect cost if any other cost incurred for the same purpose, in like circumstances, has been assigned to a Federal award as a direct cost.
- **Total Indirect Costs** equal Approved Rate x Eligible Indirect Expenses divided by 100.

### Your State will claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Indirect Expenses	Total Indirect Costs	Federal Share	State Share
Other	1.77	\$2,453,428.92	\$43,425.69	\$43,425.69	\$0.00
<b>TOTAL: Indirect Costs</b>			<b>\$43,425.69</b>	<b>\$43,425.69</b>	<b>\$0.00</b>

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
International Registration Plan Inc	1 Annual Dues	\$11,600.00	100.0000	\$11,600.00	\$11,600.00	\$0.00	\$0.00
IFTA, Inc	1 annually	\$17,000.00	100.0000	\$17,000.00	\$17,000.00	\$0.00	\$0.00
MOE	1	\$3,323,204.93	0.0000	\$0.00	\$0.00	\$0.00	\$3,323,204.93
CVSA Membership Dues	1 annually	\$10,300.00	100.0000	\$10,300.00	\$10,300.00	\$0.00	\$0.00
CVSA Decals	4313 each	\$0.41	100.0000	\$1,768.33	\$1,768.33	\$0.00	\$0.00
Conference Registration fees	8 each	\$750.00	100.0000	\$6,000.00	\$6,000.00	\$0.00	\$0.00
Troop K Gasoline for Vehicles	36 Monthly	\$4,172.14	100.0000	\$150,197.04	\$150,197.04	\$0.00	\$0.00
ECM Subscriptions	4 each	\$1,752.00	100.0000	\$7,008.00	\$7,008.00	\$0.00	\$0.00
Human Trafficking Log Books	1000 each	\$10.00	100.0000	\$10,000.00	\$10,000.00	\$0.00	\$0.00
Training Reg. Fees	6 each	\$661.50	100.0000	\$3,969.00	\$3,969.00	\$0.00	\$0.00
Troop K Vehicle Maintenance	36 monthly	\$1,944.45	100.0000	\$70,000.20	\$70,000.20	\$0.00	\$0.00
<b>TOTAL: Other Costs</b>				<b>\$287,842.57</b>	<b>\$287,842.57</b>	<b>\$0.00</b>	<b>\$3,323,204.93</b>

**Enter a detailed explanation of how the 'other' costs were derived and allocated to the MCSAP project.**

The State of Maine will claim reimbursement for StaCap costs versus Indirect costs over the course of the grant. The StaCap rate changes based off State of Maine fiscal year. Over the course of this 2023 McSap grant the StaCap rate can flex up or down 5 times. The FY2023 Stacap rate for the Maine State Police is 1.767%. Stacap calculation: Stacap is calculated on the total grant amount minus the equipment (all capital) and software. The total grant of \$2,453,429.00 \* 1.77% = 43,425.69 Approx.

Breakdown of Conference registration fees:

CVSA- 8 attendees x \$750=\$6,000

COHMED- 2 attendees x \$650=\$1300

NAIC- 1 attendees x \$650=\$650

Grant Management Training - \$1200

GMboK training- \$819

4313 X \$.41 =\$1768.33 (shipping costs factored in)

CVSA membership dues -Level 2 State/Provincial/Territorial Member Dues-Region I- \$10,300

IRP Annual Dues (Program for the collection and distribution of registration revenue between member states and Canadian provinces) \$11,600.

IFTA International Fuel Tax Association Inc annual Dues (Program for the fuel tax collection and sharing agreement for the redistribution of fuel taxes paid by interstate commercial carriers.) \$17,000.

ECM Subscriptions Paccar Davie 4 \$2995.00 yearly, Cat ET \$1200.00 yearly, Diagnostic Link \$2,063.00 yearly and Insite \$750.00 yearly. (\$7008.00)

Troop K Gas- In taking the average costs yearly the MCSAP will now pay 100% of all fuel cost associated for the Troopers and Inspectors assigned to MCSAP programs as their full-time position within the agency. \$150,197.04

Human Trafficking Trucking Logbooks- The Maine State Police and all of Maine law Enforcement is committed to the awareness and prevention of human trafficking. Maine is expanding its program with the MCSAP funding providing additional information to the public along with refreshing our own agency training. Troopers having extra Logbooks for truckers, when they're stopped and found without a logbook, Troopers can supply individuals a logbook. MSP goal is to have covers print with all Human Trafficking prevention information displayed on the front of logbooks. Appox. \$10,000.00.

