



Montana Department of
REVENUE



Missoula City-County Health Dept.



Success through partnerships

MONTANA

HIGHWAY TRAFFIC SAFETY

Annual Report
for
federal fiscal year 2009

Prepared by

Montana Department of Transportation
State Highway Traffic Safety Bureau—Rail, Transit and Planning Division

PO Box 201001, 2701 Prospect Ave

Helena, MT 59601

Online at www.mdt.mt.gov/safety/safetyprg.shtml





M I S S I O N

**To reduce
the number and severity
of traffic crashes,
injuries and fatalities
on Montana highways.**



.....

**Transportation
Director Jim
Lynch, who also
serves as the
Governor's
Representative for
Highway Safety,
addresses the
stakeholders who
gathered to
discuss and
evaluate progress
on Montana's
*Comprehensive
Highway Safety
Plan.***

**The 2009 annual
meeting was held
May 12-13 in
Helena, MT.**

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LETTER FROM THE DIRECTOR



Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Jim Lynch, Director
Brian Schweitzer, Governor

December 23, 2009

John Moffat, Administrator
Region 10
National Highway Traffic Safety Administration
915 Second Ave, Suite 3140
Seattle WA 98174-1079

Subject: Federal Fiscal Year 2009 Report

Dear John,

The Montana Department of Transportation (MDT) is pleased to submit our FFY 2009 annual report of activities and progress for the highway traffic safety program.

According to preliminary data, significant progress has been made in reducing overall traffic related fatalities. As of December 14, 2009 there was a 5.7 percent reduction of alcohol related fatalities compared to the same time-frame in 2008. December 14, 2009 fatalities totaled 207, compared to 222 fatalities in December 14, 2008, 6.8 percent reduction. The following are examples of MDT programs funded by NHTSA that contributed to this improvement.

There were 69 state, local, and tribal law enforcement agencies contracted to participate in Selective Traffic Enforcement Program (STEP) in FFY 2009. These agencies were funded to conduct statewide impaired driving and occupant protection overtime activities in support of sustained enforcement and national mobilizations. The STEP program will continue in FFY 2010.

MDT contracted with the Montana Highway Patrol (MHP) in FFY 2008 and FFY 2009 to dedicate six officers to conduct Roving Patrols on roadways identified as high crash corridors. These particular roadways have a history of high alcohol related fatalities and low seatbelt usage. The Roving Patrol program was a success and will be maintained in FFY 2010.

The Native American Safe On All Roads (SOAR) program continued in FFY 2009. This reporting period the number of reservations participating increased from four to all seven of Montana's reservations. Coordinators implemented various traffic safety related programs. The SOAR program includes media assistance to tribes that develop and implement their own traffic safety related media messages involving seatbelts and impaired driving. SOAR also involves other traffic safety aspects such as child passenger training and technical assistance in the development and expansion of DUI Task Forces on the reservations.

MDT is still committed to increasing our seatbelt usage rate through education that targets 18 to 34 year olds. In FFY 2009, MDT developed and implemented an occupant protection related campaign known as *Respect the Cage*. This is an exhibit that travels around the state to educate the public on why seat belt usage is important. This exhibit displays an actual vehicle that was involved in a rollover crash. The exhibit has a rollover simulator and a contest on who buckles up the fastest. It is a very inviting exhibit that provides MDT with an educational one-on-one opportunity to motivate young drivers to wear seatbelts.

Thank you for the federal grant monies that have made this year's work possible. We appreciate your continued interest in supporting our highway safety program.

Sincerely,



Jim Lynch, Director
Governor's Representative for Highway Traffic Safety

copies: Lynn Zanto, Rail, Transit and Planning Administrator
State Highway Traffic Safety Bureau



**Jim Lynch, Director—Montana Department of Transportation
Governor's Representative for Highway Safety**



IN LOVING MEMORY OF

Jack Williams

1949 – 2009

**Data analyst for Montana's Highway Safety Office
for 27 years**

Jack Steven Williams passed away on April 28, 2009, at Benefis Hospital in Great Falls.

Born in Bozeman on Sept. 2, 1949, he was the middle child of Ruth Pravda and Carl Williams. He grew up on a ranch in Willow Creek and graduated from Willow Creek High School in 1967. In 1976 Jack graduated with a master's degree in statistics from Montana State University-Bozeman. He then worked as a

statistician in Minnesota and Montana for the Crop and Livestock Reporting Service for five years. For the past 27 years, Jack worked for the state Highway Traffic Safety Program in Helena.

Jack was instrumental in increasing Montana's seat-belt use through the use of incentives, around the time that the secondary enforcement law was passed. (1987) Jack was an extremely knowledgeable member of the Highway Traffic Safety staff. He always interacted with people in a humble and kind manner. The staff knew they could count on Jack's even-tempered approach and sense of humor to help put things in perspective. He is greatly missed.

Jack loved Montana and was very fond of the outdoors. Many remember him as an avid runner during his early years. A lifelong baseball fan, he started his own baseball card store and owned it for five years. His love of sports carried over to his children, and he coached their baseball, softball and soccer teams for several years. He also enjoyed camping, hiking, traveling and sharing the outdoors with his family. Later in life he became interested in photography and enjoyed photographing the Montana landscape as well as his family. His passions were contagious to those around him.

Jack also spent six years serving on the Jefferson High School board.

Jack is survived by his wife of 33 years, Peggy Williams; daughter, Allie McFarlane and her husband, Jeremy; two sons, Greg and Steve; two grandchildren, Kennedy and Jackson; and two brothers, Larry and Dave. He was a devoted family member and will be sorely missed.



*Governor's Award Recipient
November 17, 2008*

Community Highway Safety Forum and Implementation Team

The next award goes to Montana's Department of Transportation, Community Highway Safety Forum and Implementation Team. Members are Brian Andersen, Doug Bailey, Steve Barton, Michelle Coster, Lorelle Demont, Paul Grant, Pierre Jomini, Ian Payton, Marie Taylor, and Jack Williams. Two team members, Becky Duke and Zia Kazimi were unable to attend the ceremony and are not pictured in this photo. This team uses a model that involves the public in an effort to improve highway safety in specific areas. A state-of-the-art analysis and visualization techniques allow the team to translate complex highway safety data into information the public can easily understand. This information has contributed to the success of the public forums because highway safety issues are being addressed based on facts rather than perceptions.

Jack's outstanding contribution to highway safety in Montana was recognized with the Governor's Award for Excellence in Performance.

INTRODUCTION

In 2008, the State of Montana had 46 fewer fatalities statewide in comparison to 2007 that covered the January 1st through December 31st timeframe.

We believe this reduction in traffic fatalities is due in large part to the continued implementation of Montana's Comprehensive Highway Safety Plan.

We also recognize that seatbelt and DUI related projects funded by NHTSA contributed to this reduction. This includes funding additional law enforcement overtime, MHP Roving Patrols and implementation of DUI courts.

In 2009, our seatbelt use rate as a secondary enforcement state has leveled off at 79.2%. Seatbelt usage is an important element in our traffic safety program to reduce the number of people killed on our roadways. As a secondary state, we consider this high usage as an accomplishment.

Many of our law enforcement agencies are committed to enforcing seatbelt usage including the MHP Roving Patrol officers. These officers focus their attention on Montana's high risk roadways identified as having a history of alcohol related crashes and high rates of non-seatbelt usage.

Montana's Governor's Representative for Highway Safety continues to fill an important leadership role in advocating traffic safety throughout the state as a guest speaker at schools, DUI Task Force meetings, AARP meetings, etc. He approves traffic safety related projects funded by NHTSA to improve our overall fatality rate.

Some of these projects are also included as countermeasures in support of various emphasis areas identified in our CHSP.



Montana had 46 fewer fatalities in 2008 compared to 2007



These emphasis areas include Safety Belt Use, Alcohol & Drug Impaired Crashes, Native American Crashes, Traffic Records Management, Reduction of Young Driver Crashes, etc.

For more information about our Comprehensive Highway Safety Plan, please visit www.mdt.mt.gov/pubinvolve/chsp.

When analyzing the state's fatal and serious injury crash data for the past calendar year, we see our major traffic safety challenge is still impaired driving followed by non-seatbelt usage.

We believe continuing our partnerships with other traffic safety stakeholders such as our 34 local DUI Task forces, the Montana Sheriff's & Peace Officers Association, local police and tribal law enforcement agencies, the Department of Public Health & Human Services, the Montana Department of Revenue, and the Montana Department of Justice, particularly the Montana Highway Patrol, will help us continue making significant strides in reducing traffic related fatalities.

One of our newest strategies is the addition of DUI Courts. We consider DUI Courts as one of our major programs that over time will help make a significant difference in reducing the number of fatalities on Montana's roadways.

We appreciate the fact that these courts provide treatment and monitoring to help those drivers arrested for impaired driving remain sober before getting behind the wheel again.

We will continue working with our NHTSA Regional Office to determine other strategies that will help us further reduce our DUI fatality rates. This includes what we will learn from the upcoming FFY 2010 Impaired Driving Special Management Review conducted by NHTSA.

C R A S H D A T A A N D T R E N D S

The following section provides ten years of raw data, when available, for each of Montana's performance measures. Each of these measures are for a specific traffic safety area the State Highway Traffic Safety Bureau, as well as its partners, is trying to impact.

General Traffic Safety	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Fatalities	220	237	230	269	262	229	251	263	277	229
Incapacitating Injuries	1,739	1,790	1,433	1,738	1,634	1,557	1,541	1,607	1,427	1,336
Fatality Rate, per 100M VMT	2.25	2.40	2.30	2.57	2.40	2.05	2.26	2.33	2.45	2.12
Urban Fatality Rate, per 100M VMT						0.85	1.21	0.53	0.52	
Rural Fatality Rate, per 100M VMT						2.40	2.57	2.89	3.05	
Pedestrian Fatalities	7	11	9	14	10	7	13	12	15	11
Safety Belt Use	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Seat Belt Use, Outboard, Front Seat Occupants	74.0%	75.6%	76.3%	78.4%	79.5%	80.9%	80.0%	79.0%	79.6%	79.3%
Seat Belt Use, Drivers	72.1%	75.1%	76.1%	78.2%	79.3%	80.7%	79.7%	78.6%	79.1%	79.1%
Unrestrained Occupant Fatalities, Total	148	126	141	166	161	135	148	149	158	124
Unrestrained Occupant Fatalities, % of All Vehicle Occupant Fatalities	75.9%	62.7%	69.1%	72.8%	69.1%	70.7%	72.9%	68.0%	72.8%	71.3%
Alcohol & Impaired Driving	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Fatalities Involving BAC 0.08+	87	92	96	106	102	97	105	103	106	91
Alcohol-Impaired Fatality Rate, per 100M VMT	0.89	0.93	0.96	1.01	0.94	0.87	0.94	0.91	0.94	0.84
Fatalities Involving BAC 0.01+, Total	109	117	104	126	128	106	124	126	124	105
Fatalities Involving BAC 0.01+, % of All Fatalities	49.5%	49.4%	45.2%	46.8%	48.9%	46.3%	49.4%	47.9%	44.8%	45.9%
Native American	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Native American Fatalities, Total	43	35	37	51	42	46	34	46	43	27
Native American Fatalities, % of All Fatalities	19.5%	14.8%	16.1%	19.0%	16.0%	20.1%	13.5%	17.5%	15.5%	11.8%

Single Vehicle Run-Off-the-Road	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Single Vehicle Run-Off-the-Road Crashes	6,403	6,882	6,265	7,211	7,216	6,395	6,808	6,727	6,406	6,740
Single Vehicle Run-Off-the-Road Fatal Crashes	129	107	122	139	144	131	139	138	154	117
Young Driver (Age 20 and Below)	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Young Driver Crash Rate, per 1,000 Licenses	112	126	121	129	121	114	117	119	119	115
Young Driver Fatal Crash Rate, per 1,000 Licenses	0.87	0.78	0.62	0.74	0.91	0.63	0.61	0.62	0.58	0.62
Young Drivers Involved in Fatal Crashes	55	49	40	47	57	39	37	37	32	33
High Crash Enforcement Corridors	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Fatalities in High Crash Corridors	8	14	21	20	21	14	14	23	12	21
Incapacitating Injuries in High Crash Corridors	126	110	126	183	155	122	132	133	95	91
Crashes in High Crash Corridors	896	996	971	1,063	1,122	1,034	1,005	1,061	997	872
Trucks	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Crashes Involving Trucks	1,262	1,346	1,159	1,228	1,288	1,163	1,241	1,227	1,223	1,212
Fatal Crashes Involving Trucks	16	24	25	20	21	15	22	24	31	24
Urban Areas	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Fatal Crashes in Urban Areas	19	18	14	23	25	25	30	17	19	33
Motorcycles	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Fatal Crashes Involving Motorcyclists	15	13	11	24	12	20	28	25	33	38
Motorcyclist Fatalities, Total	15	13	12	24	12	20	28	26	36	36
Motorcyclist Fatalities, Unhelmeted	9	7	8	15	9	12	15	14	19	21
Older Drivers (Age 65 and Above)	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Older Driver Crash Rate, per 1,000 Licenses	27	30	28	30	29	28	28	26	25	24
Older Driver Fatal Crash Rate, per 1,000 Licenses	0.31	0.41	0.32	0.37	0.36	0.32	0.38	0.34	0.31	0.27
Older Driver Crashes, % of All Crashes	16.9%	17.8%	18.1%	18.7%	18.9%	20.0%	19.8%	13.0%	13.5%	13.3%
Older Driver Fatal Crashes, % of All Fatal Crashes	20.6%	26.6%	22.4%	23.7%	23.0%	23.9%	26.3%	17.3%	14.9%	15.9%
Speed Control	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Speeding-Related Fatalities	86	96	99	102	113	101	96	112	96	72
Speeding-Related Fatal Crashes, % of All Fatal Crashes	40.7%	41.4%	43.3%	37.9%	43.1%	42.1%	36.6%	41.6%	35.3%	33.7%
Grant-Funded Enforcement Activities	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Seat Belt Citations Issued						3,299	4,843	5,892	5,514	3,257
Impaired Driving Arrests						466	830	951	791	1,194
Speeding Citations Issued						10,738	19,561	18,389	16,148	10,891

PERFORMANCE GOALS AND TRENDS

The following section provides the specific goals for each performance measure. The charts provide a visual of the historical data for the goal and the associated trend. It is important to note that some goals measure annual numbers while others measure a three- or five-year average.

For a more detailed analysis, please see the Traffic Safety Problem Identification at the following web location: www.mdt.mt.gov/safety/safetyprg.shtml.

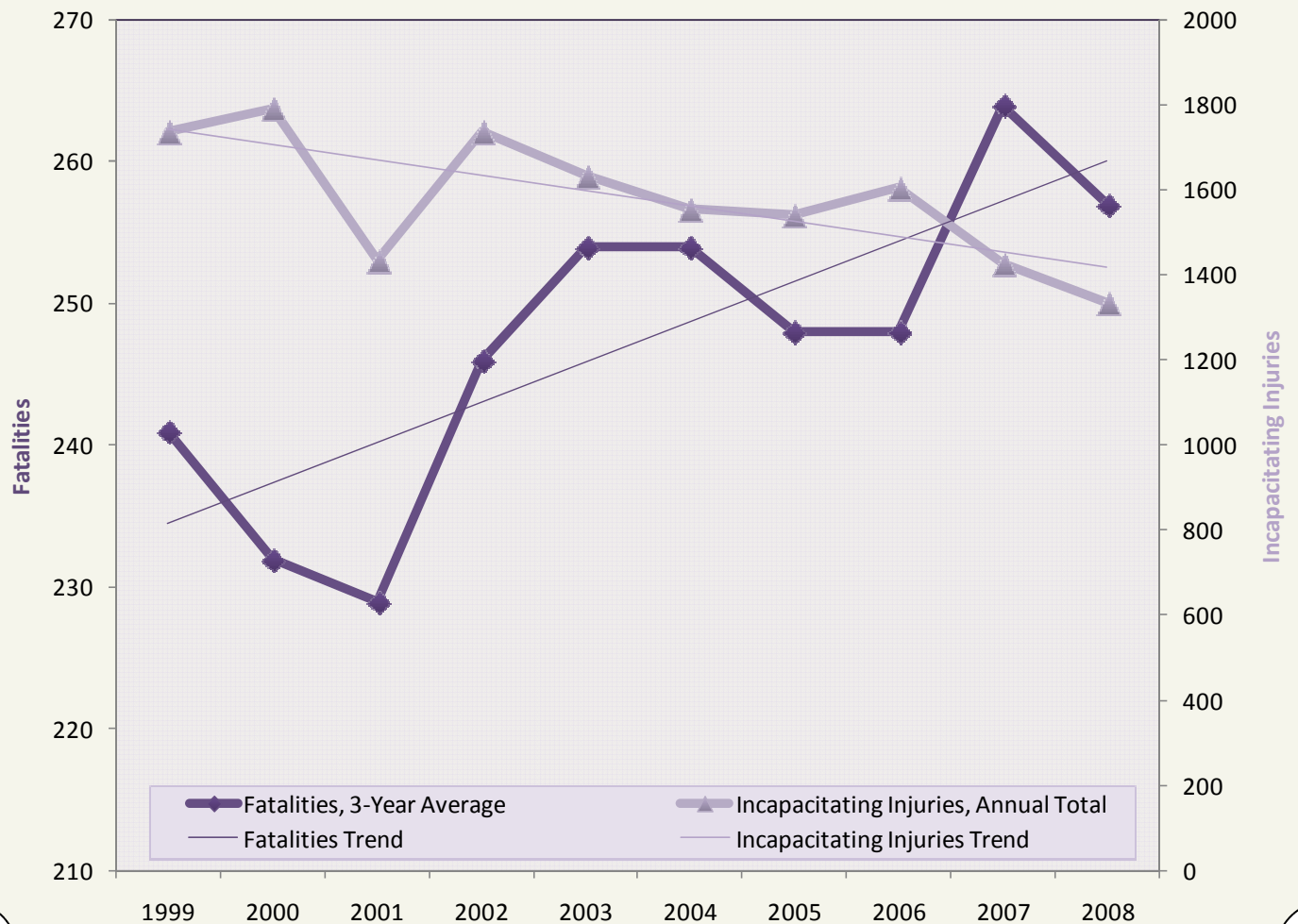
General Traffic Safety

Goal: Reduce Fatalities

Reduce the three-year average number of fatalities from 257 in 2008 to 220 by 2012.

Goal: Reduce Incapacitating Injuries

Reduce the total annual number of incapacitating injuries from 1,336 in 2008 to 1,200 by 2013.



General Traffic Safety

Goal: Reduce the Fatality Rate

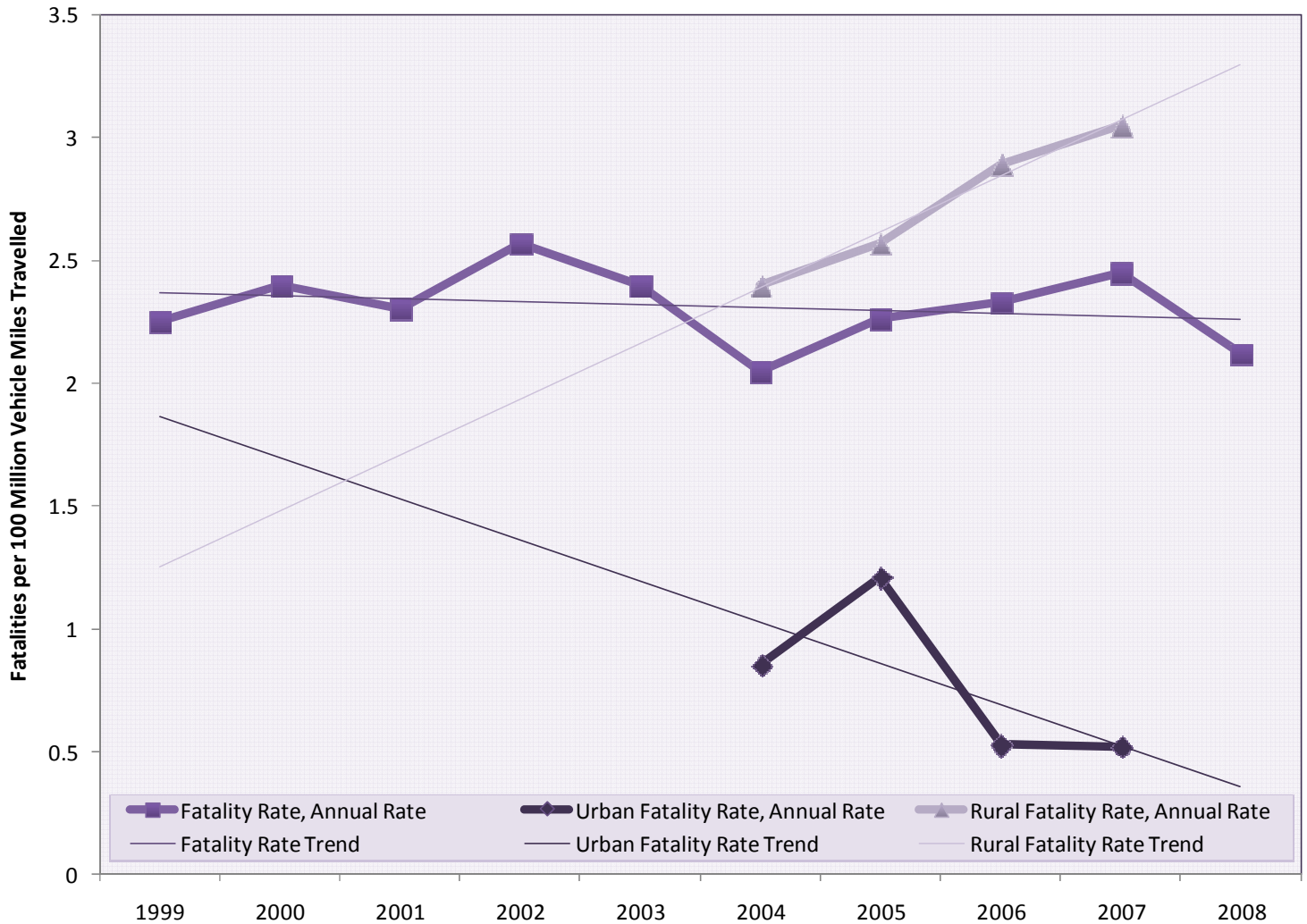
Reduce the annual fatality rate per 100 million vehicle miles travelled from 2.45 in 2007 to 2.00 by 2013.

Goal: Reduce the Urban Fatality Rate

Reduce the annual urban fatality rate per 100 million vehicle miles travelled from 0.52 in 2007 to 0.45 by 2013.

Goal: Reduce the Rural Fatality Rate

Reduce the annual rural fatality rate per 100 million vehicle miles travelled from 3.05 in 2007 to 2.40 by 2013.