Vehicle Maintenance- The Maine Sate Police provides all fleet maintenance to the MCSAP Vehicles. They carefully track each time a vehicle needs repair or service. In taking the average costs yearly the MCSAP will now pay 75% of all associated fleet maintenance vehicles costs for the troopers and Inspectors assigned to MCSAP programs as their full-time position within the agency.

**Part 4 Section 9 - Comprehensive Spending Plan**

The Comprehensive Spending Plan is auto-populated from all line items in the tables and is in read-only format. Changes to the Comprehensive Spending Plan will only be reflected by updating the individual budget category table(s).

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$2,453,429.00	\$129,128.00	\$2,582,557.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$387,384.00
MOE Baseline:	\$3,323,204.93

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
LT	\$0.00	\$102,930.63	\$102,930.63	\$0.00
Troopers	\$0.00	\$26,197.37	\$26,197.37	\$0.00
Contract & Grant Specialist	\$59,041.60	\$0.00	\$59,041.60	\$0.00
MCI Supervisor-MCSAP	\$34,936.00	\$0.00	\$34,936.00	\$0.00
Motor Carrier Inspectors	\$158,766.42	\$0.00	\$158,766.42	\$0.00
Recruitment and Retention	\$108,160.00	\$0.00	\$108,160.00	\$0.00
<b>Salary Subtotal</b>	<b>\$360,904.02</b>	<b>\$129,128.00</b>	<b>\$490,032.02</b>	<b>\$0.00</b>
MCI-New Entrant	\$62,285.77	\$0.00	\$62,285.77	\$0.00
Troopers - Safety -outreach	\$6,161.29	\$0.00	\$6,161.29	\$0.00
MCI-Border	\$180,694.93	\$0.00	\$180,694.93	\$0.00
Troopers-Special Detail	\$138,233.63	\$0.00	\$138,233.63	\$0.00
<b>Overtime subtotal</b>	<b>\$387,375.62</b>	<b>\$0.00</b>	<b>\$387,375.62</b>	<b>\$0.00</b>
<b>Personnel total</b>	<b>\$748,279.64</b>	<b>\$129,128.00</b>	<b>\$877,407.64</b>	<b>\$0.00</b>

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCI Supervisor-MCSAP Inspector	\$21,684.79	\$0.00	\$21,684.79	\$0.00
MCI-MCSAP Inspectors	\$115,456.08	\$0.00	\$115,456.08	\$0.00
OT-MCI & Troopers-BEG	\$56,545.04	\$0.00	\$56,545.04	\$0.00
OT- MCI-NEG	\$31,735.53	\$0.00	\$31,735.53	\$0.00
OT-Trooper Special Detail	\$43,038.98	\$0.00	\$43,038.98	\$0.00
OT-Trooper - Safety Outreach	\$1,696.04	\$0.00	\$1,696.04	\$0.00
Contract & Grant Specialist	\$42,583.50	\$0.00	\$42,583.50	\$0.00
<b>Fringe Benefits total</b>	<b>\$312,739.96</b>	<b>\$0.00</b>	<b>\$312,739.96</b>	<b>\$0.00</b>

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
CVSA Conference	\$12,000.00	\$0.00	\$12,000.00	\$0.00
NAIC	\$1,908.00	\$0.00	\$1,908.00	\$0.00
COHMED	\$3,387.00	\$0.00	\$3,387.00	\$0.00
CVSA Board meetings	\$3,360.00	\$0.00	\$3,360.00	\$0.00
New Entrant Training	\$4,000.00	\$0.00	\$4,000.00	\$0.00
Border Enforcement Road Checks	\$18,000.00	\$0.00	\$18,000.00	\$0.00
MCSAP Planning Meeting	\$3,321.00	\$0.00	\$3,321.00	\$0.00
CMV Training	\$14,000.00	\$0.00	\$14,000.00	\$0.00
Grant Management Training	\$8,536.00	\$0.00	\$8,536.00	\$0.00
<b>Travel total</b>	<b>\$68,512.00</b>	<b>\$0.00</b>	<b>\$68,512.00</b>	<b>\$0.00</b>

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
SUV- Hybrid	\$91,000.00	\$0.00	\$91,000.00	\$0.00
Watch Guard in Cruiser Video Cameras	\$12,000.00	\$0.00	\$12,000.00	\$0.00
<b>Equipment total</b>	<b>\$103,000.00</b>	<b>\$0.00</b>	<b>\$103,000.00</b>	<b>\$0.00</b>

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Uniforms - Boots	\$3,000.00	\$0.00	\$3,000.00	\$0.00
Uniforms BDU's	\$10,000.80	\$0.00	\$10,000.80	\$0.00
Uniforms - Gear	\$8,100.00	\$0.00	\$8,100.00	\$0.00
Inspection Tools	\$9,500.00	\$0.00	\$9,500.00	\$0.00
DAX Evidence Recorder	\$4,998.00	\$0.00	\$4,998.00	\$0.00
<b>Supplies total</b>	<b>\$35,598.80</b>	<b>\$0.00</b>	<b>\$35,598.80</b>	<b>\$0.00</b>

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
IIS	\$148,904.00	\$0.00	\$148,904.00	\$0.00
Iteris	\$32,600.00	\$0.00	\$32,600.00	\$0.00
Transcor Information Technology	\$150,000.00	\$0.00	\$150,000.00	\$0.00
Iteris	\$98,454.00	\$0.00	\$98,454.00	\$0.00
Explore	\$266,770.00	\$0.00	\$266,770.00	\$0.00
Pro Miles	\$87,310.00	\$0.00	\$87,310.00	\$0.00
Temporary Contract Employee	\$69,992.00	\$0.00	\$69,992.00	\$0.00
<b>Contractual and Subaward total</b>	<b>\$854,030.00</b>	<b>\$0.00</b>	<b>\$854,030.00</b>	<b>\$0.00</b>



Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
International Registration Plan Inc	\$11,600.00	\$0.00	\$11,600.00	\$0.00
IFTA, Inc	\$17,000.00	\$0.00	\$17,000.00	\$0.00
MOE	\$0.00	\$0.00	\$0.00	\$3,323,204.93
CVSA Membership Dues	\$10,300.00	\$0.00	\$10,300.00	\$0.00
CVSA Decals	\$1,768.33	\$0.00	\$1,768.33	\$0.00
Conference Registration fees	\$6,000.00	\$0.00	\$6,000.00	\$0.00
Troop K Gasoline for Vehicles	\$150,197.04	\$0.00	\$150,197.04	\$0.00
ECM Subscriptions	\$7,008.00	\$0.00	\$7,008.00	\$0.00
Human Trafficking Log Books	\$10,000.00	\$0.00	\$10,000.00	\$0.00
Training Reg. Fees	\$3,969.00	\$0.00	\$3,969.00	\$0.00
Troop K Vehicle Maintenance	\$70,000.20	\$0.00	\$70,000.20	\$0.00
<b>Other Costs total</b>	<b>\$287,842.57</b>	<b>\$0.00</b>	<b>\$287,842.57</b>	<b>\$3,323,204.93</b>

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
<b>Subtotal for Direct Costs</b>	<b>\$2,410,002.97</b>	<b>\$129,128.00</b>	<b>\$2,539,130.97</b>	<b>\$3,323,204.93</b>
Indirect Costs	\$43,425.69	\$0.00	\$43,425.69	NA
<b>Total Costs Budgeted</b>	<b>\$2,453,428.66</b>	<b>\$129,128.00</b>	<b>\$2,582,556.66</b>	<b>\$3,323,204.93</b>

## Part 4 Section 10 - Financial Summary

The Financial Summary is auto-populated by the system by budget category. It is a read-only document and can be used to complete the SF-424A in Grants.gov. Changes to the Financial Summary will only be reflected by updating the individual budget category table(s).