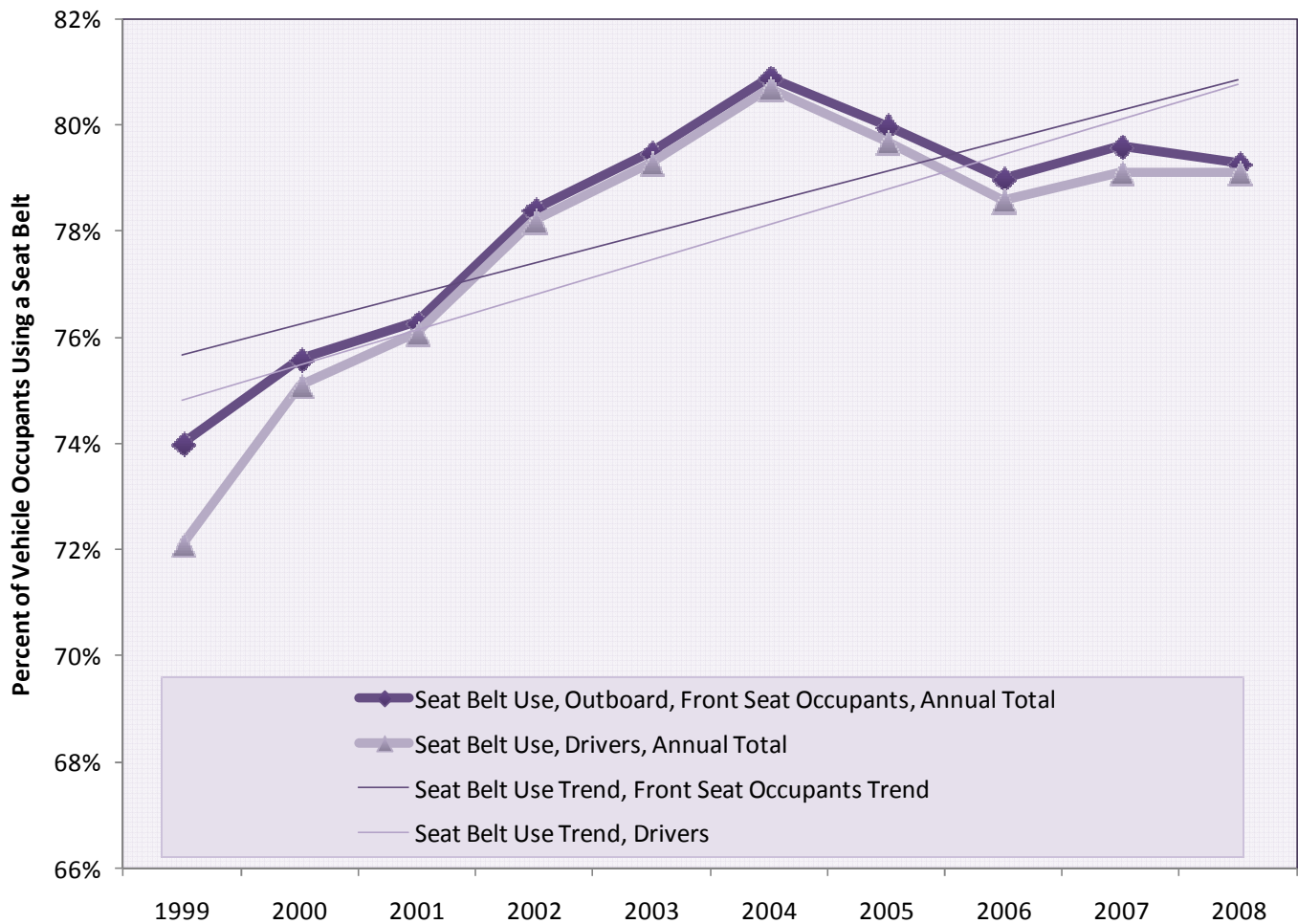
Seat Belt Use

Goal: Increase Seat Belt Use of Outboard, Front Seat Vehicle Occupants

Increase the annual statewide seat belt use for outboard, front seat vehicle occupants from 79.2% in 2009 to 87% by 2013.

Goal: Increase Seat Belt Use by Drivers

Increase the annual statewide seat belt use for vehicle drivers from 79.1% in 2009 to 87% by 2013.



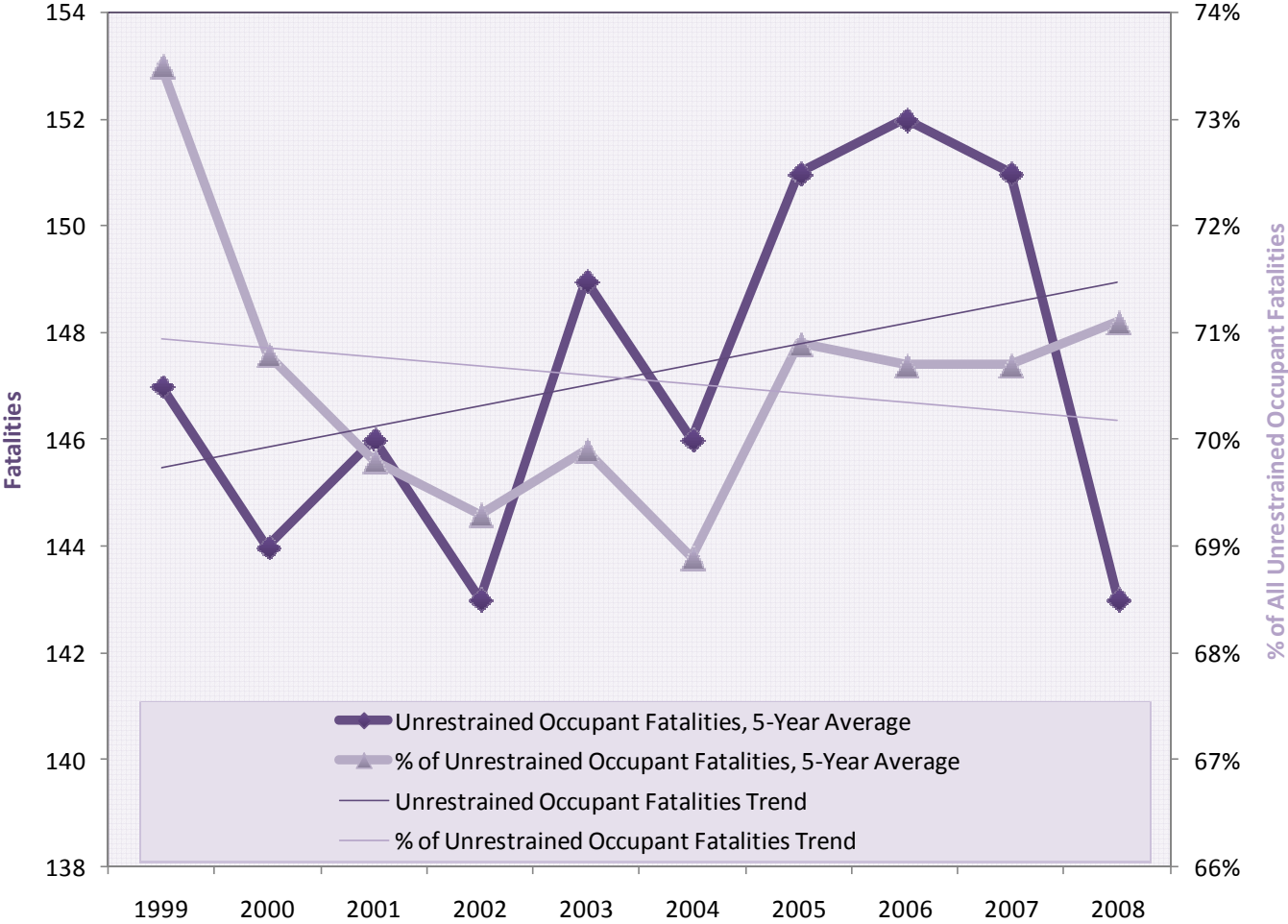
Seat Belt Use

Goal: Reduce Unrestrained Vehicle Occupant Fatalities, Total

Reduce the five-year average number of unrestrained vehicle occupant fatalities from 143 in 2008 to 135 by 2013.

Goal: Reduce Unrestrained Vehicle Occupant Fatalities, Percent

Reduce the five-year average unrestrained vehicle occupant fatalities as a percent of all vehicle occupant fatalities from 71.1% in 2008 to 67.5% by 2013.



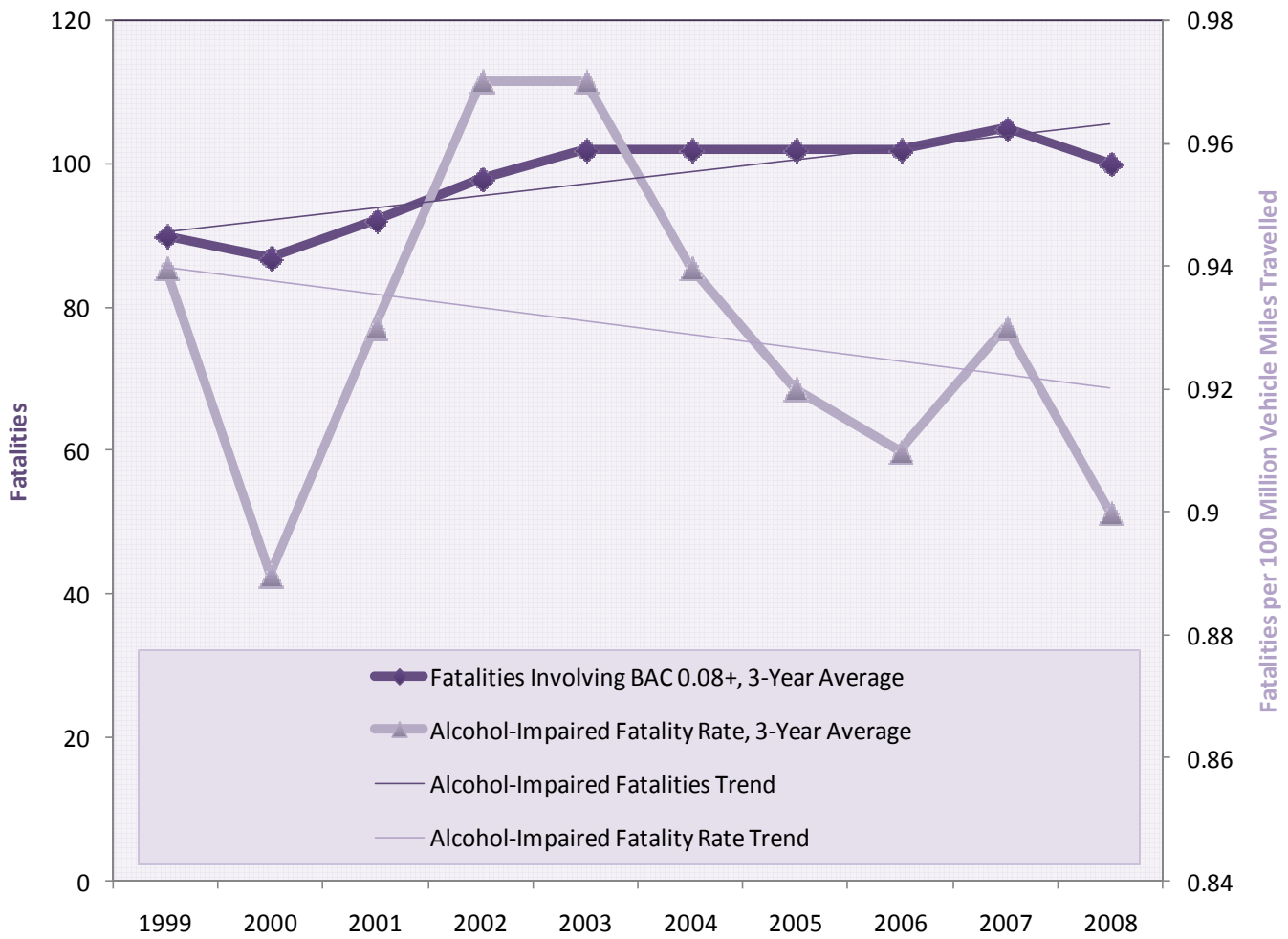
Alcohol & Impaired Driving Fatalities

Goal: Reduce Alcohol-Impaired Fatalities

Reduce the three-year average number of fatalities in crashes involving an alcohol-impaired driver or motorcycle operator (BAC 0.08+) from 105 in 2007 to 99 by 2013.

Goal: Reduce the Alcohol-Impaired Fatality Rate

Reduce the three-year average alcohol-impaired (driver of motorcycle operator with BAC 0.08+) fatality rate per 100 million vehicle miles travelled from 0.93 in 2007 to 0.88 by 2013.



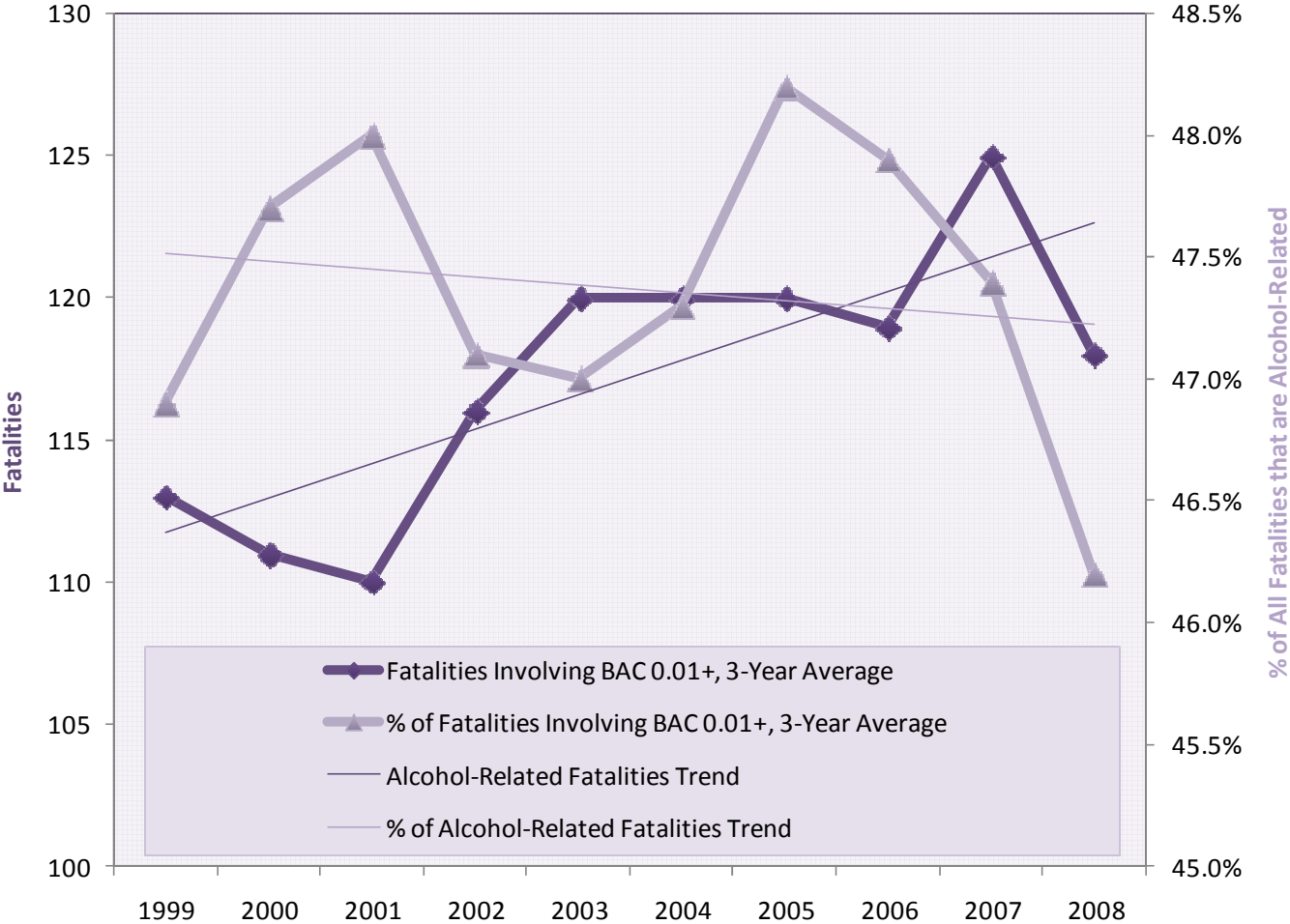
Alcohol & Impaired Driving Fatalities

Goal: Reduce Alcohol-Related Fatalities, Total

Reduce the three-year average number of fatalities in crashes involving a driver or motorcycle operator with BAC 0.01+ from 125 in 2007 to 110 by 2013.

Goal: Reduce Alcohol-Related Fatalities, Percent

Reduce the three-year average number of fatalities in crashes involving a driver or motorcycle operator with BAC 0.01+ as a percent of all fatalities from 47.4% in 2007 to 42% by 2013.



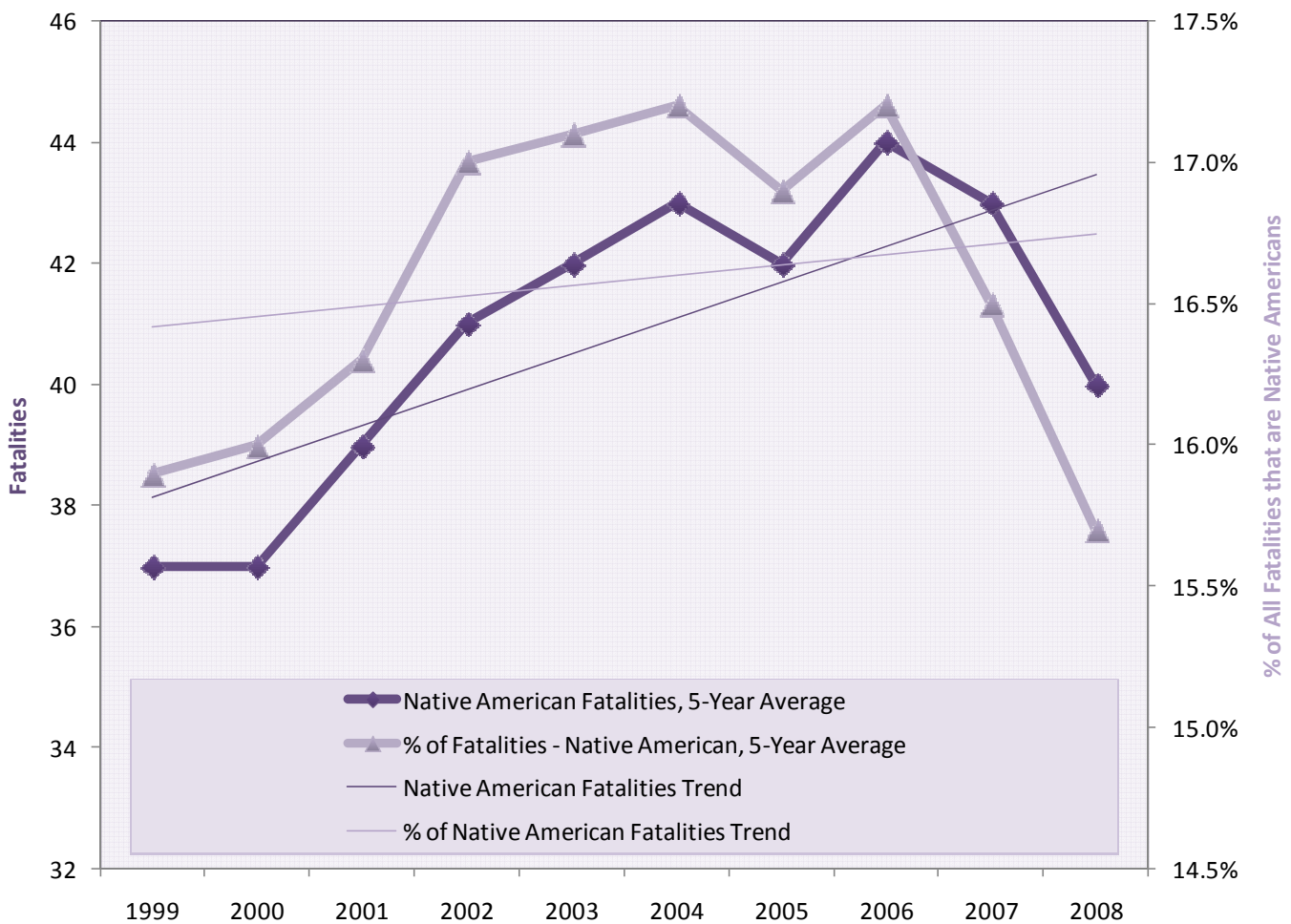
Native American Crash Fatalities

Goal: Reduce Native American Fatalities, Total

Reduce the five-year average number of Native American fatalities from 40 in 2008 to 30 by 2013.

Goal: Reduce Native American Fatalities, Percent

Reduce the five-year average number of Native American fatalities as a percent of all fatalities from 15.7% in 2008 to 13% by 2013.



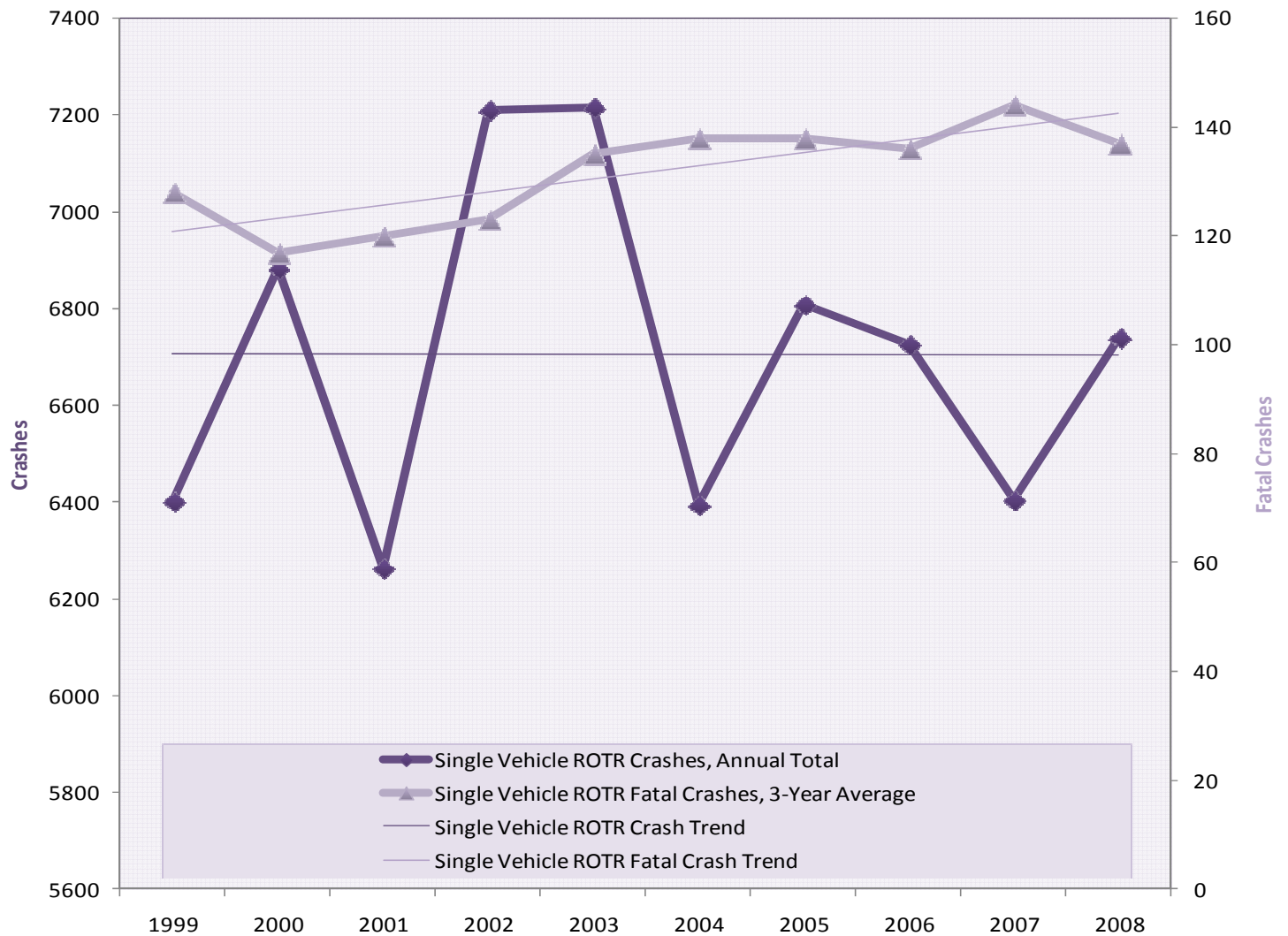
Single Vehicle Run-Off-The-Road Crashes

Goal: Reduce Single Vehicle Run-Off-The-Road Crashes

Reduce the total annual number of single vehicle run-off-the-road crashes from 6,740 in 2008 to 6,000 by 2013.