- The system will confirm that percentages for Federal and State shares are correct for Total Project Costs. The edit check is performed on the **"Total Costs Budgeted"** line only.
- The system will confirm that Planned MOE Costs equal or exceed FMCSA funding limitation. The edit check is performed on the **"Total Costs Budgeted"** line only.
- The system will confirm that the Overtime value does not exceed the FMCSA funding limitation. The edit check is performed on the **"Overtime subtotal"** line.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$2,453,429.00	\$129,128.00	\$2,582,557.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$387,384.00
MOE Baseline:	\$3,323,204.93

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$360,904.02	\$129,128.00	\$490,032.02	\$0.00
Overtime Subtotal	\$387,375.62	\$0.00	\$387,375.62	\$0.00
Personnel Total	\$748,279.64	\$129,128.00	\$877,407.64	\$0.00
Fringe Benefits Total	\$312,739.96	\$0.00	\$312,739.96	\$0.00
Travel Total	\$68,512.00	\$0.00	\$68,512.00	\$0.00
Equipment Total	\$103,000.00	\$0.00	\$103,000.00	\$0.00
Supplies Total	\$35,598.80	\$0.00	\$35,598.80	\$0.00
Contractual and Subaward Total	\$854,030.00	\$0.00	\$854,030.00	\$0.00
Other Costs Total	\$287,842.57	\$0.00	\$287,842.57	\$3,323,204.93
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$2,410,002.97	\$129,128.00	\$2,539,130.97	\$3,323,204.93
Indirect Costs	\$43,425.69	\$0.00	\$43,425.69	NA
<b>Total Costs Budgeted</b>	<b>\$2,453,428.66</b>	<b>\$129,128.00</b>	<b>\$2,582,556.66</b>	<b>\$3,323,204.93</b>

## Part 5 - Certifications and Documents

*Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to as a condition of participation in MCSAP. The submission of the CVSP serves as official notice and certification of compliance with these requirements. State or States means all of the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.*

*If the person submitting the CVSP does not have authority to certify these documents electronically, then the State must continue to upload the signed/certified form(s) through the "My Documents" area on the State's Dashboard page.*

### Part 5 Section 1 - State Certification

*The State Certification will not be considered complete until the four questions and certification declaration are answered. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.*

1. What is the name of the person certifying the declaration for your State? Brian P. Scott
2. What is this person's title? Lieutenant Colonel
3. Who is your Governor's highway safety representative? Michael Sauschuck
4. What is this person's title? Commissioner

**The State affirmatively accepts the State certification declaration written below by selecting 'yes'.**

- ☒ Yes
- ☐ Yes, uploaded certification document
- ☐ No

#### State Certification declaration:

I, Brian P. Scott, Lieutenant Colonel, on behalf of the State of MAINE, as requested by the Administrator as a condition of approval of a grant under the authority of [49 U.S.C. § 31102](#), as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.

I, Brian P. Scott, certify that the State has conducted the annual review of its laws and regulations for compatibility regarding commercial motor vehicle safety and that the State's safety laws remain compatible with the Federal Motor Carrier Safety Regulations (49 CFR parts 390-397) and the Hazardous Materials Regulations (49 CFR parts 107 (subparts F and G only), 171-173, 177, 178, and 180) and standards and orders of the Federal government, except as may be determined by the Administrator to be inapplicable to a State enforcement program. For the purpose of this certification, Compatible means State laws or regulations pertaining to interstate commerce that are identical to the FMCSRs and HMRs or have the same effect as the FMCSRs and identical to the HMRs and for intrastate commerce rules identical to or within the tolerance guidelines for the FMCSRs and identical to the HMRs.

## Part 5 Section 2 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

*You must answer all three questions and indicate your acceptance of the certification declaration. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.*

1. What is the name of your certifying State official? Brian P. Scott
2. What is the title of your certifying State official? Lieutenant Colonel
3. What are the phone # and email address of your State official? 207-624-7201 Brian.P.Scott@maine.gov

**The State affirmatively accepts the compatibility certification declaration written below by selecting 'yes'.**

- ☐ Yes
- ☐ Yes, uploaded certification document
- ☒ No

I, Brian P. Scott, certify that the State has conducted the annual review of its laws and regulations for compatibility regarding commercial motor vehicle safety and that the State's safety laws remain compatible with the Federal Motor Carrier Safety Regulations (49 CFR parts 390-397) and the Hazardous Materials Regulations (49 CFR parts 107 (subparts F and G only), 171-173, 177, 178, and 180) and standards and orders of the Federal government, except as may be determined by the Administrator to be inapplicable to a State enforcement program. For the purpose of this certification, Compatible means State laws or regulations pertaining to interstate commerce that are identical to the FMCSRs and HMRs or have the same effect as the FMCSRs and identical to the HMRs and for intrastate commerce rules identical to or within the tolerance guidelines for the FMCSRs and identical to the HMRs.

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.

1-Pursuant to 29-A M.R.S. §555, sub-§2, the Bureau of the Maine State Police hereby adopts and incorporates by reference into this Chapter (1) Title 49 Parts 383, 391, and 395, and Appendices to Subchapter B, of the Code of Federal Regulations, as amended, with the following State amendments, and (2) Title 49, Section 391.41(b)(12)(i) as amended, with the following State amendments: A. Hazardous Materials 1. There are no exemptions for motor carriers, vehicles, or drivers transporting hazardous materials of a type or quantity that requires the vehicle to be marked or placarded in accordance with 49 C.F.R., Subchapter C, Pt. 172. B. As to 49 C.F.R. Pt. 383, the following amendments are made: 1. Intrastate motor carriers, vehicles, and drivers to whom this Chapter applies are only subject to 49 C.F.R. §§ 383.1(a), 383.3(a), 383.5, 383.21, 383.23(a), 383.23(a)(2), 383.23(c), 383.31, 383.33, 383.37, 383.51, 383.52, 383.53, and 383.72. B-1. As to 49 C.F.R. Pt. 390, the following amendments are made: 1. Intrastate vehicles to which this chapter applies that have a gross vehicle weight rating of 10,000 lbs. to 26,000 lbs., and that neither meet the definition of a "bus" nor transport hazardous materials, are exempt from 49 C.F.R. §§ 390.19 and 390.21. C. As to 49 C.F.R. Pt. 391, the following amendments are made: 1. Intrastate motor carriers, vehicles, and drivers to whom this Chapter applies that operate less than 100 air miles from their regular place of business are only subject to 49 C.F.R. §§ 391.13, 391.15, 391.23(a), 391.23(a)(1), 391.25(a), 391.25(b), 391.27(a), 391.27(b), and 391.41(b)(12)(i). Documents and records obtained from inquiries made pursuant to 49 C.F.R. §§ 391.23, 391.25, and 391.27 must be maintained on file by the motor carrier for a period of two years. 2. Intrastate motor carriers, vehicles, and drivers to whom this Chapter applies that operate more than 100 air miles from their regular place of business are exempt from 49 C.F.R. §391.11(b)(1). Intrastate drivers to whom this Chapter applies that operate more than 100 air miles from their regular place of business must be at least 18 years old. 3. Drivers to whom this Chapter applies are exempt from 49 C.F.R. §391.41(b)(11). D. As to 49 C.F.R. Pt. 395, the following amendments are made: 1. Intrastate motor carriers, vehicles, and drivers to which this Chapter applies that operate less than 100 air miles from their regular place of business are exempt from 49 C.F.R. Pt. 395. Part 2- Every year this is discussed during our legislative sessions but since 2018/2019 it does not appear there is partisan support to make those changes occur. 4- Maine State Police will continue through this next legislative session to support the effort to fully comply with all sections pertaining to 49 CFR 390-397. I cannot provide an accurate time table as this is a substantive change in our State rule of adoption requiring the Maine Legislation to act. The Maine State Police does not control those time tables. The Maine State Police will continue to monitor all bills pertaining to our adoption in an effort to make some changes to our adoption of rule to try and gain full compliance as soon as possible. With the recent change in short haul exemptions from 100 air miles to 150 air miles The Maine State Police is in hopes most carriers will want to take advantage and through legislation drop out of our current intrastate exemption model

**Part 5 Section 3 - New Laws/Legislation/Policy Impacting CMV Safety**

**Has the State adopted/enacted any new or updated laws (i.e., statutes) impacting CMV safety since the last CVSP or annual update was submitted?**

☐ Yes ☒ No

**Has the State adopted/enacted any new administrative actions or policies impacting CMV safety since the last CVSP?**

☐ Yes ☒ No