Goal: Reduce Single Vehicle Run-Off-The-Road Fatal Crashes

Reduce the three-year average number of single vehicle run-off-the-road fatal crashes from 137 in 2008 to 120 by 2013.



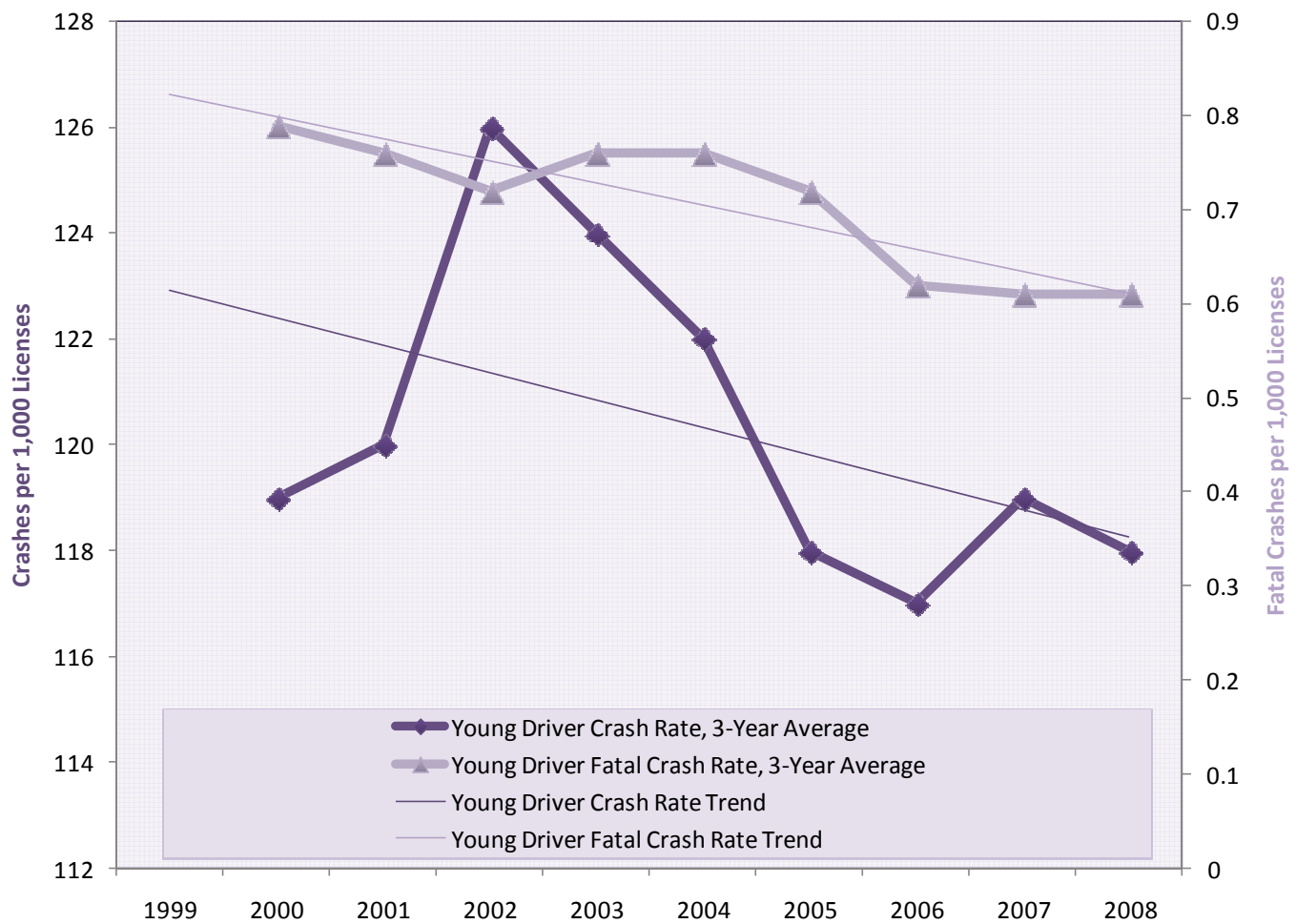
Young Driver Crashes (Age 20 and below)

Goal: Reduce the Young Driver Crash Rate

Reduce the three-year average crash rate per 1,000 licenses of drivers age 20 and below from 118 in 2008 to 115 by 2013.

Goal: Reduce the Young Driver Fatal Crash Rate

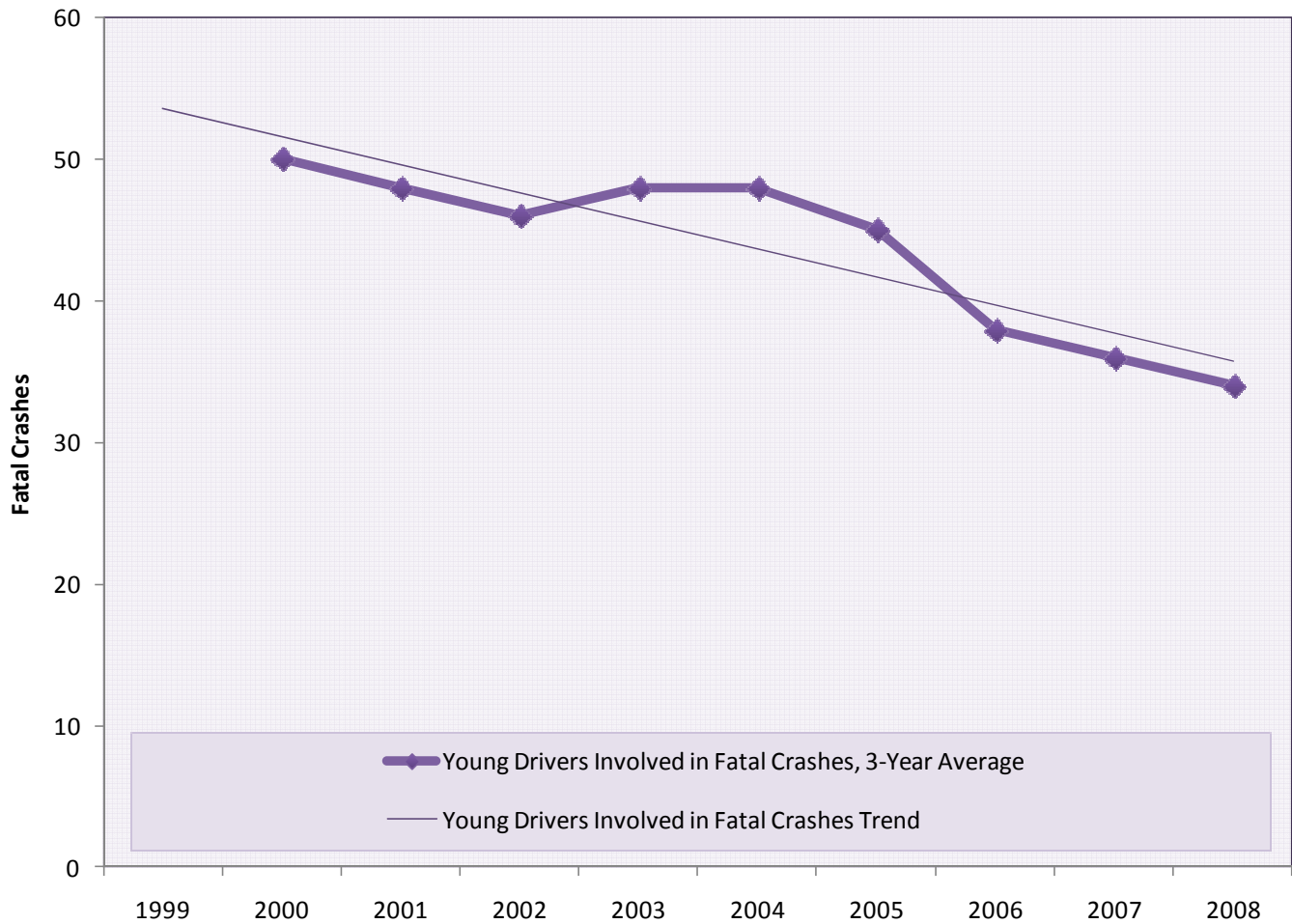
Reduce the three-year average fatal crash rate per 1,000 licenses of drivers age 20 and below from 0.61 in 2008 to 0.57 by 2013.



Young Driver Crashes (Age 20 and below)

Goal: Reduce Young Driver Fatal Crashes

Reduce the three-year average number of fatal crashes involving drivers age 20 and below from 34 in 2008 to 28 by 2013.



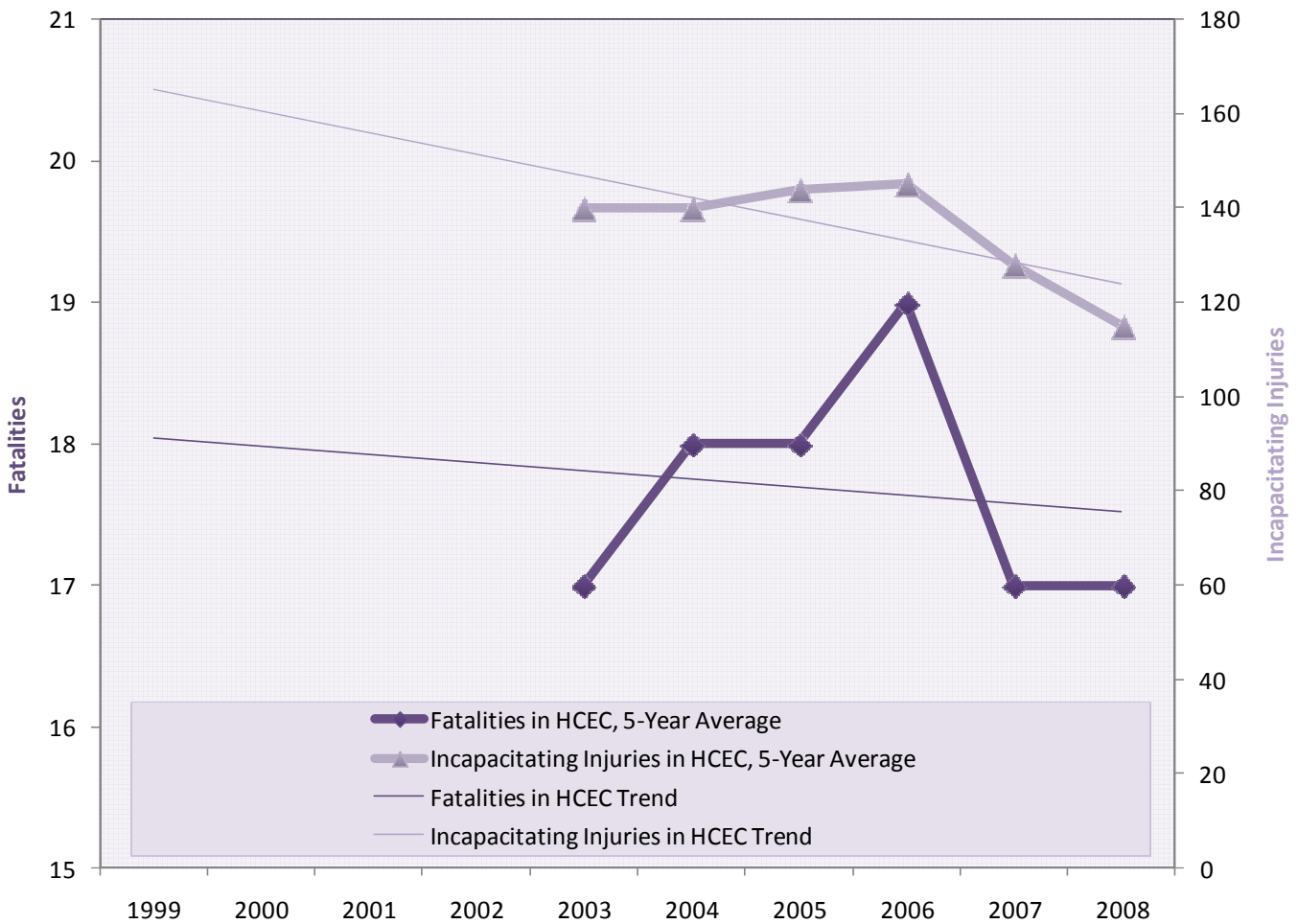
High Crash Enforcement Corridors

Goal: Reduce Fatalities in High Crash Enforcement Corridors

Reduce the five-year average number of fatalities occurring in high crash enforcement corridors from 17 in 2008 to 15 by 2013.

Goal: Reduce Incapacitating Injuries in High Crash Enforcement Corridors

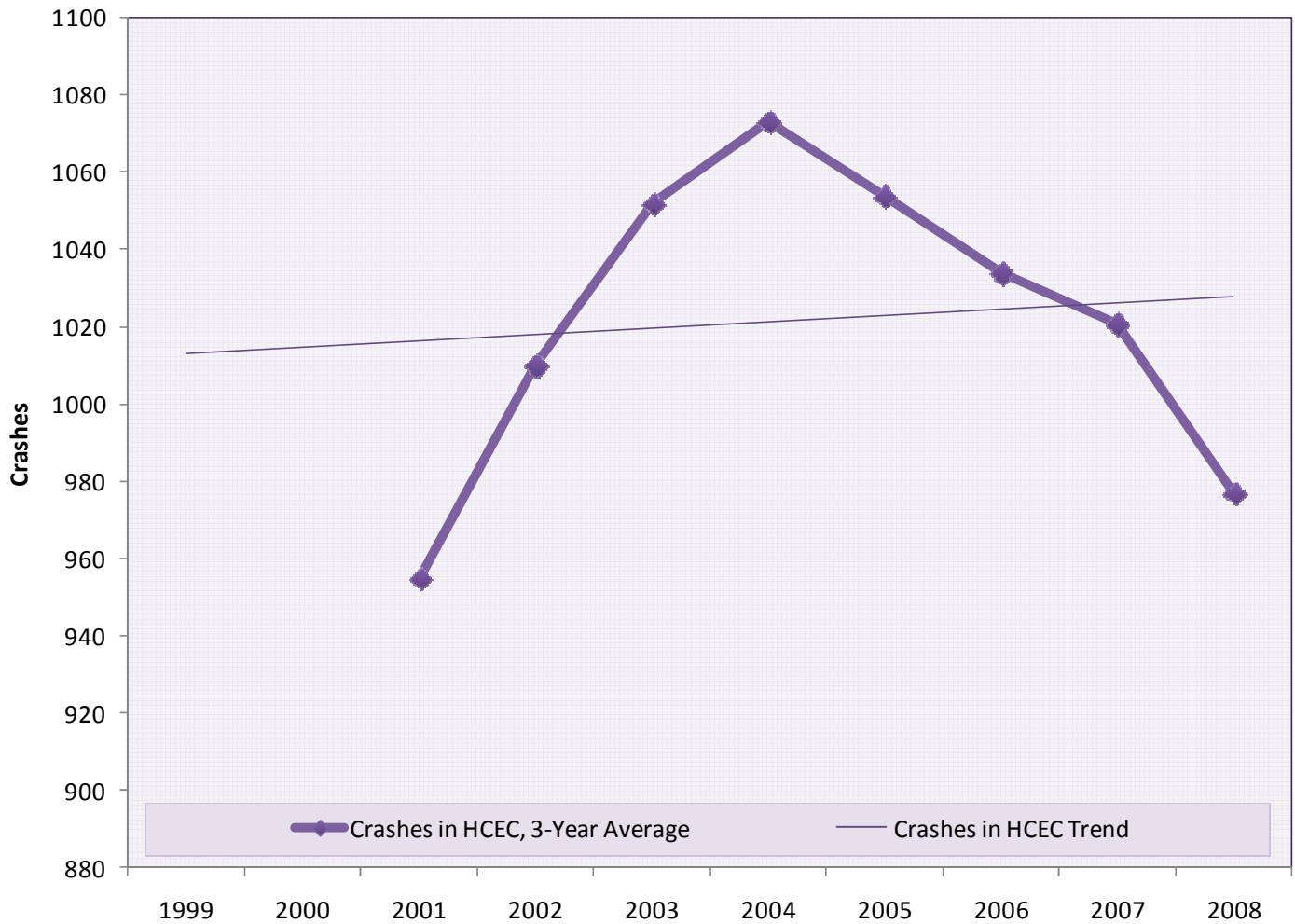
Reduce the five-year average number of incapacitating injuries occurring in high crash enforcement corridors from 115 in 2008 to 100 by 2013.



High Crash Enforcement Corridors

Goal: Reduce Crashes in High Crash Enforcement Corridors

Reduce the three-year average number of crashes in high crash enforcement corridors from 977 in 2008 to 925 by 2013.



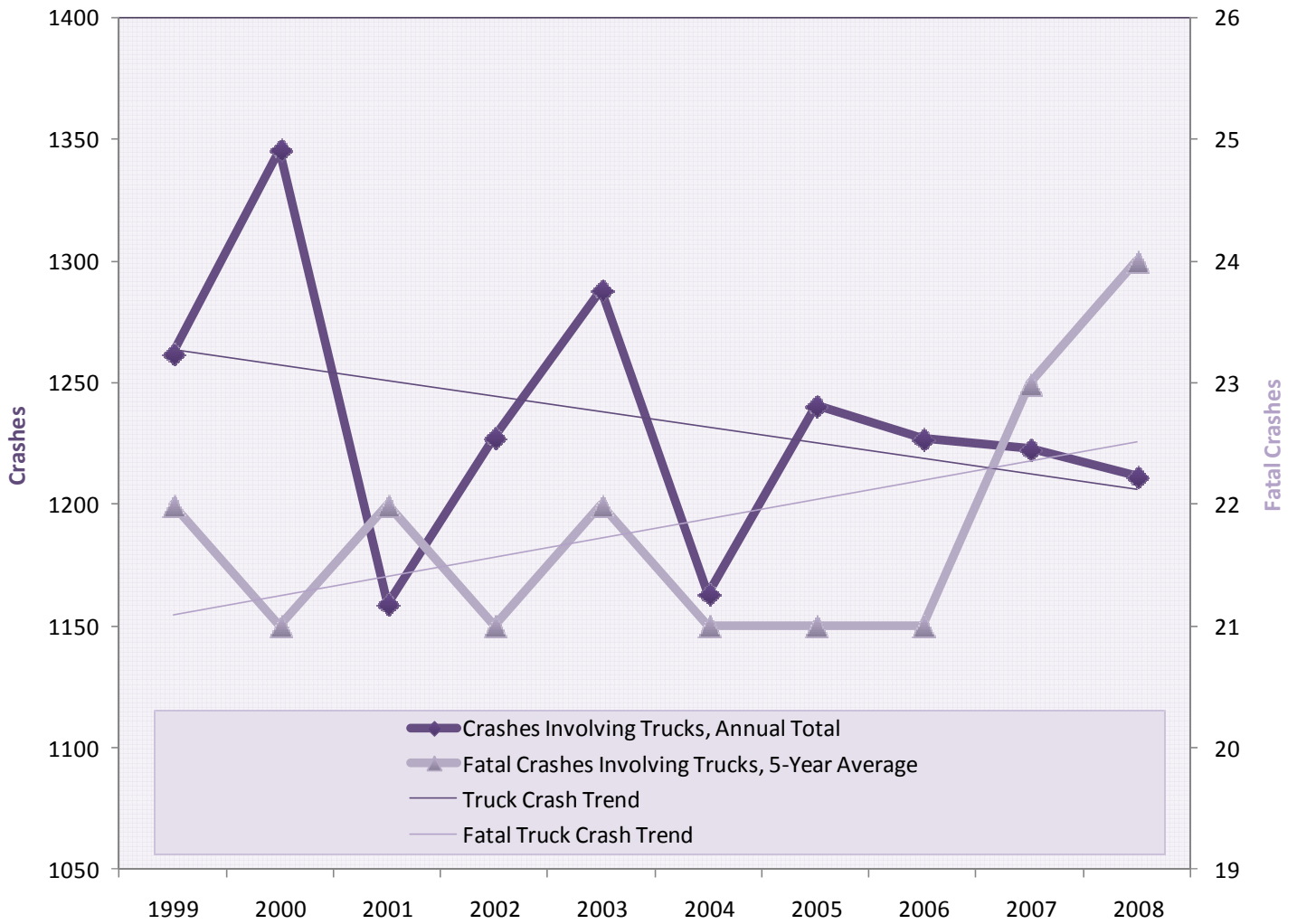
Truck Crashes

Goal: Reduce Truck Crashes

Reduce the total annual number of crashes involving trucks from 1,212 in 2008 to 1,150 by 2013.

Goal: Reduce Fatal Truck Crashes

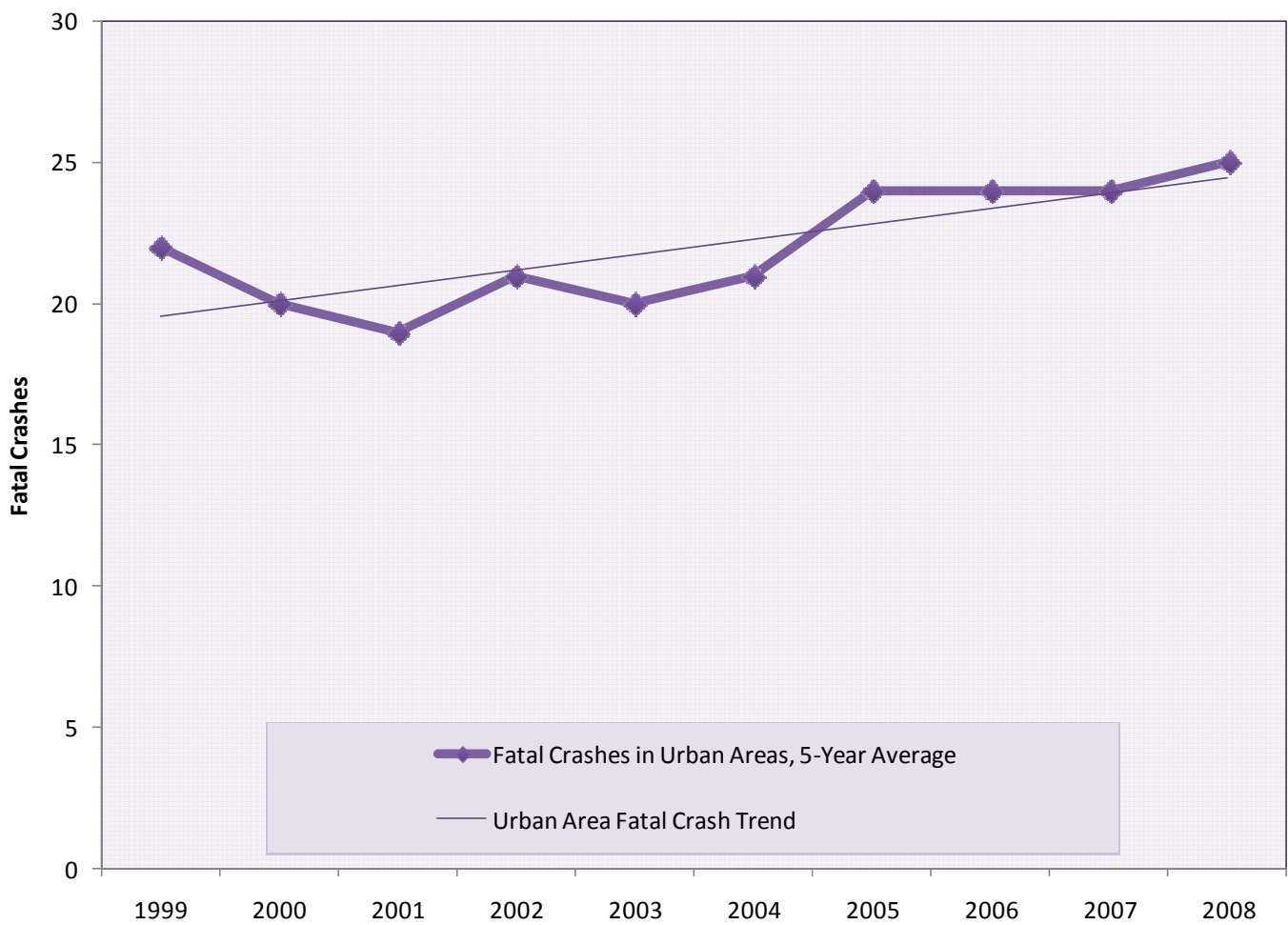
Reduce the five-year average number of fatal crashes involving trucks from 24 in 2008 to 20 by 2013.



Urban Area Crashes

Goal: Reduce Fatal Crashes in Urban Areas

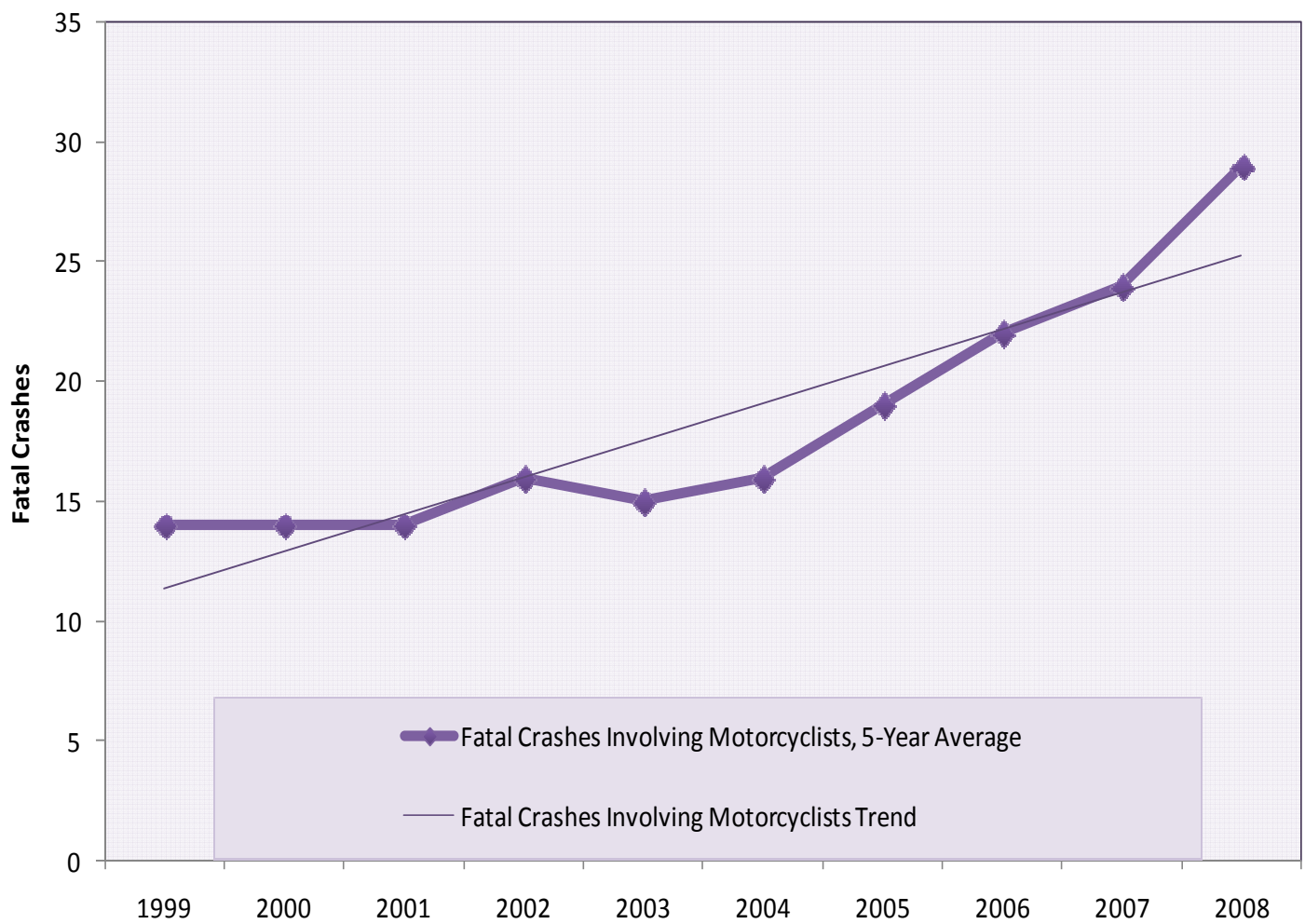
Reduce the five-year average number of fatal crashes in urban areas from 25 in 2008 to 23 by 2013.



Motorcycle Crashes

Goal: Reduce Fatal Crashes involving Motorcycles

Reduce the five-year average number of fatal crashes involving motorcycles from 29 in 2008 to 24 by 2013.



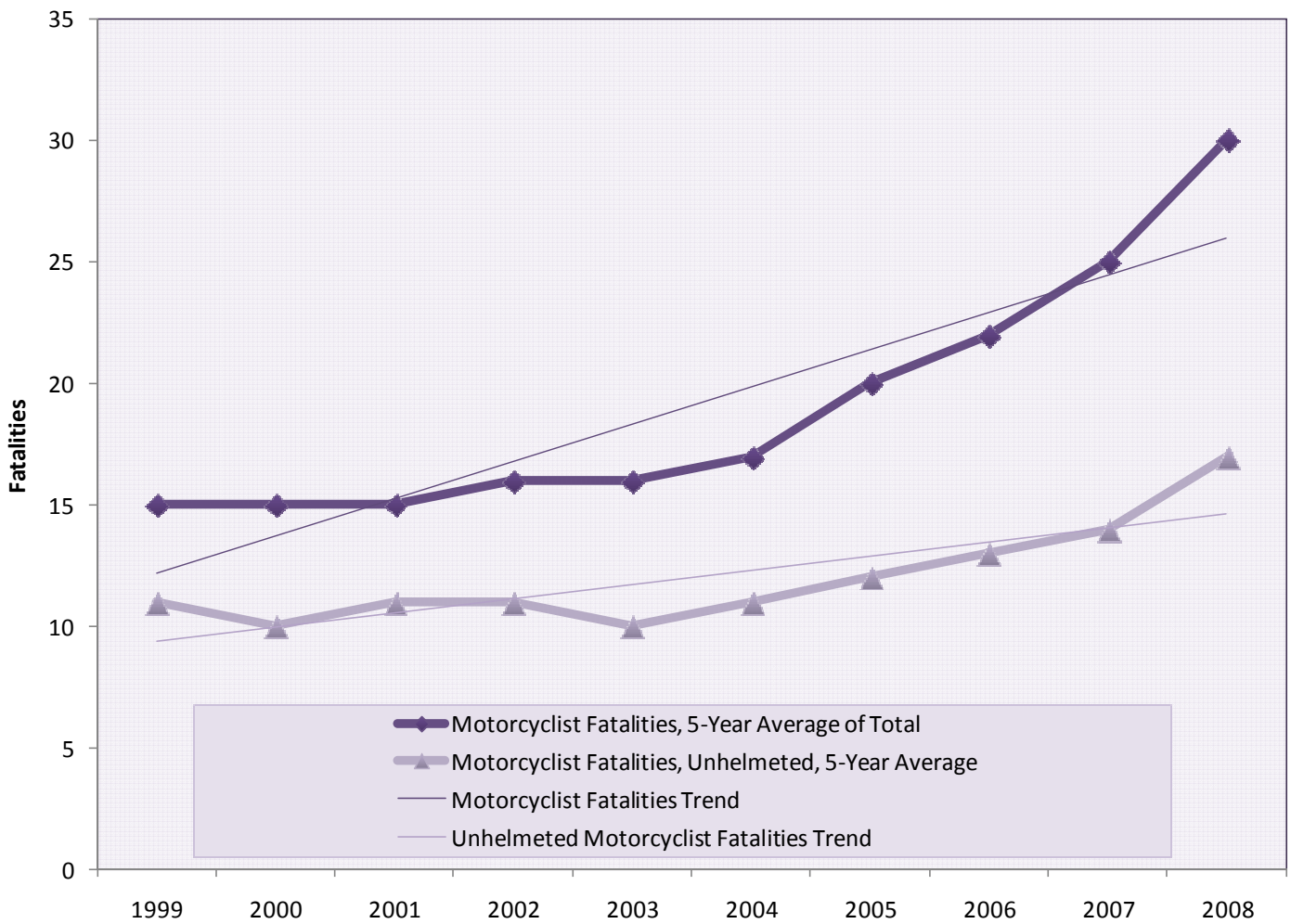
Motorcycle Crashes

Goal: Reduce Motorcyclist Fatalities

Reduce the five-year average number of motorcyclist fatalities from 30 in 2008 to 25 by 2013.

Goal: Reduce Fatalities for Motorcyclists Not Wearing Helmets

Reduce the five-year average number of fatalities for motorcyclists not wearing helmets from 17 in 2008 to 14 by 2013.



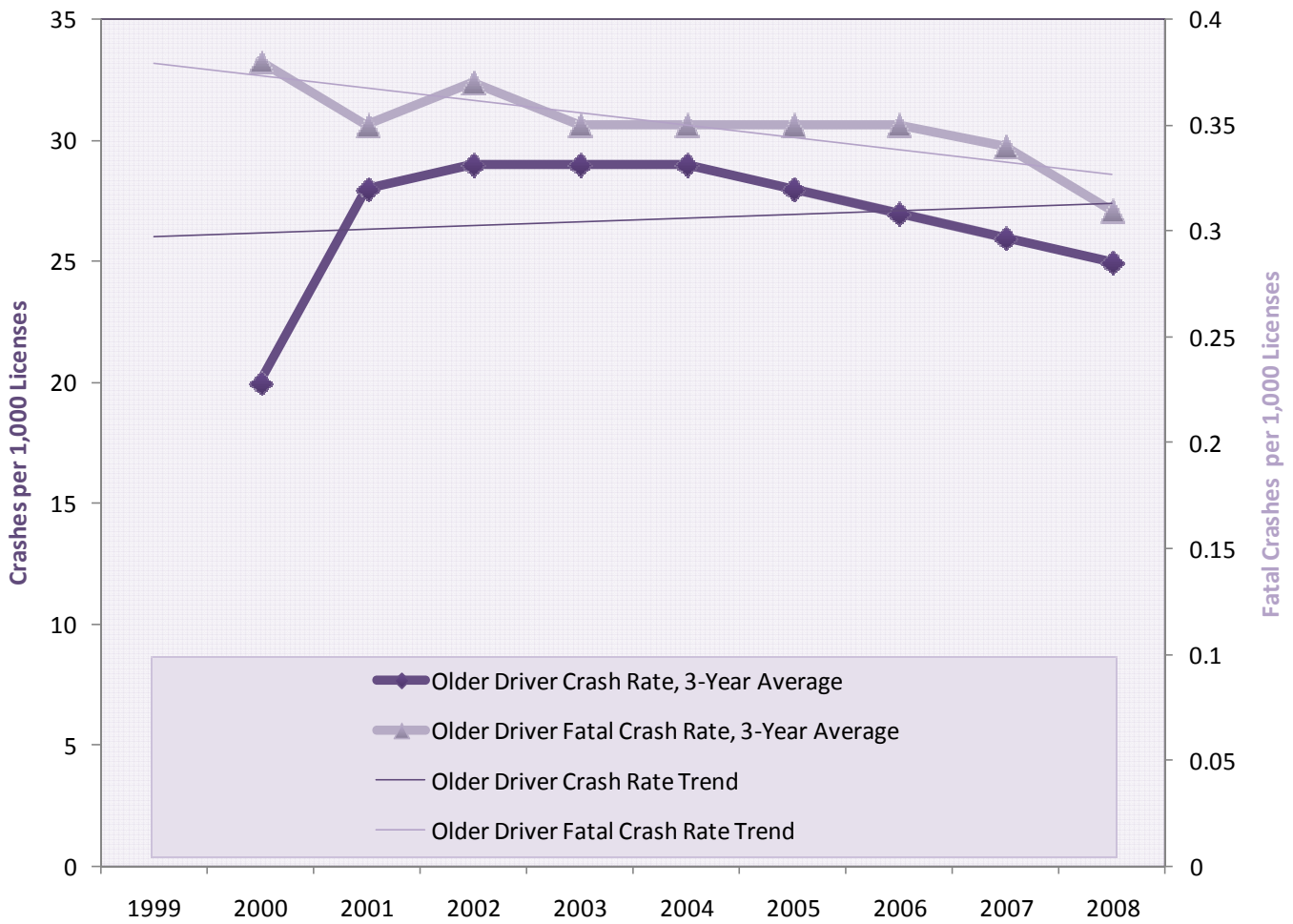
Older Driver Crashes (Age 65 and above)

Goal: Reduce the Older Driver Crash Rate

Reduce the three-year average crash rate per 1,000 licenses of drivers age 65 and above from 25 in 2008 to 22 by 2013.

Goal: Reduce the Older Driver Fatal Crash Rate

Reduce the three-year average fatal crash rate per 1,000 licenses of drivers age 65 and above from 0.36 in 2008 to 0.32 by 2013.



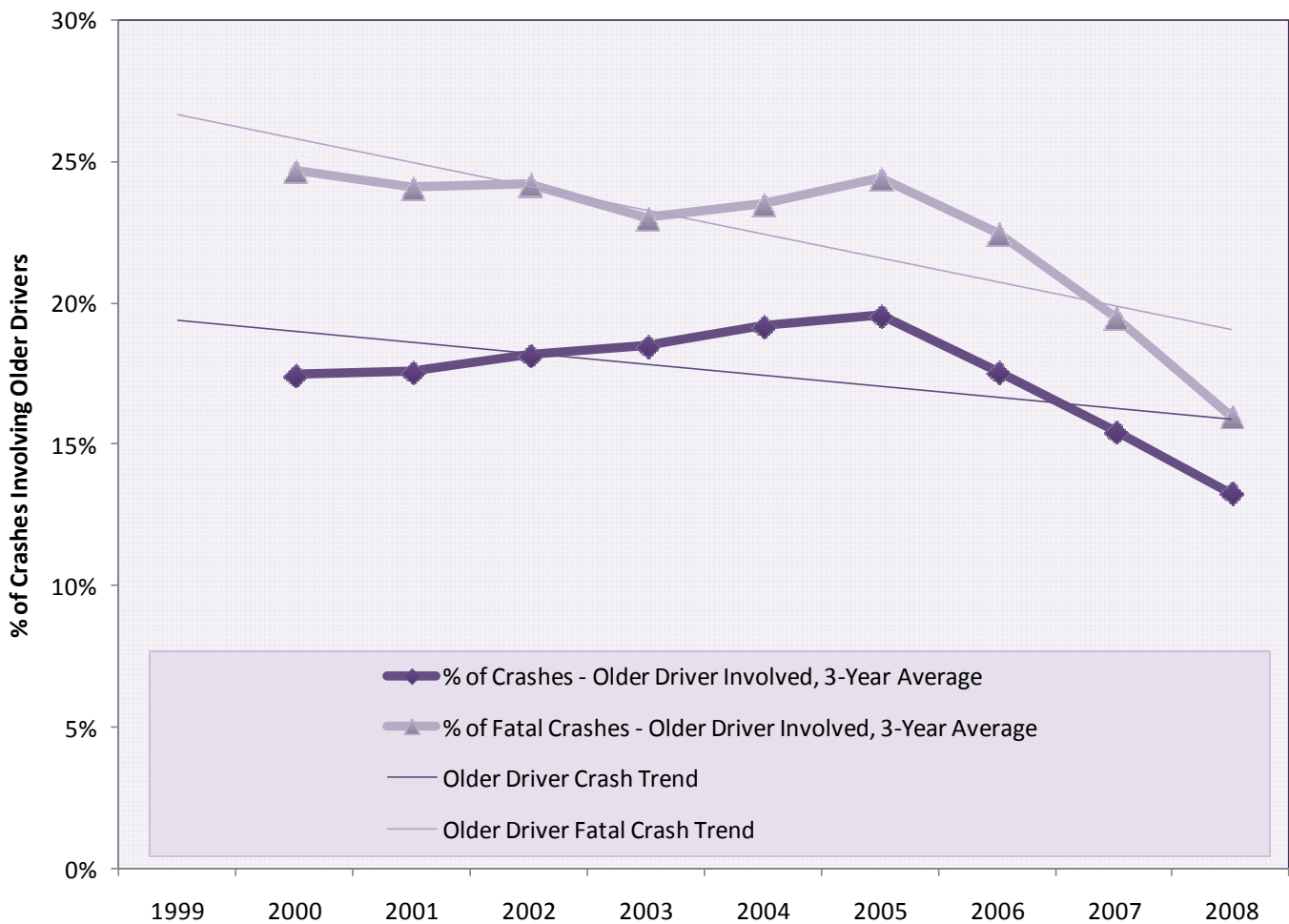
Older Driver Crashes (Age 65 and above)

Goal: Reduce Older Driver Crashes, Percent

Reduce the three-year average number of crashes involving drivers age 65 and above as a percent of all crashes from 13.3% in 2008 to 13.0% by 2013.

Goal: Reduce Older Driver Fatal Crashes, Percent

Reduce the three-year average number of fatal crashes involving drivers age 65 and above as a percent of all fatal crashes from 16.0% in 2008 to 15.0% by 2013.



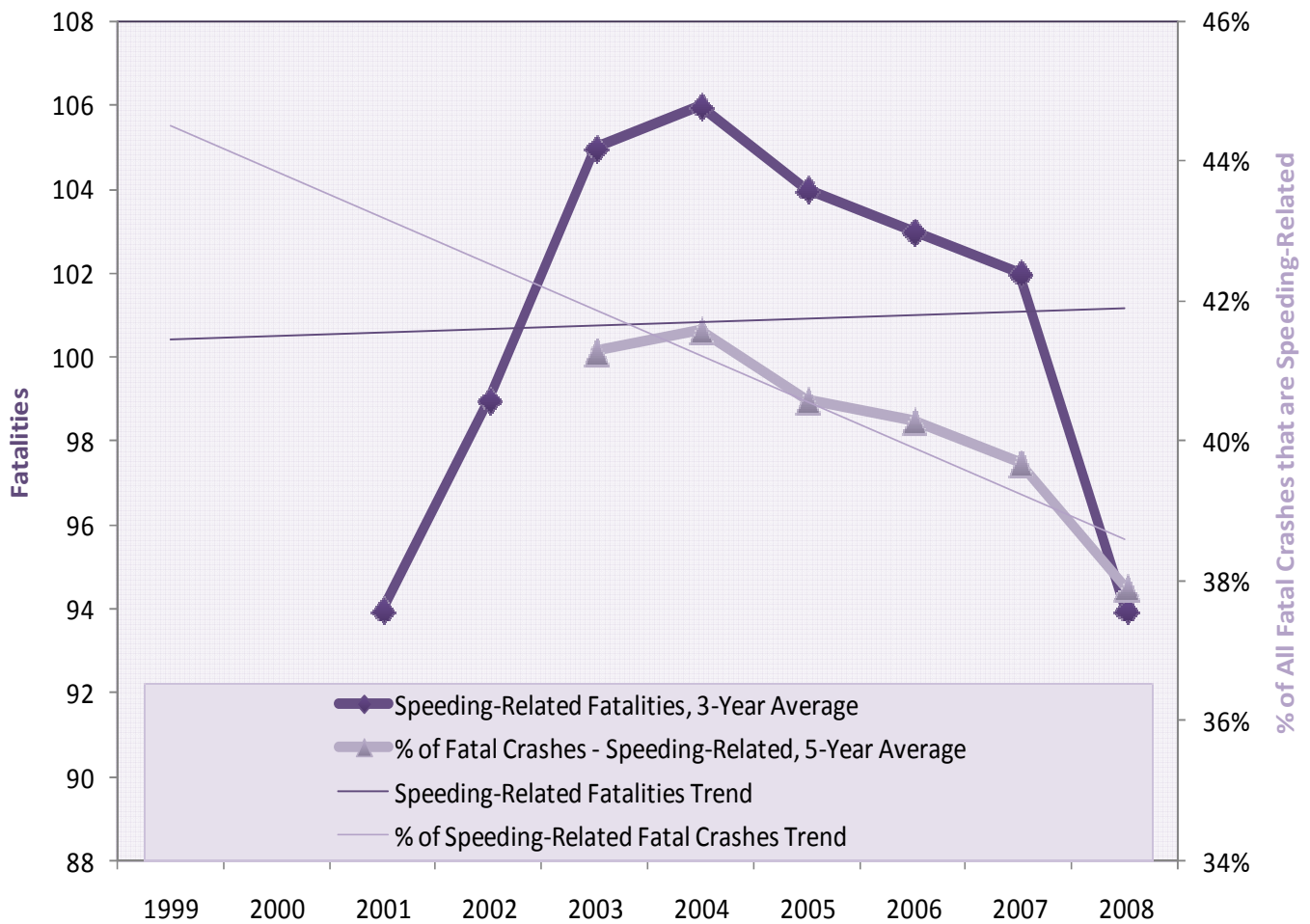
Speed Control

Goal: Reduce Speeding-Related Fatalities

Reduce the three-year average number of speeding-related fatalities from 94 in 2008 to 85 by 2013.

Goal: Reduce Speeding-Related Fatal Crashes, Percent

Reduce the five-year average number of speeding-related fatal crashes as a percent of all fatal crashes from 37.9% in 2008 to 35.0% by 2013.



Pedestrian Fatalities

Goal: Reduce Pedestrian Fatalities

Reduce the five-year average number of pedestrian fatalities from 13 in 2008 to 11 by 2013.



Grant-Funded Enforcement Activities

The following three measures are simply a report on Montana’s grant-funded enforcement activities and include a chart of the historical data for each measure.

Measure: Seat Belt Citations

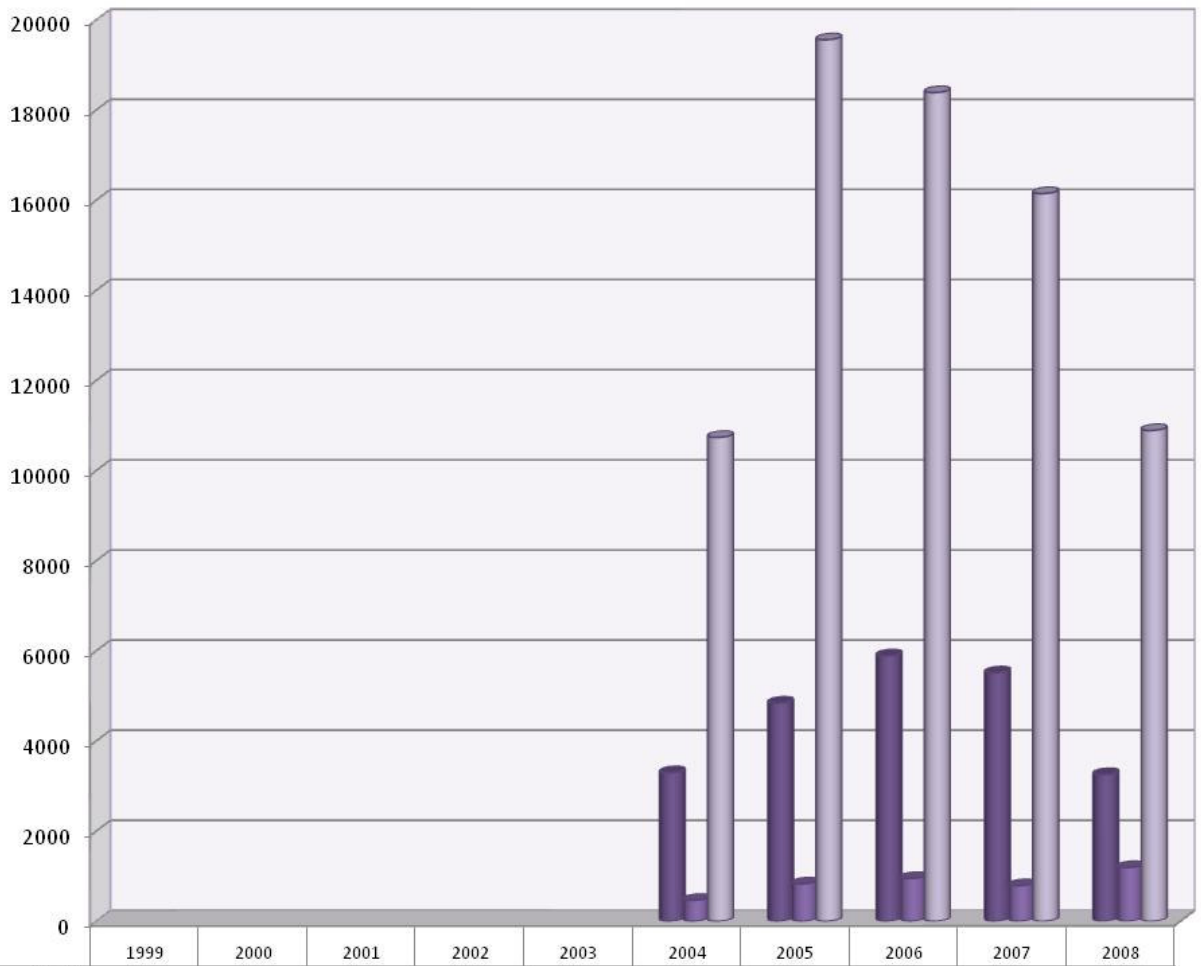
3,257 seat belt citations were issued during grant-funded enforcement activities during FFY2008.

Measure: Impaired Driving Arrests

1,194 impaired driving arrests were made during grant-funded enforcement activities during FFY2008.

Measure: Speeding Citations

10,891 speeding citations were issued during grant-funded enforcement activities during FFY2008.



	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
■ Seat Belt Citations Issued, Annual Total						3299	4843	5892	5514	3257
■ Impaired Driving Arrests, Annual Total						466	830	951	791	1194
■ Speeding Citations Issued, Annual Total						10738	19561	18389	16148	10891



Danielle Murphy, the new statistician for Montana’s Highway Safety Office, leads a discussion at a breakout session. The Traffic Records Emphasis Area Team works together to design and implement strategies to improve data connectivity and accessibility within the state.

Data is a critical element used to identify and prioritize the state’s traffic safety problems.

**Annual Safety Planning Meeting
May 12-13, 2009
Helena, MT**

IMPAIRED DRIVING

Goals and Trends

The goals of Montana's Impaired Driving Program, along with trend data, can be found in the Crash Data & Trends Section of this Report.

Strategies

Many varied strategies were employed to reduce the injuries and deaths that result from crashes involving impaired drivers. One of the principle strategies involves high visibility enforcement combined with public education via media messaging. Additionally, Montana worked to establish and hire a Traf-

fic Safety Resource Prosecutor, expand DUI courts, provide DUI related equipment and training for law enforcement, provide technical support to and expand the number of county DUI Task Forces, and initiate alcohol screening, brief intervention, and referral to treatment (SBIRT) protocols. Other strategies are noted below.

Results

Crashes involving drugs and/or alcohol in Montana increased to 2,313 in 2008 from 2,273 in 2007 and 2,243 in 2006. However, in 2008 there was a decline in the actual num-

ber of fatalities (93 people), which is the lowest number since 2001. Alcohol and/or drugs continue to account for approximately 1 in 10 crashes, 1 in 5 injuries, and almost half of all fatalities in Montana each year.

The average blood alcohol concentration (BAC) of those arrested for DUI in Montana was **0.154**, based on data collected over an 18-month time period (October 2007 - March 2009) on the 100-plus Intoxilyzer® 8000 units located around the state. Although this average is lower than in years

past, when the average BAC hovered around 0.18, it is still twice the legal limit.

A total of 9437 DUI offenses by persons over age 21 were filed with the Office of Court Administrator in 2008.

Impaired Driving Programs

Many of Montana's NHTSA resources were used to support the enforcement, prosecution and conviction of impaired drivers.

Details are provided in the *Police Traffic Services* section regarding the Selective Traffic Enforcement Program (STEP), Roving Patrols, the Labor Day mobilization, DUI-related equipment for law enforcement, the Drug Evaluation and Classification (DEC) program, equipment for the Montana Crime Lab, and training for law enforcement: DRE training, SFST refresher training, and ARIDE training.

We are pleased to highlight the following programs to prevent or reduce impaired driving:



Traffic Safety Resource Prosecutor

In late June 2009, Montana became the 45th state to implement a Traffic Safety Resource Prosecutor program.

Erin Inman, Attorney at Law, is under contract to MDT to provide resources, training, technical assistance, and a network of contacts for Montana's prosecutors, law enforcement, and judges.

Although the primary focus of the TSRP is to promote the value of and consistency in the enforcement, prosecution, and conviction of impaired drivers, the TSRP also provides consultation to those within the criminal justice system regarding other traffic issues such as speeding and occupant protection.

As of September 30th, Erin has made contact with several key partners and community coalitions, made 6 presentations to 297 attendees, introduced the TSRP program at the annual Montana County Attorney's Association conference, spent a week shadowing the Idaho TSRP, and attended a training course on crash reconstruction and vehicular homicide.

Work has begun on updating the Prosecutor's DUI Manual and developing a resource website for the TSRP program.



**Erin Inman is
Montana's first
TSRP**

Alcohol Screening, Brief Intervention, and Referral to Treatment (SBIRT)

The State Trauma Registry shows 3,221 motor vehicle crashes between 2003 and 2006 in which persons age 15 and older were severely injured. Of those, 54% had a blood alcohol level determined in the emergency department (ED), and of those, 61% were positive for a blood alcohol level with the average at .098mg/dl, over the state's legal limit of 0.08 blood alcohol concentration (BAC).

According to the Emergency Nurses Association, patients who are problem drinkers are considerably more likely to have repeat injuries and repeat ED visits, compared to patients without an alcohol use problem. An injury requiring hospitalization often creates a window of opportunity for nurses and other caregivers to intervene in an effort to motivate patients to alter their drinking behavior.

Findings from over 40 clinical trials have demonstrated that the implementation of alcohol screening, brief intervention, and referral to treatment (SBIRT) protocols is effective for decreasing alcohol consumption, injuries, and visits to the emergency department or hospital.

MDT funded the Montana Department of Public Health & Human Services to implement a project to increase the awareness, acceptance, and implementation of SBIRT protocols in Montana's medical culture, beginning with trauma admissions in the state's four level II trauma centers:

- St. Vincent Hospital – Billings
- Billings Clinic
- Benefis Healthcare – Great Falls
- St. Patrick Hospital – Missoula.

The project revealed several challenges that will continue to be explored and resolved in FFY 2010, along with an expansion of scope to include university health clinics, community health clinics, and level III hospitals.

**SBIRT is effective at
reducing
at-risk drinking**



The first annual Mariah's Challenge leadership conference was held in Butte on March 29-31, 2009.



Mariah's Challenge Leadership Conference

The keynote speaker, Susie Vanderlip, used a presentation of dance and drama to engage youth and adults alike in the problem of substance abuse (one's own or another's), and offered solutions for finding the way out of isolation and secrecy common to families of alcoholics, and gaining hope and new self-confidence for a better future.

Mariah's Challenge was established to honor the memory of Mariah Daye McCarthy, killed October 28, 2007 by an underage driver who had been drinking.

At Mariah's funeral service, her father, Leo McCarthy, issued a challenge to the Butte community, especially businesses and the justice system, and to Butte's young people to change the culture of alcohol abuse and tolerance.



CADCA trainer Rhonda Molina connected and challenged adults in an interactive training on effective community coalition planning.

Planning and registration for the second annual conference is underway.

In memory of Mariah Daye McCarthy 1993–2007

DUI Task Force Facilitator

MDT continued to contract with Missoula County DUI Task Force Coordinator, Lonie Hutchison, to serve as a technical resource for the state's DUI task forces in creating and implementing their annual plans, promote consistency and unity among existing DUI task forces, and increase the total number of counties with DUI task forces in the state.

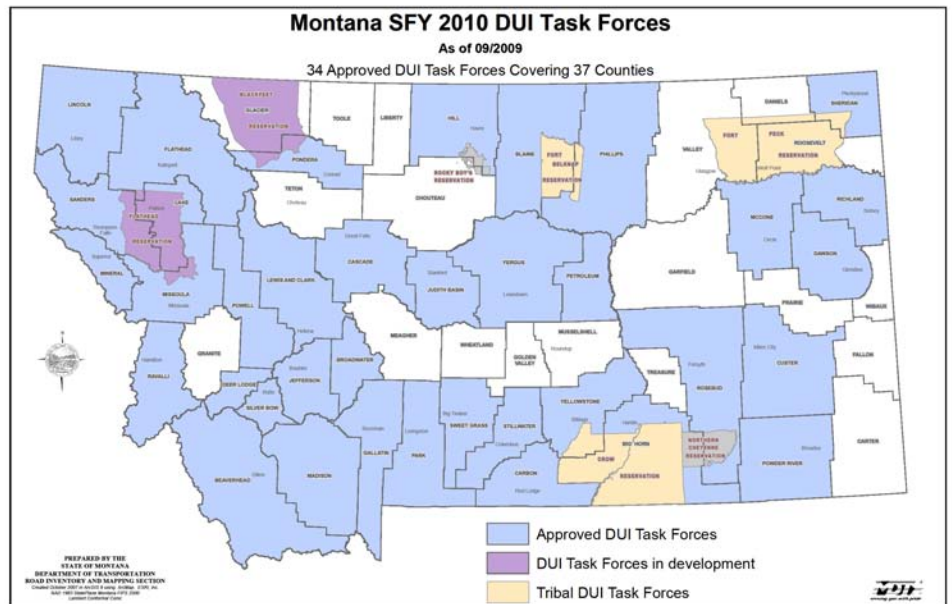
- | | | |
|-------------------------------|--------------------------|--|
| 1. Anaconda-Deer Lodge County | 13. Hill County | 25. Pondera County |
| 2. Beaverhead County | 14. Jefferson County | 26. Powell County |
| 3. Big Horn County | 15. Judith Basin County | 27. Ravalli County |
| 4. Blaine County | 16. Lake County | 28. Richland/McCone Counties |
| 5. Broadwater County | 17. Lewis & Clark County | 29. Sanders County |
| 6. Butte-Silver Bow County | 18. Lincoln County | 30. Sheridan County |
| 7. Carbon County | 19. Madison County | 31. Stillwater County |
| 8. Cascade County | 20. Mineral County | 32. Sweet Grass County |
| 9. Dawson County | 21. Missoula County | 33. Tri-County (Custer, Powder River and Rosebud Counties) |
| 10. Fergus County | 22. Park County | 34. Yellowstone County |
| 11. Flathead County | 23. Petroleum County | |
| 12. Gallatin County | 24. Phillips County | |

Going into state fiscal year 2009, Director Jim Lynch, Governor's Representative for Highway Safety, approved 25 DUI Task Force plans representing 29 counties. Entering SFY 2010, Director



Lynch approved 34 DUI Task Force plans representing the following 37 counties:

**Lonie Hutchison,
DUI Task Force Facilitator**



DUI Task Forces

Effective DUI task forces are an important mechanism for decreasing the state's alcohol-related injury and fatality rates.

DUI task forces are multi-faceted coalitions that invite participation from a cross-section of community representatives in order to maximize their reach and effectiveness. The county DUI Task Forces are funded by driver license reinstatement fees, provided by Montana law according to MCA 61-2-107.

There are three Tribal DUI Task Forces, funded by other revenue sources: Crow Nation, Fort Belknap Tribes, and Fort Peck Assiniboine & Sioux Tribes.

DUI Task Force Supplemental Funding

MDT solicited applications from the county DUI Task Forces for up to \$15,000 each in supplemental funding. The task forces are funded by driver license reinstatement fees collected within their county, which in the more rural parts of the state, constitutes a small annual budget.

The impaired driving prevention projects targeted by the funding were Cops In Shops – a Century Council program, Cops 'n Docs, and Responsible Alcohol Sales & Service training. Twenty-seven task forces submitted applications. Contracts will be issued in FFY 2010.

DUI task forces operate at the county level to reduce and prevent impaired driving, and may engage in a variety of activities such as:

- **Responsible Alcohol Sales & Service training to prevent over-service (to already intoxicated persons) and sales/service to minors**
- **Alcohol sales compliance checks of establishments**
- **Party and kegger patrols**
- **Overtime traffic patrols**
- **Educational projects**
- **Media advocacy**
- **Public service announcements**
- **Support for prosecution and adjudication of DUI cases**
- **Victims impact panels**
- **Policy/legislative proposals**
- **Designated driver programs**
- **Safe ride home programs**

DUI Task Force Annual Meeting

The annual DUI Task Force meeting was held October 2, 2008 in Helena. The agenda included the following:

Compliance Checks

Steve Pre'tat, Master Patrol Officer - Great Falls Police Department, shared details about how alcohol compliance checks are conducted in their jurisdiction. They are very careful to conduct compliance checks in a consistent manner, using US Department of Justice guidelines.

From experience, they have learned which state laws to use when citing those who fail the compliance checks. Officer Pre'tat stressed how important it is to get the citations forwarded to

the Liquor Control Division of the Department of Revenue so that they can track the citations against liquor licenses.

Responsible Alcohol Sales & Service (RASS) Training

Lisa Scates, Education Specialist – Montana Department of Revenue, highlighted the importance of training for sellers and servers of alcohol. Lisa provides "train-the-trainer" training for DOR's RASS course, entitled *Let's Control It*.

To be certified as a trainer, one must attend the one-day workshop, present a portion of the curriculum at the workshop, and complete the trainer exam.

After completion of the training, participants are certified by the state to teach the course for two years.

Billings DUI Court

Judge Mary Jane Knisely shared about her experiences with creating a specialized court in Billings to deal with DUI offenders. There are 30,000 DUI cases that come before this court yearly. She said the traditional way of dealing with DUI offenders is broken and is excited to participate in a model that has a proven record of successes.

DUI Task Force Association

There was a lively discussion on the pros and cons of forming an association.

DUI Courts

Changing the culture of the addicted

DUI courts are a relatively new intervention strategy to reduce impaired driving among habitual drunk drivers who are not typically affected by education or public safety efforts, nor by traditional legal sanctions.

Entry into DUI court is voluntary, and the person signs a contract with the DUI court. This allows the court to seek to effect a long-term change in behavior by treating underlying substance abuse issues rather than focusing only on punishing the offender.

Chemical dependency treatment is emphasized, and is accompanied by

intensive monitoring/testing. This typically includes the SCRAM® bracelet for 30-90 days, frequent urinalysis testing, EtG blood testing, and requiring the DUI court client to blow into a portable breath tester (PBT) at every possible opportunity, such as court appearances, home visit, and treatment sessions.

Continued alcohol usage is discouraged through a progressive system of incentives and sanctions.

The model involves increased accountability (usually weekly DUI court sessions before the DUI court team and

the Judge) and access to a variety of other services to help the individual achieve sobriety, learn pro-social behaviors, and become a productive member of society.

With the repeat offender as its primary target population, DUI courts follow the *Ten Key Components of Drug Courts* and the *Ten Guiding Principles of DWI Courts*, as established by the National Association of Drug Court Professionals and the National Drug Court Institute.



DUI court clients work hard to find new ways of living, free from drugs and alcohol.

In a Michigan Study of three DUI courts, participants were 19 times less likely to be re-arrested for DUI than a DUI offender sentenced in a traditional court.

Besides improving traffic safety, many find reconciliation with families and friends as part of their journey to recovery and sobriety.

Building DUI Courts through training

MDT funded 5 DUI court teams to attend training in 2009:

1. Kalispell Municipal Court – Judge Heidi Ulbricht
2. 7th Judicial District (Dawson, McCone, Prairie, Richland and Wibaux Counties) – Judge Katherine Irigoin
3. Missoula County Justice Court II – Judge Karen Orzech
4. Butte Silver Bow County Court – Judge Lee and Judge Williamson
5. Fort Peck Tribal Court – Judge Danna Runsabove

The training covers the 10 guiding principles of the DUI court model, as established by the *National Association of Drug Court Professionals* and the *National Drug Court Institute*.

The course teaches participants how to work with DUI offenders, and includes an **on-site visit** to an operational DUI Court.

DUI Courts – implementation

Montana implemented two DUI courts in 2009: Billings Municipal DUI Court under the leadership of Judge Mary Jane Knisely, and Kalispell Municipal DUI Court under the leadership of Judge Heidi Ulbricht. The DUI court program is designed to change the behavior of hardcore DUI offenders by providing intensive supervision and treatment for willing, eligible impaired driving offenders.

Upon choosing to join the program, participants come under the Court’s supervision and are required to attend assigned treatment sessions, undergo frequent and random alcohol/drug testing using advanced alcohol testing and monitoring equipment, appear before the judge and DUI court team on a scheduled (usually weekly) basis, and commit to seatbelt use. These courts also address issues of relicensing and reinsuring of DUI offenders, seatbelt and child restraint education, victim notification, and payment of restitution. Participants must meet the requirement of each phase of the DUI court program in order to graduate from the program.

Some of the goals of the program are to reduce recidivism (repeat DUI offenses), treat chemical dependency, hold alcohol/drug dependent offenders accountable for their actions, and provide access to resources and community supports to enable participants to acquire the pro-social and other skills necessary for the maintenance of sobriety.

The goal of DUI Court is to protect public safety by using the Drug Court model to address alcoholism and substance abuse as the root cause of impaired driving. Hardcore impaired drivers with serious alcohol/substance abuse issues (i.e. more than one DUI, and/or a B.A.C. of 0.15 or more) are the primary target population of the DUI Court.

Billings DUI Court

The Billings DUI Court admitted 29 participants and 3 absconded or were terminated from the program, leaving 26 active participants by year-end. A total of 2222 drug and/or alcohol tests were administered with 39 (less than 2%) testing positive – a 98% “clean” rate.

The participants collectively engaged in 8476 treatment hours and experienced 3672 days of sobriety, paid \$17,143 in fees, and completed 5200 hours of community service. 324 incentives and 93 sanctions were given.



Judge Mary Jane Knisely presides over the Billings Municipal DUI Court



Judge Heidi Ulbricht presides over the Kalispell Municipal DUI Court

Kalispell DUI Court

The Kalispell DUI Court accepted 11 individuals and two terminated voluntarily from the program, leaving 9 active participants by year-end.

On average, participants each maintained 142 days of continuous sobriety, with no new arrests or DUI charges. A participant focus group noted that the accountability

and length of the program helps “keep them honest”. Several stated they could not afford to attend substance abuse treatment on their own and the DUI court program made this possible. They uniformly applauded the DUI court team and treatment provider Gary Kent for working with them to address the issues of substance abuse and addiction.

O C C U P A N T P R O T E C T I O N

Goals & Trends

Occupant Protection (OP) is Montana's second traffic safety priority, based upon the problem identification process and data from fatalities in Montana.

Within the state, OP receives equal attention with impaired driving in reducing traffic crashes.

The belt usage rate has hovered steadily over the past few years around the 80% mark. That trend continued this year, with an observed seatbelt usage rate of 79.2% in June 2009. Usage rates vary greatly by roadway type, vehicle type, and demographics. For instance, on local roads, seat belt usage rates are much lower than the interstate and primary roads.

Montana's seat belt observational surveys have traditionally been conducted by the Montana Department of Transportation State Highway Traffic Safety Bureau's Research Analyst for over 27 years, Jack Williams.

Unfortunately, with his passing in April 2009, the 2009 observational surveys were conducted by a team of inexperienced individuals, which may explain some variances noted in the table below.

Additionally, the media attention to the legislation proposing to upgrade Montana's OP laws has brought attention to the secondary enforcement provisions on the current laws. This may also be contributing

to static and slightly decreasing seatbelt usage rates.

Strategies

Montana employs two main strategies to increase seatbelt and child restraint usage: high visibility law enforcement and a variety of public information and education (PI&E) programs.

Please see the *Police Traffic Services* section for more details involving high visibility law enforcement efforts.

A summary of Montana's PI&E programs follows.

Seat Belt Usage Rates					
Year	Interstate	Primary	City	Other	All Roads
2004	93.0%	83.3%	67.7%	73.1%	80.9%
2005	92.6%	82.4%	66.9%	72.6%	80.0%
2006	92.6%	81.7%	64.9%	70.6%	79.0%
2007	92.2%	82.1%	67.4%	70.5%	79.6%
2008	92.1%	81.7%	66.6%	70.7%	79.3%
2009	82.9%	83.8%	64.9%	75.6%	79.2%
Chg 1 Year	-10.1%	+2.1%	-1.2%	-3.7%	-0.5%
Chg 5 Year	-10.4%	+1.9%	+0.3%	-2.7%	-0.7%

Source: State Highway Traffic Safety Bureau –Montana Department of Transportation

The Buckle Up Montana (BUMT) coalitions serve as the primary grassroots community efforts to increase seatbelt and child restraint usage.



There are 10 Buckle Up Montana coalitions that serve 14 of Montana's 56 counties, home to 72% of the state's population. The coalitions are based in Kalispell, Polson, Butte, Helena, Great Falls, Conrad, Havre, Miles City, and Glendive. Oversight and coordination is provided by *Healthy Mothers/Healthy Babies – the Montana Coalition* (HMHB).

The coalitions promote occupant protection restraint system education and usage using the following methods:

- direct promotion of OP using the media
- public information and education campaigns
- support for state-sponsored media messaging
- innovative approaches to reaching those who do not regularly buckle up

Saved by the Belt Awards

53 "Saved by the Belt" awards were made to individuals involved in motor vehicle crashes that were saved by wearing their safety belts in FFY 2009. This is almost double the number awarded in FFY 2008.

These awards are typically presented at a press conference with the survivor(s), law enforcement, and public officials. A positive message and increased public awareness by participants and their relatives, followed by news coverage, will hopefully have the effect of influencing more people to wear their safety belts.

"Safe & Alive" Dismantling Montana's Biggest Killer

FFY 2009 saw an increased focus on education using the occupant protection presentation called *Safe & Alive – Dismantling Montana's Biggest Killer*. Each Buckle Up Montana coalition gave at least two presentations per month.

This tool was developed in FFY 2008 by HMHB for coalition members to use at speaking engagements to explain the criticality of seat belt use in motor vehicles. The targeted audiences include schools, legislators, law enforcement agencies, emergency medical technicians, prosecutors, judges, day care centers, hospital personnel, ministerial organizations, firemen, primary care givers, at-risk youth, and others.

The occupant protection presentation of facts empowers Montanans to make the right personal, parental and policy choices. Using statistics and studies from the Montana Department of Transportation, the National Highway Traffic

On June 1 of this year, Lisa Kiamas blacked out while driving to her home in Vaughn, MT. Her van landed upside down in the median. Fortunately, Lisa and her 2-year-old daughter, Savannah, were both properly restrained. Both of them came through the crash safely and were recognized with *Saved by the Belt* awards.



Safety Administration, the Children's Hospital of Philadelphia, and other credible sources, it demonstrates the facts about death and injury on Montana roads. In particular, it highlights the high number of Montanans that die unbuckled, or are injured because they weren't buckled. It also draws attention to the high cost to Montana taxpayers to fund emergency responders and medical care for unbuckled crash survivors.

Information Clearinghouse

Healthy Mothers Healthy Babies serves as a clearinghouse to disseminate free PI&E materials to the public on occupant protection. These packets include information about child passenger safety, teen and adult usage as well as other brochures, pamphlets, and manuals. Nearly 3,300 packets were disseminated statewide during fiscal year 2009, almost double 2008's distribution.

(Continued from page 36)

Media advocacy (or Earned Media)

The BUMT coalitions submitted at least one article or letter to the editor each month, about some aspect of occupant protection. This was a new activity this year. When articles were written by coalition members, it proved to be a great way to enable grassroots advocates to better educate themselves and then become a voice within the community.

Partnership with Law Enforcement

Local coalitions provided support for law enforcement agencies participating in the Selective Traffic Enforcement Program (STEP) during the Memorial Day and Labor Day Mobilizations with PI&E and incentives for distribution, as well as various complementary awareness projects and events. Local coalitions support these national campaigns in a diverse number of ways, all according to the community partnerships that exist, and the creativity of coalition members. Strong working relationships have developed between coalitions and law enforcement in these communities over the years. During the aforementioned FFY 2009 mobilizations, STEP patrols issued 754 seat belt citations.

Unique Opportunity to promote child passenger safety

Disney's "A Christmas Carol" train tour came to Whitefish, Montana in July, 2009. This event was not a NHTSA sponsored event; however, they did provide materials

to participating states. This was an opportunity for states to co-brand with Disney to promote Child Passenger Safety.

State staff was responsible for hosting a 10 x 10' tent and distributing national and statewide incentives and educational materials. Montana's BUMT coalition coordinators seized the opportunity to speak with all the attendees whether they came to their tent or not. They found a great opportunity in educating those standing in line for long periods of time.

Disney also provided an opportunity for State DOT/Public Safety top officials to be recognized at the ribbon cutting ceremony on the first day of each of the event. Montana's BUMT coordinator for Flathead County, Wendy Olson, and assistant CPS technicians did such an impressive job with this event, they were invited to go to other states to help them prepare for the tour!

Public awareness targeting young drivers and pickup truck drivers

A public display board was erected in Custer County approximately a block from a high school where it could be easily seen from three different directions. This board offered statistics of crashes, fatalities, injuries, and seat belt citations written for one specific county.



Disney Train attendees sporting Buckle Up Montana tattoos



Whitefish July 10-11, 2009

Buckle Up Montana coalition members Wendy Olson, Emily Colomeda, Stacy Wesen and Diane Ward use the Disney train tour as a venue to educate many parents and children about occupant protection.

It was updated at least weekly. By providing this data to the teenagers on a daily basis it was intended to influence their safety habits.

Occupant Protection Program in the high school and middle school

Students, law enforcement and the Gallatin County community participated in a local challenge to increase belt usage. "Buckle Up" stencils were used at entrances and exits of school parking lots.

High-Crash Corridor OP Campaign

Over 200 cars were stopped at a security checkpoint in Gallatin County and 500 candy bars and granola bars with buckle-up messages were distributed to those stopped. Vehicle occupants were required to wear a seat belt in order to enter a drawing for \$100. Four hundred people registered to win.

"By Teens for Teens" video project

A video was created and produced by Pondera County teenagers and presented to their peers emphasizing safety belt use. One of the teens developing the script was involved in a horrific crash. The video was shown to the drivers' education class to kick off not only the video but also the July 4th Holiday Mobilization.

Large Truck Seat Belt Program

MDT collaborated with the Montana Motor Carriers Association (MMCA) to fund a statewide seat belt campaign targeting the drivers of large trucks. MMCA coordinated these efforts with state, local and tribal law enforcement, regulatory agencies, community grassroots organizations, the trucking industry and the media. When the program began, commercial truck driver seat belt usage rate in Montana was 59%. At the end of FFY 2009, seat belt usage rate was 67%: an 8% increase. The most effective method of increasing seat belt usage was reportedly due to telephone calls from MMCA to trucking companies that their drivers were seen not wearing their seat belts!



In FFY 2009, 20 of Montana's Highway Patrol (MHP) attended a two-day training to become certified instructors for the National Safety Council's *Alive @ 25* training program for

young drivers. This highly interactive four-hour program encourages young drivers between the ages of 16 and 24 to take responsibility for their driving behavior.

Defensive Driving Course (DDC) *Alive @ 25* instructors use personal examples, humor, workbook exercises, interactive media segments, group discussions, role-playing, and short lectures to help young drivers develop convictions and strategies that will keep them safer on the road.

The DDC-*Alive @ 25* teaches young adults that:

- People in their age group are more likely to be hurt or killed in a vehicle crash.

Alive @ 25

- Inexperience, distractions, and peer pressure cause unique driving hazards.
- Speeding, alcohol, and "party drugs" greatly increase their risk of injury or death.
- As a driver or passenger, they can greatly reduce their risk by taking control.

During FFY 2009, MHP instructors trained approximately 500 young adults across the state.

They increased their networking with the Courts of Limited Jurisdiction and a number of judges have begun referring individuals to the *Alive @ 25* programs. All the courts now have the *Alive @ 25* referral form and contact information for all MHP *Alive @ 25* instructors. The instructors continue to work with the schools to adjust the schedule of the *Alive @ 25* training to fit it into students' normal school day.

Jefferson County DUI Task Force Junior Member Program

The Junior Member program provided an opportunity for four local high school students to be positive role models delivering serious traffic safety related messages to their peers and local adults. The program was run under the auspices of the Jefferson County DUI Task Force, which promoted a safe environment and positive guidance to these students.

The local teens developed and implemented a PI & E Campaign to target both impaired driving and increase seatbelt usage.

Current data shows there is a correlation between those that drive impaired and not wearing their seatbelt. This project

provided student peers with opportunities to understand the importance of safe driving behaviors, identify the ways substances impair one's decision-making process, and general motor vehicle safety information.

The Junior Member Program for Jefferson County was a positive experience for the high school students who participated. This was the second year of this program. The FFY 2009 successes were the countywide sign contest, the completion of another traffic safety billboard, and the continuous distribution of incentives with messages to "drive safely and buckle-up".

Safety Caravan "Respect the Cage"

The "Respect the Cage" exhibit grew out of last year's successful video creation entitled "Room to Live." This video tells the story of two young Montana men who were involved in an alcohol-related rollover crash in 2007. The driver, who was wearing his seatbelt, walked away from the mangled car. His best friend and passenger, who wasn't buckled up, died. (See the *Room to Live* video for more on this story at www.mdt.mt.gov/mdt/room_to_live.shtml)

This may be the nation's only traveling seat-belt advocacy effort. On display is the "Room to Live" vehicle, which demonstrates the intact safety cage even though the front and back of the car are crushed. The driver survived because his seatbelt held him in the cage. His passenger, a married father of two, died because he was ejected and crushed by the car.



Crashed vehicle featured in the *Room to Live* video



"Fastest Belt in the West" buckle up contest is very popular and demonstrates in a fun way just how little time it takes to buckle up.

The exhibit's primary target is men ages 18-34, as Montana statistics show they have a greater danger of being fatally injured in traffic crashes. The "Respect the Cage" theme borrows language and images from mixed-martial-arts fighting, which is currently popular among young men. To increase the appeal, the exhibit is staffed by college-age interns.

MDT officials also have an electronically timed "fast-buckling contest" to

keep things fun and to show how easy it is to put on a seatbelt, and a 12-minute film about Maun's and Lugibihl's story. "I'm responsible for the death of my best friend," Maun says in the film. "There were really no good days after that." Maun faced up to 30 years behind bars for negligent homicide under the influence, but he avoided prison time because Lugibihl's family spoke on his behalf.

The exhibit spreads the message that the 2 seconds it takes to put on your seat belt can save your life. Staffers report that younger people have been receptive to the message, but older generations tend to see seatbelt use, or the lack of it, as a personal choice that's nobody else's business. The interns encourage visitors that even if they don't wear their seatbelt for themselves, to buckle up for the ones they love.

The exhibit won the Best Educational Exhibit Award at the Montana State Fair in Great Falls (July 24-August 3).

This exhibit includes:

- Two pick-up trucks, a GMC and a Ford 250, wrapped in "Respect the Cage – Buckle Up" graphics. The trucks pull the trailers carrying the crashed vehicle and the rollover simulator.
- The crashed vehicle from "Room to Live".
- The "Room to Live" video plays inside the trailer.
- A Rollover Simulator: a compact pickup truck cab affixed to a two-axle, low profile trailer. Acceleration and braking control systems spin the cab to simulate a rollover vehicle crash, and a crash-test dummy that gets ejected out of the vehicle.
- "Fastest Belt in the West" buckle up contest.
- Prizes and giveaways.



An intern demonstrates the effects of a rollover crash using the rollover simulator. Inside are dummies. The difference between the outcome for a buckled occupant and an unbuckled occupant—who is usually partially or fully ejected—is graphically illustrated.

Montana has integrated the “family approach” occupant protection philosophy in all their trainings and public information and educational materials. This philosophy recognizes that children are not truly safe in a vehicle, even in a properly fitted and installed child restraint, *unless* every other vehicle occupant is properly restrained.

According to reports from Montana’s Inspection Stations, BUMT coalitions and the state’s child passenger safety (CPS) technicians, over 1,765 child safety seats were inspected and more than 455 were distributed during FFY09.



.....
Many of Montana’s CPS Instructors with Safe Kids Worldwide instructors Kerry Chausmer and Lorrie Walker in front of Montana’s new CPS trailer.
.....

Child safety seats purchased & distributed

MDT purchased nearly \$25,000 worth of child restraints this fiscal year. The 762 car seats were distributed to every county with a local permanent CPS inspection station and/or to counties where there were CPS technicians but not inspection stations.

The allocation came out to be approximately 23 child restraints for each inspection station and half of that for counties without inspection stations.

4-day CPS Technician Certification Training

Six 4-day child passenger safety certification trainings were conducted in FFY 2009. Stipends were offered to those students traveling more than 50 miles each way from their homes to attend the 4-day trainings to help offset the cost of their hotel, meals and mileage. MDT also provided speaker fees for the instructors.

Montana now has 19 CPS instructors (1 more than last year), 169 CPS technicians and 27 permanent CPS inspection stations.

Annual CPS Technician & Instructor Update

Montana’s 3rd Annual CPS Technician/Instructor Update was held August 19-20, 2009 in Helena. The technician update was on day one and afforded each attending technician 3 CEUs. Approximately 36 CPS technicians (more than double the attendees from last year) and 10 instructors were in attendance.

The featured speakers from Safe Kids Worldwide were Kerry Chausmer, CPS Certification Director and Lori Walker, Training Manager/ Technical Advisor. Three technical quizzes were provided so participants could earn 3 additional CEUs, thus completing all 6 CEUs in one session.

Topics of discussion included:

- Montana CPS statistics
- Overview of the recertification process

- Fact or Fiction interactive session
- Obesity and CPS
- Lower Anchors & Tethers for Children (LATCH)
- CPS in other vehicles
- Checkup events

On day two, the instructor workshop topics of discussion included:

- Leadership skills
- Lead instructor requirements
- Team teaching
- Mentoring students, instructor candidates, each other
- Quality control and evaluation
- Senior checkers

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The State Highway Traffic Safety Bureau offered stipends for students traveling 50 miles or more from their home to attend the technician/instructor update. Technicians also had the opportunity to get their car seat installations observed, checked and signed off by attending instructors. This session of the training was especially helpful for those technicians who live in cities and counties that don't have an instructor living in their area.

Research quantifies financial cost to Montana for not having a primary belt law

A partnership between the National Highway Traffic Safety Administration, Harborview Medical Center, the Montana Department of Transportation, and the Montana Department of Public Health and Human Services revealed the staggering cost to the state of Montana for citizens that don't buckle up. The research was conducted by Dr. Beth Ebel of Harborview Medical Center and was funded by the National Highway Traffic Safety Administration.

The research found that each year in Montana, an estimated 887 unbelted individuals are hospitalized for care following a motor vehicle crash. An estimated **819 admissions might have been prevented** if a seat belt had been used.

Caring for these unbelted Montana patients costs over \$36.7 million each year in direct inpatient health care costs, which could have been prevented through seat belt use. These costs result from three sources:

1. More hospital admissions ...

819 individuals requiring hospital care for preventable injury.

2. Higher costs per hospital stay

On average, an unbelted occupant had a longer hospital stay (2.3 days longer), required more intensive care (2.7 days longer) and accrued significantly higher hospital charges. (\$52,993 for average unbuckled occupant; \$36,420 for average buckled occupant).

3. Costs for emergency care

Unbelted drivers and passengers use an estimated \$9.9 million in preventable emergency visits each year. Unbelted occupants are significantly more likely to have their hospital costs paid from federal or state sources:

- Over one-third (36%) of unrestrained occupants have no insurance.
- Their hospital costs ultimately paid for by the state of Montana at a cost of over \$14 million annually.

An increase from 80% (current average use) to 90% seat belt use will save Montanans an estimated \$18.7 million in health care costs. Montana state government is predicted to save an estimated \$7.2 million in health care costs alone.

Seat belt use and driving sober are effective strategies for saving lives and reducing injuries and healthcare costs. Effective public health measures such as implementing a primary seat belt law would reduce mortality and morbidity from motor vehicle crashes in Montana, as well as yield tremendous cost savings.

Unbelted drivers and passengers in Montana use an estimated \$9.9 million in preventable emergency visits each year.

Unbelted occupants are significantly more likely to have their hospital costs paid from federal or state sources:

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- **Their hospital costs ultimately paid for by the state of Montana at a cost of over \$14 million annually.**

Educational incentives

MDT-SHTSB purchased nearly \$25,000 worth of occupant protection incentive items this fiscal year. The Buckle Up Montana coalitions participated in selecting the following items:

- Clickers for children to remind everyone in the vehicle to buckle up
- License and insurance card holders with a buckle up message that is kept in the vehicle
- Elephants (who never forget) carrying a buckle up message to hand out to those seen buckled
- Color crayons with a buckle up message to accompany the very popular Montana *Buckle Up Bug* Activity Coloring Book.

.....

Incentive items carrying an educational message provide a valuable mechanism for interacting with the public about occupant protection

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Brochure update

MDT-SHTSB contracted with Gingerbee Creative in FFY 2009 to revise approximately 10 impaired driving and occupant protection brochures. The contractor was tasked with consolidating messages from SHTSB's existing brochures into a few comprehensive easy to understand traffic safety brochures. The contractor will complete these brochures early in FFY 2010.

Website update

MDT-SHTSB is developing a dedicated *Buckle Up Montana* website. This site will encompass occupant protection information for the general public of all ages. Topic pages include an overview of occupant protection information, and information specific to children, teens, seniors, commercial truck drivers, parents and other traffic safety partners and advocates.

This site will advertise Montana's toll-free Buckle Up Montana phone line for personal responses to specific occupant protection questions. The website will also allow the public to order specific brochures and request our very popular *Buckle Up Bug* activity coloring books.

Results

The argument of personal choice and individual rights is used in opposition to many traffic safety laws, but particularly in opposition to safety belt laws. There is little question that all traffic laws impose some degree of control on individuals because they require actions that some people do not take voluntarily. Opponents of safety belt use laws frequently claim that a person has the "right" not to use a safety belt because the only one who is likely to be injured in the event of a crash is themselves; however, this is not true.

The OP traffic safety programs listed above are educational in nature and are tailored to not appear intrusive to Montana

audiences. Through these proactive educational programs, we are working to educate Montanans that their "right" not to wear seat belts does, indeed, affect many people.

On a positive note, Montana's culture appears to have embraced the need for child restraint usage for infants and toddlers. However, Montana's CPS law only covers children until they are 6 years old and weigh 60 pounds. More work is needed to increase booster seat usage, including a legislative change to increase the age and weight or height requirements for child passenger safety.

POLICE TRAFFIC SERVICES

Selective Traffic Enforcement Program

MDT contracts with law enforcement agencies throughout Montana to participate in the Selective Traffic Enforcement Program (STEP). SHTSB solicits law enforcement agencies based on fatality data and population.

The larger law enforcement agencies offered contracts were as follows:

- The police departments in Billings, Bozeman, Great Falls, Helena, Kalispell, Missoula, and the Montana Highway Patrol
- The sheriff's departments in Missoula, Yellowstone, Cascade, Ravalli, Flathead, Lewis & Clark, and Butte Silver-Bow Counties
- Tribal Law Enforcement
 - ◇ Chippewa Cree Law Enforcement
 - ◇ Confederated Salish and Kootenai Law Enforcement
 - ◇ Fort Peck Law and Justice

For more information, please see the Tribal Traffic Safety Section.

The next group offered contracts were law enforcement agencies (sheriffs and/or police) in communities and counties with a population of at least 5,000 people followed by counties with less than 5,000 people.

The SHTSB contracted with the Montana Sheriff's & Peace Officers Association (MSPOA) to manage the STEP overtime contracts for 26 less populated cities and counties.

In total, this allows for 80% statewide coverage of the population by law enforcement.

Law enforcement agencies conducted year-round sustained enforcement from October 1, 2008 to September 30, 2009. They participated in the two national mobilizations, Memorial Day and Labor Day, as well as state-required overtime activities around July 4th and the Christmas/New Years time frames.

As much as possible, law enforcement spent 50 percent of their time enforcing impaired driving violations and 50 percent of their time enforcing seatbelt usage during the same traffic stop.

Since Montana has a secondary seatbelt law, officers cannot pull a driver over solely because of observed seatbelt or child restraint violations. Law enforcement uses speed enforcement as a strategy to stop impaired drivers and cite those drivers seen not wearing their seatbelts.

MDT saw a decreased in the number of STEP contractors for federal fiscal year 2009 for a few reasons. Some contractors were cut from the program for a lack of performance. Either they did not do any STEP shifts or their jurisdiction had too few or no alco-

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STEP Participants and FFY 2009 Expenditures	
21 city police departments (except MSPOA)	\$ 104,260.11
8 county sheriffs (except MSPOA)	280,591.88
3 tribal law enforcement agencies	26,256.12
26 less populated cities and counties contracted by MSPOA	130,311.54
State highway patrol	309,827.77
Total	\$ 851,247.42

FFY 2009 participating agencies:

State Agencies

Montana Highway Patrol

City Police Departments

Belgrade	Billings	Bozeman
Columbia Falls	Cut Bank	Darby
Glasgow	Glendive	Great Falls
Hamilton	Havre	Helena
Kalispell	Missoula City	Poplar
Ronan	St. Ignatius	Stevensville
Troy	Whitefish	Wolf Point

County Sheriff Departments

Butte-Silver Bow	Flathead	Gallatin
Jefferson	Lewis & Clark	Missoula County
Ravalli	Yellowstone	

Tribal Law Enforcement Agencies

Confederated Salish-Kootenai Tribal Law & Order
 Fort Peck Dept. of Law & Justice
 Rocky Boy's Chippewa Cree Tribal Law Enforcement Services

Montana Sheriffs and Peace Officers Association

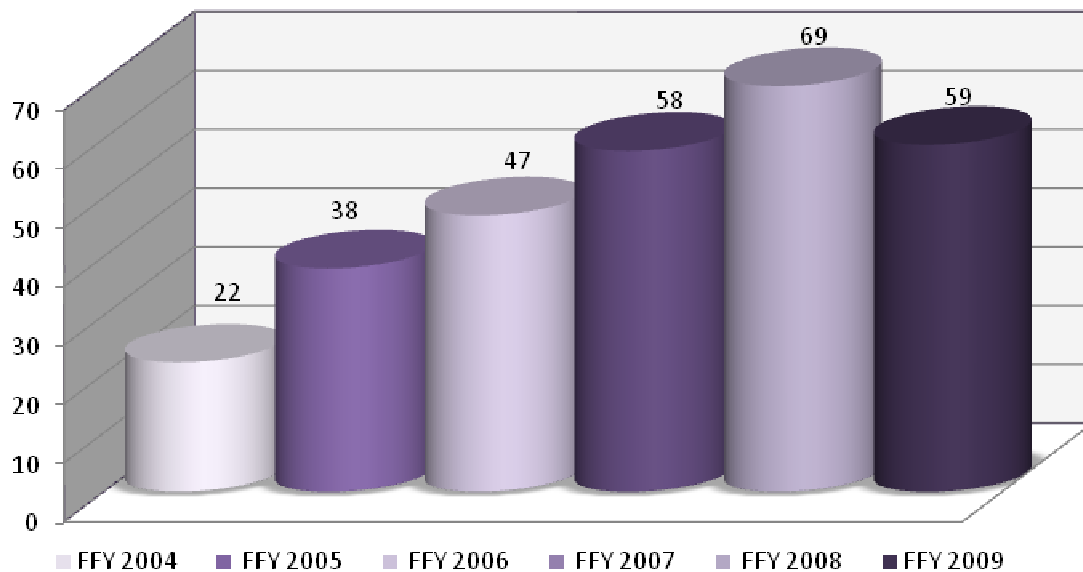
Counties:

Beaverhead	Blaine
Dawson	Garfield
Granite	Lake
Lincoln	McCone
Petroleum	Phillips
Rosebud	Sanders
Teton	Treasure

Small Cities and Towns

Custer	Bridger
Glacier	Ennis
Liberty	Libby
Musselshell	Miles City
Richland	Red Lodge
Sweet Grass	
Valley	

Participating STEP Agencies by Fiscal Year



Selective Traffic Enforcement Program

(Continued from page 43)

hol impaired driving crashes within the previous ten year span.

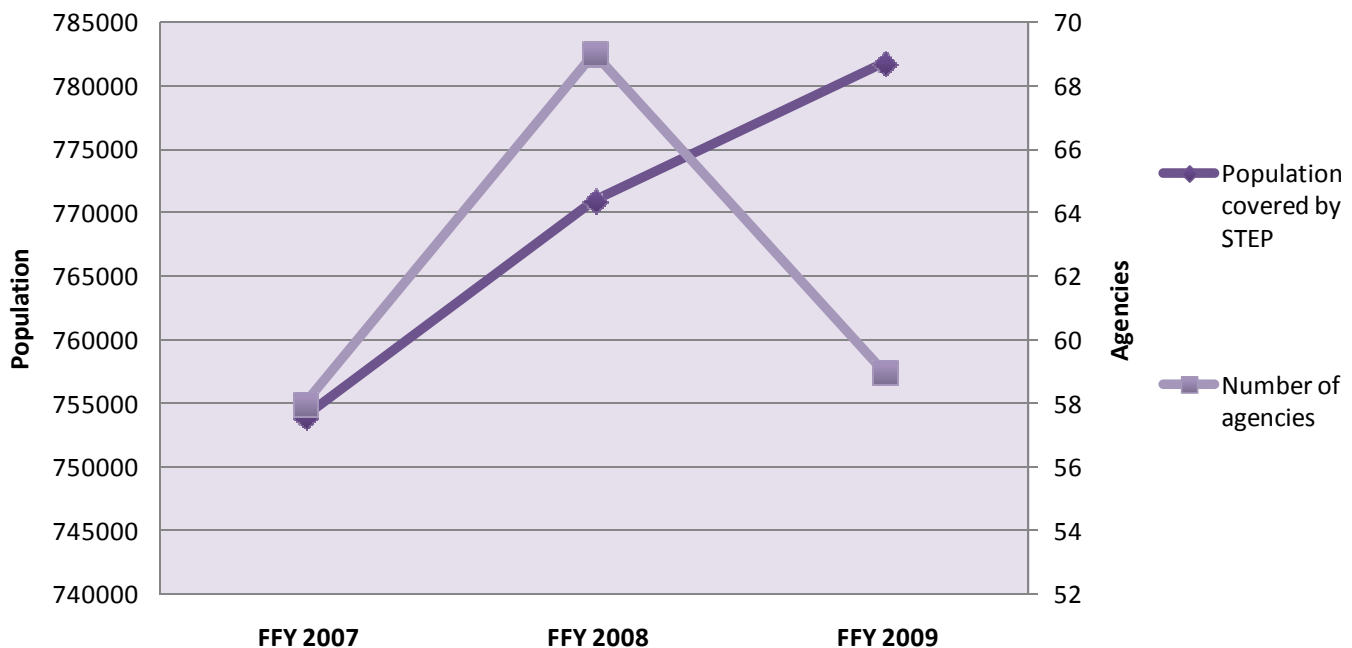
MSPOA lost a couple of counties on the border with Canada because of other grant opportunities available from Homeland Security.

These grants though Homeland Security did not have as many requirements as the STEP grant and for these smaller agencies, they were easier and less time consuming to administer.

Although we did decrease the agencies in FFY 2009, we did add a large urban population to STEP via the City of Great

Falls. With the addition of this city, we actually increased our population coverage.

Below is a graph showing the number of agencies contracted for STEP and the population covered. This graph does not include the Montana Highway Patrol.



Safety Spot Checks

DUI checkpoints are considered unconstitutional in Montana, so law enforcement conducts Safety Spot Checks. A Safety Spot Check in accordance with Montana Code Annotated allows law enforcement agencies to establish a road block with the purpose of either apprehending a fugitive or checking for driver's license, driver's registration and proof of insurance.

Safety Spot Checks provide law enforcement the opportunity to apprehend those driving impaired. These spot checks are also used as an opportunity to educate motorists about seatbelt and child safety seat use. If the officer sees an open container, finds that the person has an outstanding warrant for arrest, etc. appropriate action is taken. Officers

may not, however, cite people for occupant protection violations because of the secondary enforcement provisions in the law.

The Montana Highway Patrol as part of the STEP program conducted Safety Spot Checks in strategic areas throughout the state. They conducted this activity in collaboration with local and tribal law enforcement.

The Montana Highway Patrol requires each of their eight districts to perform two Safety Spot Checks per year. The Safety Spot Checks are usually placed on roads that are considered to be "High Crash Corridors" or outside of communities with large celebratory gatherings such as rodeos. Safety Spot Checks are intended to verify the legality of a person operating a vehicle. If other violations of the law are noticed drivers can be cited, depending on the severity of the violation

Mobilization Enforcement

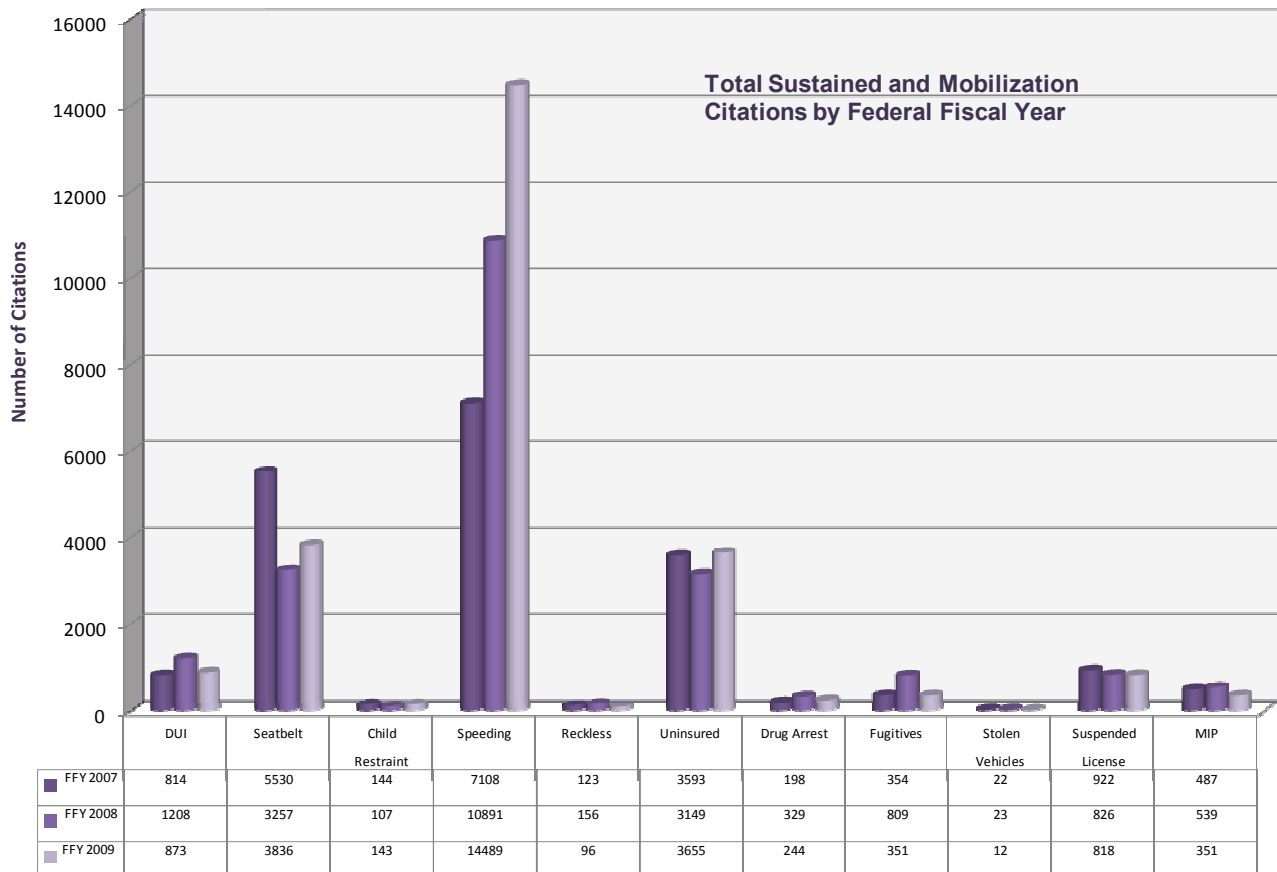
Additional, concentrated overtime patrols took place during the national mobilizations:

Memorial Day: May 18 – May 31, 2009
 Labor Day: August 21 – September 7, 2009

Although the Memorial Day mobilization media focused on seatbelt enforcement, and the Labor Day media focused on impaired driving, at a practical level, law enforcement used both mobilizations to address both these traffic safety issues.

Law enforcement made a total of 29,982 contacts on STEP overtime (including both sustained and mobilization enforcement), resulting in 873 DUI arrests and 351 MIP citations.

Combined Memorial Day and Labor Day Mobilizations FFY09				
Organization	DUI	Seat Belt Citations	Speed Citations	Total Citations
8 Montana Highway Patrol	24	455	1734	2886
26 Police Departments	108	235	923	2174
8 Sheriff's Departments	27	21	307	475
3 Tribal Law Enforcement Agency	44	21	175	404
Montana's Sheriff's & Peace Officer Association (21 Sheriffs and Police Departments)	9	22	256	398
GRAND TOTAL	212	754	3395	6337



Law Enforcement Equipment

Basic DUI equipment

MDT provided \$439,206 worth of basic DUI and speed equipment (portable breath testing devices, radar, and in-car video systems) to help local law enforcement agencies participating in STEP. This equipment helps establish probable cause to apprehend impaired drivers. This equipment was also made available to tribal law enforcement.

Intoxilyzer 8000

Previously in FFY 2007, MDT provided \$731,350 to the Forensic Sciences Division of the Montana Department of Justice (DOJ) to procure and deploy 110 Intoxilyzer 8000s across the state. After the instruments were purchased, programmed, and distributed, Forensic Sciences staff provided training to local and state law enforcement across the state. Training and technical support continued in FFY 2009.

As of the last report from the Forensics Lab dated October 30, 2009, eighty-eight Intoxilyzers have been deployed to every county in the state, including the 10 counties that previously had no ability to test DUI offenders via breath analysis. Because of this project, transport time of suspected offenders is dramatically reduced. To date, six of Montana's seven reservations have received Intoxilyzers from DOJ, with the recent placement in Blackfeet enforcement services department. The only reservation currently not participating is Crow Agency.

In FFY 2009 MDT provided a Gas Chromatograph to the Montana Crime Lab. This forensics equipment is used for detecting & quantifying of alcohol in blood samples. Law enforcement depends upon the laboratory for timely results in DUI cases. The crime lab experienced issues with the

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Mobile Impaired Driving Assessment Center

In FFY 2007, MDT funded the Montana Highway Patrol \$250,000 to procure a *Mobile Impaired Driving Assessment Center* (MIDAC).

The MIDAC continued to be deployed during FFY 2009, at a total of 22 events. The MIDAC was in operation for 322 hours that resulted in 762 people being exposed to the MIDAC.

Thirty-six people were processed as follows: 21 for DUI, 3 for suspected drug use, and 12 for minor in possession (MIP).

The center has a general deterrence effect because of its bold presence. For those who do choose to drive impaired, however, officers are able to bring suspects to the center to perform SFST and DRE testing, rather than hav-

ing to transport them long distances to the nearest testing location. Offenders are temporarily held at the MIDAC until they can be picked up by a sober friend or transported to a jail.

The MHP welcomes participation and usage by other law enforcement entities as an opportunity to build relationships among the various law enforcement agencies, and to enhance efficiency.

In FFY 2009 the Montana State Highway Traffic Safety Bureau contracted the Montana Highway Patrol to provide a trooper who is solely devoted to highway traffic safety known as a Traffic Safety Resource Office (TRSO). One of the main duties of this Trooper is to increase the use of the MIDAC as part of managing MDT-SHTSB contract implementation at MHP as well as aiding in training and coordination efforts with local law enforcement.



Traffic Safety Resource Officer

Trooper Kurt Sager is the Traffic Safety Resource Officer (TSRO) from the Montana Highway Patrol. He has been working in this position since March 2009. MDT plans to continue contracting his services in FFY 2010.

Trooper Sager oversees and manages several of law enforcement related traffic safety initiatives that are included in Montana's current Comprehensive Highway Safety Plan. He works closely with MDT's Law Enforcement Liaison and the Traffic Safety Resource Prosecutor to ensure that an effective and coordinated effort is made in support of the Highway Safety

Plan impaired driving countermeasures.

As one of his responsibilities, Trooper Sager has promoted the usage of the Mobile Impaired Driving Assessment Unit (MIDAC) mobile DUI unit. This has included notifying local law enforcement agencies of this mobile center's availability that they can share with the MHP during special events such as fairs, rodeos, rock concerts, etc. Through his efforts, the MIDAC was booked during the summer of 2009 through November.

The position description for the Montana State TSRO



**Kurt Sager, Traffic Safety Resource Officer
Montana Highway Patrol**

has been borrowed by other states seeking to devote an officer to SFST standardization and DRE programs. Washington State Patrol recently used the Montana TSRO position description to create an officer position dedicated to SFST trainings and standardizations.

“Sometimes the best education is a citation.”

**Rich McLane, Interim Assistant Chief of Police
Bozeman Police Dept**

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instrumentation: the equipment was broken when they received it and they have yet to be able to calibrate the instrument to obtain reliable results. We continue to receive monthly reports on the status of the machine. The SHTSB working with the Forensics Lab will make a decision in FFY 2010 either January or February to determine if this equipment should be returned to the manufacturer and replaced with another Gas Chromatograph.

Whitefish motorcycles

MDT contracted with the Whitefish Police Department (WPD) to purchase two motorcycles and related equipment. The

purpose was to enhance their traffic safety program in the areas of impaired driving and occupant protection.

The motorcycles provide WPD officers the ability to maneuver through congested traffic, allowing for more visibility, increased efficiency, and successful enforcement of traffic laws. The cycles also proved valuable during tourist season around Glacier Park in 2009. During this season, the community of Whitefish receives a large influx of people, and alcohol consumption is prevalent. As a result, enforcement efforts are stepped up to counter and prevent impaired driving.

Training for Law Enforcement

Standardized Field Sobriety Testing (SFST)

MDT funds the Montana Highway Patrol to train all law enforcement in Standardized Field Sobriety Testing (SFST) that is currently endorsed and adopted by NHTSA. SFSTs are the basis for all impaired driving investigations and are conducted by many officers on a very regular basis. The SFST program provides officers the necessary information to combat the impaired driving problem that the State of Montana faces.

Basic SFST training is taught at all law enforcement academies in the state of Montana (three per year). Initial SFST program training is taught as a 24 hour course as set forth by NHTSA.

SFST Recertification/Refresher Training

Recertification/refresher training is also conducted throughout the state to ensure that officers are informed regarding any new aspects of the program. The recertification training is an 8 hour course.

Montana is one of the few states in the Nation that offers a certified SFST refresher. The Montana state SFST refresher course is designed to give law enforcement officers updates on technologies and to refresh the officer's knowledge of the testing procedures. This curriculum has been borrowed by other states and is currently being used as a model for states around the nation.

In FFY 2009, MDT contracted with the Montana Highway Patrol to provide Standard Field Sobriety Testing (SFST) refresher training to local law enforcement and tribal law enforcement in conjunction with the Highway Patrol's SFST training for their own officers.

The MHP conducted eight sessions of the SFST Refresher Course across the state that included two reservation locations. The curriculum contained additional (new) information on gaze nystagmus, as well as drowsy driving, distracted driving, mental illness, and drugged driving. 152 officers, prosecutors, and judges successfully completed the course.

With the hiring of a dedicated Traffic Safety Resource Officer for the Montana Highway Patrol, all SFST training and coordination was transferred to this position effective April 1, 2009.

Advanced Roadside Impaired Driving Enforcement (ARIDE)

Currently the SFST training program contains elements from ARIDE, however, it doesn't include the advanced drug recognition information that ARIDE will provide.

The Traffic Safety Resource Officer for the Montana Highway Patrol plans to bring ARIDE training to Montana during FFY 2010. This training is going to be offered to as many law enforcement officers and prosecutors in Montana as possible. The ARIDE program will be taught throughout the state of Montana in addition to SFST refresher training. The TSRO has also made ARIDE a requirement to participate in DRE training. Participants must receive a grade of 90% or better in order to move on to DRE training.

This 16-hour curriculum is designed to help officers become more proficient at detecting, apprehending, testing and prosecuting impaired drivers. The module's subject matter relates to two curriculums, the "Standardized Field Sobriety Testing" and "Drug Evaluation and Classification."

The ARIDE course bridges the gap between SFST training and the DRE program. ARIDE will offer additional information to law enforcement officers on detecting impairment caused by more than just alcohol. This is valuable because law enforcement officers that have not received advanced or in-service training regarding drug impairment tend to not be able to identify these characteristics and may inadvertently release an impaired driver because there was no proof of alcohol impairment from the preliminary breath test.

ARIDE students should be state certified or commissioned law enforcement officers in a full time paid capacity and/or prosecutors responsible for the detection, arrest, and prosecution of DUI drivers. Officers and prosecutors that attend this training should be aware of the hazards caused by impaired drivers, be motivated to arrest and prosecute impaired drivers, and their duty assignments will enable them to spend the time required to process DUI offenders. Students that attend should be familiar with the extent of the drug impaired driving problem, and must have successfully completed the basic Standardized Field Sobriety Testing course.

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This course was not designed to be offered in a basic academy to new police recruits. This is an intermediate level course designed to offer more than a basic understanding of the impairing effects of drugs (both illicit and licit), alcohol, and/or the combination of both. Officers who wish to become a DRE in Montana must attend and satisfactorily pass the ARIDE training course.

Recognizing drug-impaired drivers

Drug Recognition Expert (DRE) Training

A Drug Recognition Expert (DRE) is an officer who has been specially trained to conduct an examination on a person to determine if the person is impaired and, if so, whether the impairment is caused by drug use or by a medical condition.

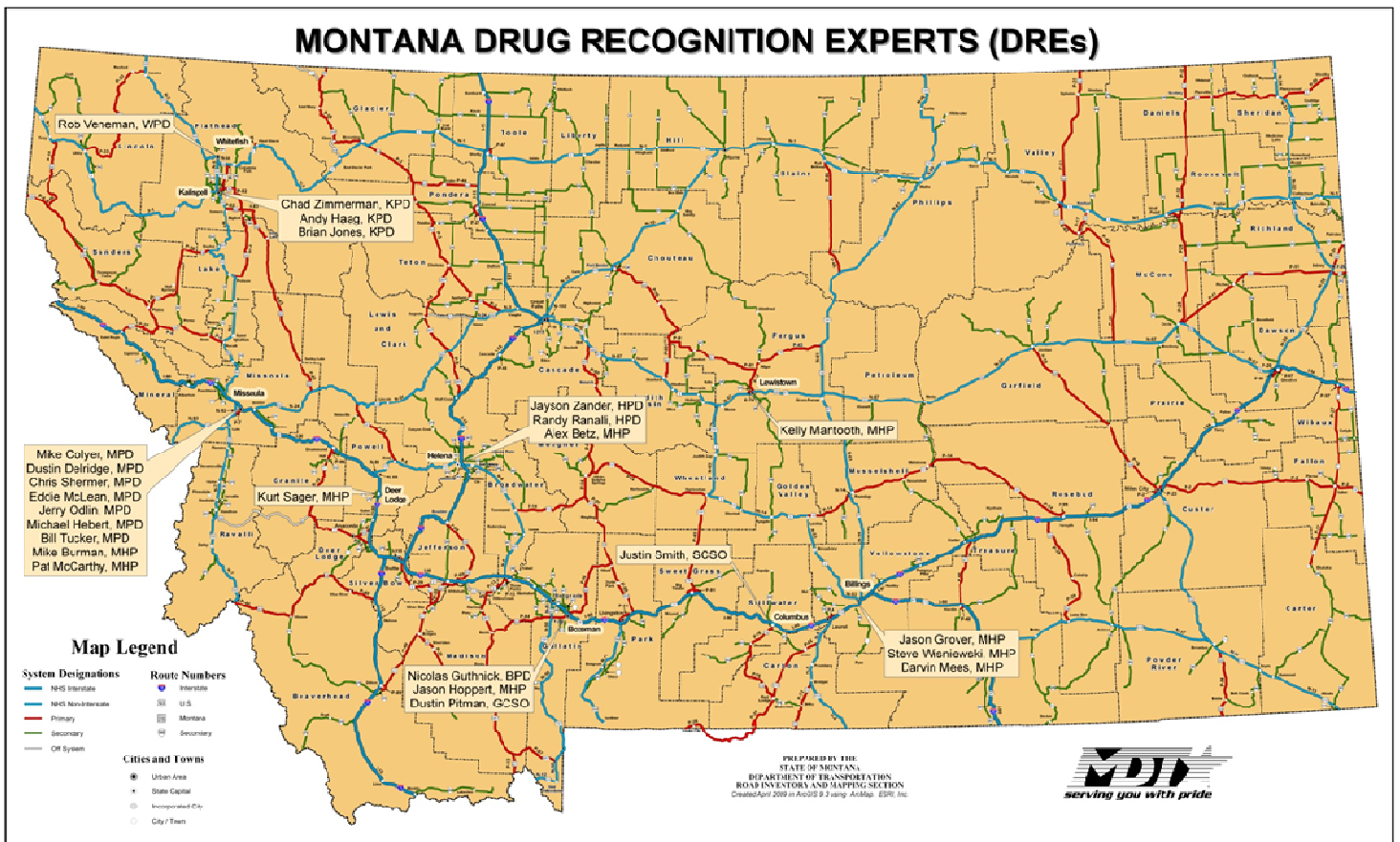
This examination is conducted in a controlled environment utilizing a standardized and systematic 12-step process. The Drug Evaluation and Classification Program (DECP) utilizes a format

that has seven major categories of drugs. These categories are determined based on the pharmacodynamics (the medically known responses of drug use on human physiology) of the drug categories.

Once the examination is completed, the DRE is able to determine which drug category or categories the person has used. Drug Recognition Experts can be used in a variety of ways, from DUI enforcement to internal drug-related investigations.

The following map displays the location of Montana's current 25 DREs (as of November 2008).

The Traffic Safety Resource Officer for the Montana Highway Patrol hopes to extend the program statewide. In order to facilitate statewide coverage, two separate trainings would need to be conducted. These two trainings would produce 40 additional certified DREs for the state of Montana.

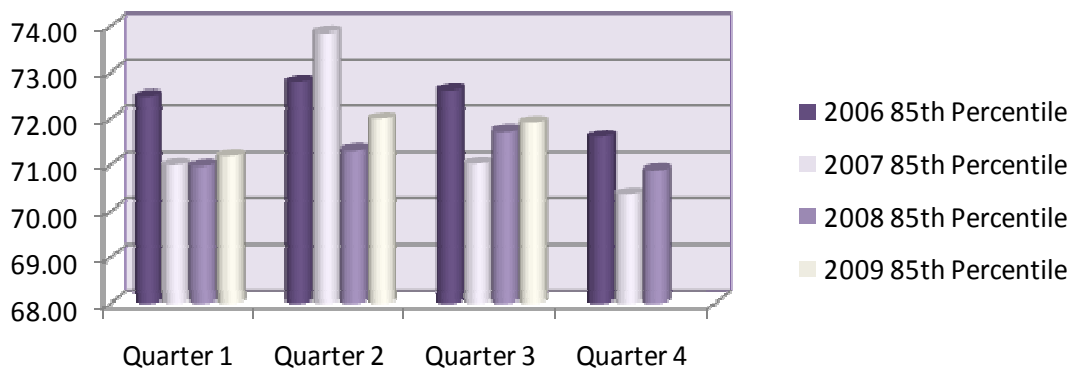


Speed Control

Eighty-five percent of speeds for non-interstate arterials during the last four years have seen a slight decrease in speed. The table and chart below outline the steady decline in speed on rural roads in Montana.

Rural Non-Interstate Arterial Speed Comparison				
Calendar Year	Quarter 1	Quarter 2	Quarter 3	Quarter 4
2006 85th Percentile	72.47	72.79	72.60	71.61
2007 85th Percentile	70.98	73.85	71.01	70.36
2008 85th Percentile	70.96	71.30	71.71	70.87
2009 85th Percentile	71.19	71.99	71.90	

Rural Non-Interstate Arterial Speed Comparison



Law Enforcement Purchase of “Your Speed Is” trailers

Two enforcement agencies continued to report on the speed trailers they received through MDT funding in previous years. These agencies were the Missoula County Sheriff’s Department, and the Dawson County Sheriff’s Department.

The trailers contain a speed measurement unit with a display of speed for passing motorists, plus the ability to record data for further analysis. The type of data collected is rate of speed and time of day. From this data, agencies are able to do an analysis of the

problem times and areas. This enables them to develop strategies on where to place officers to help them effectively apprehend speeders. These trailers have been used primarily for speed awareness in locations where speed was high which included school zones.

These two agencies have recorded data and conducted complex analysis. Agencies have reported that they have seen a reduction of speed when the display is showing passing vehicle speeds. Agencies are also reporting a reduction in speed related crashes in

areas where the trailers have been used.



High Crash Enforcement Corridors

In federal fiscal year 2008 the Montana Highway Patrol (MHP) started their Strategic Traffic Enforcement Team (STET), also known as **Roving Patrols**.

This team consists of a sergeant and five troopers that conduct traffic stops through areas of Montana that data analysts have determined as high crash corridors.

The high crash corridors were identified by Montana Department of Transportation staff and the MHP using historical crash data. This data identified corridors with higher than average numbers of crashes and fatalities caused by impaired driving, non-seatbelt usage, and speeding violations.

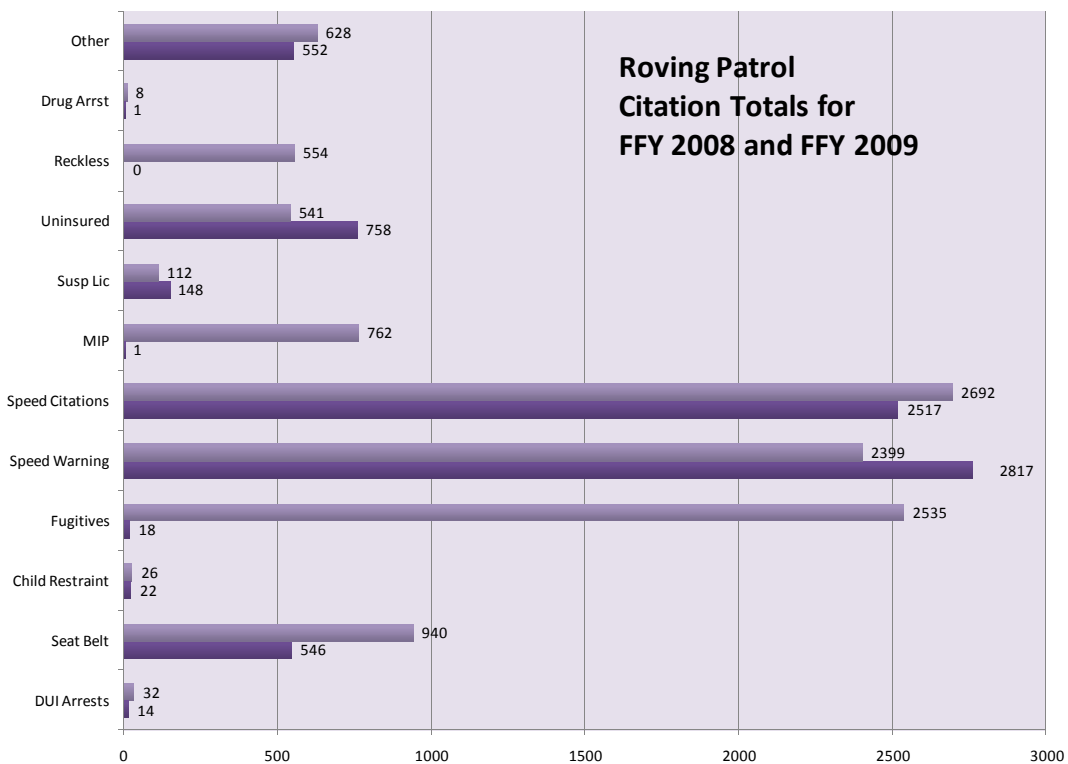
STET moves around the state to these high corridors to show a presence of high visibility enforcement in these areas.

The purpose of STET is to detect and deter impaired driving, speeding, and a host of other traffic safety offenses. The Montana Highway Patrol also uses STET as an education tool to the motoring public.

MDT continued the MHP's roving patrol program in FFY 2009, focusing their efforts on Montana's high crash corridors.

FFY 2009 saw a new focus on "high crash enforcement corridors" in the **STEP** contract requirements. Special attention by law enforcement is believed to be one of the contributing factors to achievement of the CHSP goal to reduce fatalities and incapacitating injuries in high crash locations.

The Montana Highway Patrol Roving Patrol Team



TRIBAL TRAFFIC SAFETY

American Indians make up 6.2% of Montana’s population but account for 15.7% of all fatalities (2004–2008 data). During the same time period, over 23% of all alcohol related fatalities in Montana were Native American.

During the past five years, 89.2% of Native American occupant fatalities were not buckled. Compared to 71.1% of all occupant fatalities (or 63.5% non-Native American fatalities).

From 2004–2008:

- 68.9% of Native American fatalities were alcohol-related.
- 41.6% of all non-Native American fatalities were alcohol-related.



Safe On All Roads Program

Because of these statistics, the Native American occupant protection and impaired driving public relations “Safe on all Roads” (SOAR) program which started in 2004 continues to this day. The target audience is Native American men age 18 – 34.

The SOAR program is still managed by a public relations and communications agency contracted by MDT. This agency oversees implementation of this program with the assistance of Native American interns hired by each tribe.

The primary strategy is to have occupant protection and impaired driving media messages developed and delivered from within the Native American Communities that involves the assistance of Native American focus groups.

The reservations that participated in this program in FFY 2009 were Blackfeet, Flathead, Fort Belknap, Fort Peck, Crow, and Rocky Boy’s.

The scope of activities in support of occupant protection and impaired driving media related activities for each tribe included:

- coordinating with community partners
- writing and distributing news releases
- advocacy for seatbelt and impaired driving enforcement
- displays and public engagement at community events
- building a network of safe drivers
- production and distribution of print materials and promotion items
- media advertising and placement

Media advertising was either earned or paid placement in the form of radio, newspapers, posters, and billboards.

The total amount MDT contracted in support of SOAR impaired driving media was \$159,610. Of that amount,

\$24,000 went toward paid placement.

The remaining amount covered administrative costs of the contracted media agency, wages for the Native American interns, production, focus groups, and other expenses.

Paid placement included an impaired driving billboard for \$588.00 on the Northern Cheyenne with the message “Your Path...Sober Behind the Wheel” from January 09 – September 09.”

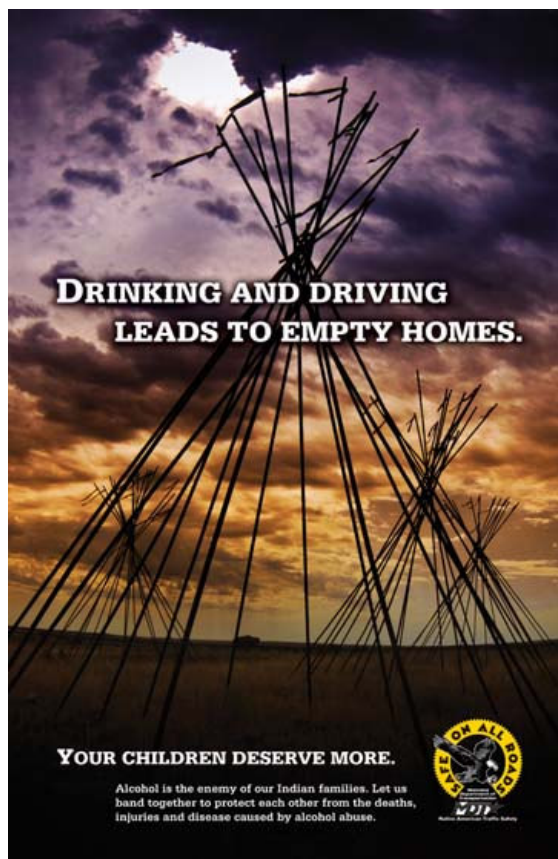
Various radio ads for the Impaired Driving Native American Holiday ran late December 2008 into January 2009 on the Flathead, Crow, and Northern Cheyenne with specific tags for each of those markets.

The media contractor negotiated a paid placement schedule for \$4399.00 with a matching no charge schedule for \$4339.00 that aired on eight stations. The contractor sent PSA letters to all markets asking the

stations to run the spots in their PSA rotation on their stations which the contractor did not purchase for this campaign. The media contractor received confirmation from the stations they had added the spots to the rotation.

For the Native American Holiday Impaired Driving newspaper the media contractor placed a 5-column X 6-inch black and white newspaper ad with the theme “Empty Home” in the following news papers targeting reservation populations. This cost of this placement totaled \$2,825.00:

- Browning Glacier Report (Blackfeet)
- Blaine County Journal News (Fort Belknap)
- Fort Belknap News
- Fort Peck Journal
- Hardin Big Horn County News (Crow)
- Pablo Char-Koosta News (Salish & Kootenai)



From Oct 2008 – June 2009, the SOAR program on each reservation in conjunction with partners such as the Injury Prevention and tribal colleges disseminated impaired driving as well as occupant protection messages at community events. These educational events occurred at pow wows, the Medicine Wheel event at Blackfeet reservation, cultural arts and health fairs, Christmas Bazaar,

tribal safety planning meetings, community round dances, BIA impaired driving simulation events, high school prevention presentations, etc.

As part of the Holiday Christmas Campaign, “Empty Homes”, radio and newspaper announcements were utilized. The following is a 30 minute radio spot on “Empty Home” developed by the Fort Peck tribe and aired on other reservations such as Northern Cheyenne:

Sfx: Faint sound of wind, like the wind is blowing through an open and abandoned home.

Voice: “During the winter months the homes of our ancestors were full of life, laughter and learning....much like the holiday season today. Our houses are full of happiness, love and giving.

Without your presence your home is empty, like a tipi with no covers or a song with no beat.

Please drive safe, sober and buckled this holiday season and give life to your home—for your family.

In addition to the radio and newspaper, a four-color poster was printed and distributed to all seven reservations and Billings Area Indian Health Service.”

MDT funded \$159,620 in support of SOAR occupant protection media. Approximately \$18,200 of that amount funded paid placement. The remaining amount went toward administrative costs of the contracted media agency, wages for Native American interns, production, focus groups, and other expenses.

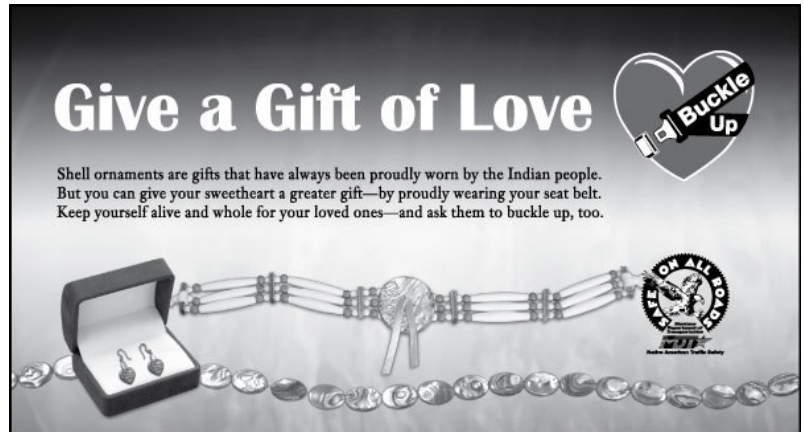
Media advertising was either earned or paid placement in the form of radio, newspapers, posters, and billboards.

As paid media, an occupant protection billboard “Buckle Up – Live to Ride Again” message was produced and placed on billboards from January – September 2009 that reached the following reservations: Blackfeet, Flathead, Fort Belknap, Fort Peck, and Rocky Boys. The total amount for this billboard placement was \$3,294.00.



SOAR Program (cont.)

Multiple radio spots were written and produced for Occupant Protection Native American Valentine's Day 2009 campaign in February 2009. Total placement for radio cost \$4696.00. Bonus value was \$4696.00.



2009 Valentine's Day campaign uses a cultural symbol and humor to convey a buckle-up message

The following is an example of a Valentine's Day Radio message played on the reservations:

:30 Kicking Bird rode into camp yelling "I have jewels, I have jewels." As he presented the jewels to his wife she looked and said "Ah Baloney." Oh Hah-abalone shell jewelry was born and is still worn proudly today. Give your sweetheart a gift that no amount of jewels can buy. The gift is life. Please buckle up and Drive Sober. This message is brought to you by the Montana Department of Transportation and your local tribal college.

For the Native American Valentine's 2009 campaign, the media contractor placed a 3-column X 8-inch black and white news paper ad targeting reservation populations. This paid newspaper placement totaled \$2,974.00.

On behalf of the Occupant Protection Native American Box Elder (Rocky Boy's Reservation) Basketball 2009 campaign, the media contractor placed a radio spot for \$278.00 and received a bonus value of \$278.00. Other reservations that had similar occupant protection events included Fort Peck and Fort Belknap.

In January 2009, the SOAR program distributed 2500 posters with a seatbelt message as earned media. The poster was developed with the help of the SOAR coordinators and a network of advisors on the reservations.

The poster features a historic photo of George Old Person of the Blackfeet Tribe that says: "On the Road of Live—Drive Safe, Sober & Wear a Seat Belt."

For more details and information about the SOAR program impaired driving and occupant protection campaigns please access the following web link: www.safeonallroads.com.

Tribal Law Enforcement in STEP

MDT contracts with law enforcement agencies throughout Montana to participate in the Selective Traffic Enforcement Program (STEP) that include the following Tribal Law Enforcement Agencies:

1. Chippewa Cree Law Enforcement
2. Confederated Salish and Kootenai Law Enforcement
3. Fort Peck Law and Justice

(For information about non-Native American state and local law enforcement agencies traffic enforcement efforts please refer to the Police Traffic Services section.)

Tribal law enforcement agencies conducted year-round sustained enforcement from October 1, 2008 to September 30, 2009. They participated in the two national mobilizations, Memorial Day and Labor Day, as well as state-required overtime activities around July 4th and the Christmas/New Years time frames.

Although the Memorial Day mobilization media focused on seatbelt enforcement, and the Labor Day media focused on impaired driving, at a practical level, law enforcement used both mobilization time periods to address both traffic safety issues.

495 citations were written by all 3 tribes during the sustained enforcement and mobilization time periods:

- 134 DUI
- 41 Seatbelt
- 3 Child Restraint
- 317 Speeding

As much as possible, tribal law enforcement spent 50 percent of their time enforcing impaired driving violations and 50 percent of their time enforcing seatbelt usage during the same traffic stop. They were expected to cite motorists for other traffic related violations during the same traffic stop.



The Reservations in Montana, as a part of the Bureau of Indian Affairs, Indian Highway Safety programs and the Montana Department of Transportation STEP program conducted DUI and Seatbelt Checkpoints in strategic areas throughout the reservation.

The laws on the reservations in Montana allow tribal law enforcement agencies to establish DUI and Seatbelt checkpoints with the purpose of either apprehending an impaired driver or checking for driver's and occupant restraint systems. These checkpoints are also used as an opportunity to educate motorists about seatbelt and child safety seat use.

The SHTSB Law Enforcement Liaison (LEL) encouraged tribal law enforcement agencies to work with non-tribal law enforcement agencies such as the Montana Highway Patrol and county sheriff's offices to assist in safety spot checks as part of the STEP program. SHTSB will continue to encourage other Native American law enforcement agencies to join the STEP overtime program in FFY 2010.

SIGN UP TO WIN

Shell jewelry is proudly worn by the Indian people. Another thing you can wear proudly is your seat belt.

Drawings for abalone earrings to be held:

Pledge to be buckled up every time you are in a moving vehicle. It's not a choice. It's a responsibility.

Gift items, not for sale or resale. The Montana Department of Transportation and contributors, subdivisions and associations are not responsible or liable for any damage, loss or injury, real or imagined, that may derive from this product or activity.

Prevention of Racial Profiling

MDT has devoted staff time and resources addressing the prevention of Racial Profiling on and around the reservations made possible with NHTSA Section 1906 funds.

In FFY 2009, SHSTB continued a contract with the Montana Highway Patrol to develop an integrated software solution for tracking citations and trooper contacts as a means to identify if racial profiling is occurring or not occurring. This will be accomplished through gathering and reporting data on traffic stops and citizen initiated contact data on a state-wide basis by race and comparing that to Bureau of Census information.

For example, a routine traffic stop will generate data such as time and location of stop; the officer involved; the person stopped; the officer's perception of their race/ethnicity; the vehicle being driven at the time; whether a citation or warning was issued or if no action was taken.

The data collected provides supervisors of law enforcement personnel a mechanism for recognizing if and when racial profiling is occurring so that they can take appropriate actions. The integrity of the data is preserved by protections that disallow any changes to critical fields by troopers and their immediate supervisors. This includes time, date, race, and location of stop and any data retrieved from Department of Motor Vehicle and other data

bases. All of the historical information is archived, including patrol patterns by geographic location, by trooper ID number, and by actions taken.

By June 2009, public viewing of the racial profiling data application through the World Wide Web was completed and made available on the MHP home page:

www.doj.mt.gov/enforcement/highwaypatrol/forms/trafficstops/trafficstopsreportytd.pdf.

This information is updated on a monthly basis and shows a listing of citations broken out by race. In FFY 2010, MHP will train several local law enforcement agencies on how to use this system. They will have the ability to retrieve racial profiling related data to help prove or disprove racial profiling is taking place within their jurisdiction.

Montana Sheriffs & Peace Officers Association

In FFY 2009, SHSTB contracted with the Montana Sheriffs and Peace Officers Association (MSPOA) to conduct outreach to local law enforcement agencies and tribal governments. The purpose of this contract was to change the conversation about law enforcement in Montana and racial profiling.

MSPOA's efforts have included encouraging local law enforcement to adopt model policies that comply with the Montana state law (MCA § 44-2-117) for the prevention of racial profiling. This includes collecting and analyzing ethnic data on stops and citations.

During FFY 2009, the contractor visited every reservation in Montana, and numerous sheriff's offices and police departments, especially those on or near reservations.

MSPOA staff met with Native American legislators and has established working relationships around the issue of racial profiling and race relations generally with the following organizations:

- Montana Association of Counties
- Montana Municipal Insurance Authority
- Montana Police Protective Association
- Montana Association of Chiefs of Police

- Montana Highway Patrol
- Montana Law Enforcement Academy
- Montana County Attorneys Association
- all state or local law enforcement agencies or local government agencies with a stake in the outcome of this project.



Law Enforcement Equipment

MDT provided funding to Fort Peck tribes to purchase DUI related equipment (portable breath testing devices and in-car video systems) to help local law enforcement agencies participating in STEP establish probable cause to apprehend impaired drivers.

This equipment was also made available to other non-Native American law enforcement agencies in Montana. During FFY 2007, MDT provided \$731,350 to the Forensic Sciences Division of the Montana Department of Justice (DOJ) to procure and deploy 110 Intoxilyzer 8000's across the state.

After the instruments were purchased, programmed, and distributed, Forensic Sciences staff provided training to local, state, and tribal law enforcement across the state.

Intoxilyzer 8000

Training and technical support continued in FFY 2009. To date, five of Montana's seven reservations have received Intoxilyzers from DOJ, with one placement pending on the Blackfeet. The only reservation currently not participating is Crow Agency.



8000 For information about use of Intoxilyzer 8000's by non-Native American state and local law enforcement agencies, please refer to the Police Traffic Services Section.

Ronan Highway Safety Officer

In FFY 2009 the Montana Department of Transportation introduced a pilot program in the City of Ronan by funding a police officer to focus their efforts on traffic enforcements including identifying and stopping impaired drivers. The City of Ronan is located on the Flathead reservation. This officer patrols Highway 93 within their jurisdiction looking for impaired drivers and other traffic violators. MDT has identified this highway as a high crash corridor because of its history of high alcohol-related fatalities.

The Ronan Police Department is implementing a multi-tiered education and enforcement approach. The officer contracted by MDT works four days a week focusing on traffic enforcement.

The Ronan Police Department reminds the public through radio and newspapers that they are out enforcing traffic laws and making the roads safer for everyone. They also distribute traffic safety related materials through their crime prevention program that reaches adults and teen drivers.



Joel Diaz, Ronan Highway Safety Officer

Part of their program also supplements the full time traffic officer with one STEP overtime shift per week for any officer to work. This provides the City of Ronan five days of coverage for traffic patrols. We expect to continue this program in FFY 2010.

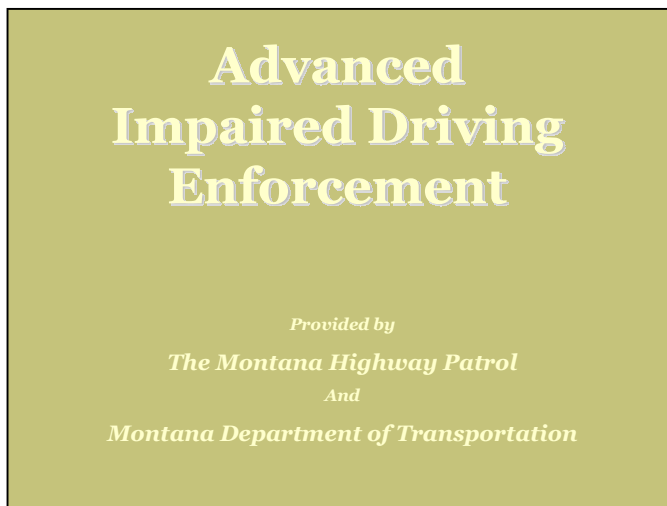
SFST Training

Recertification/refresher training is conducted throughout the state to ensure that officers are informed regarding any new aspects of the Standardized Field Sobriety Training (SFST) program.

The recertification training is an 8 hour course. In FFY 2009, MDT contracted with the Montana Highway Patrol to provide Standard Field Sobriety Testing (SFST) refresher training to local law enforcement and tribal law enforcement in conjunction with the Highway Patrol's SFST training for their own officers.

Tribes that participated in this training included: Fort Belknap, Rocky Boy's, Northern Cheyenne, and Fort Peck.

For more details about the SFST Refresher Course, including ARIDE, please refer to the Police Traffic Services section.



Native American Driver Education Program

Some of Montana's Native American reservations have too few high schools offering driver education classes for their teens. This program recruits teachers from reservations who are interested in and committed to becoming driver education teachers.

During FFY 2009, two Native American instructors (from the Crow and Blackfeet reservations) became certified to teach driver education. These newly certified instructors are now offering the program during the school year as part of the class in order to make it more accessible to their eligible teen population. By training during the school day and over a semester timeframe, the chances of a teen having to drop because of too many absences are greatly reduced. This is a good example of adjusting a program to meet the needs of a specific culture.

4-day National CPS Certification Training

One of the six 4-day Child Passenger Safety (CPS) certification trainings was sponsored by the Billings Area Indian Health Services who received a grant from the Bureau of Indian Affairs.

Fourteen Native Americans from across Montana attended. For more details about the 4-day National CPS Certification Training, please refer to the Occupant Protection section.

Tribal DUI Court

MDT funded 5 DUI court teams to attend training in 2009 which included Judge Danna Runsabove and team from the Fort Peck Tribal Court.

In FFY 2010 the tribe is contracted by MDT to implement their DUI court based upon the 10 guiding principles of the DUI court model established by the National Association of Drug Court Professionals and the National Drug Court Institute.

Please refer to the Impaired Driving section for more details about the other DUI Court programs.

MOTORCYCLE SAFETY

Support for motorcyclist awareness training in Drivers Education

In 2009 SHTSB in cooperation with MMRS and the Office of Public Instruction distributed 350 Motorcycle Safety Foundation's (MSF) "Intersection Modules" known as toolkits to all driver education teachers throughout the state of Montana to use in their classes.

The SHTSB also provided MMRS with 15 toolkits to distribute to their instructors to use during their motorcycle training sessions.

The toolkits are MSF's newest approach to enhancing motorist awareness of motorcycles. The program combines personal stories

and character development with a dramatic new look at a crash scene. The toolkit contains three separate 13-minute DVD's that appeal to adults, teens, and commercial drivers.

.....

RiderCoach® Udell Sharp gives instruction to a student at the Helena site for Montana Motorcycle Rider Safety

.....



Motorcycle Safety Website

In FFY 2009, using Section 2010 grant monies, Montana Department of Transportation (MDT) continued to fund a media company \$75,000 to develop a website for MDT outlining Motorcycle Awareness tips and includes a share the road message tag lined as "One Sided Match Ups."

This campaign's message demonstrates is that it is

not a fair fight between a car and a motorcycle. If a car hits a motorcycle the likelihood of death for the motorcyclist is higher than for a passenger in a vehicle.

The web site continued to suggest 10 top motorcycle routes located in strategic places throughout the state. The intent is to get motorcyclists to the website and view the route

they plan to take and accompanying safety related information.

The current routes for the website were chosen by MDT's Traffic & Safety Bureau familiar with the safety aspects of these roads from an engineering perspective.

The web site is being discontinued in FFY 2010. MDT experienced little or

no interest in the web site from the public. There were fewer than two hundred hits on the web site in 2008 and again in 2009 the web site had fewer than two hundred hits and was infected by spammers.

The web site safety tips and links will be moved to the existing MDT motorcycle safety web sites.

T R A F F I C R E C O R D S

For FFY2009, the Traffic Records Coordinating Committee approved the allocation and expenditure of \$377,111 of Section 408 funds to three different projects supporting the improvement of Montana's Traffic Records System, plus \$156,379 for administrative and indirect costs.

Each funded project links directly to one or more of the objectives and accompanying strategies contained in the *Montana Traffic Records Strategic Plan*. The expenditure plan as represented by the table, below, includes \$1,010,105 in previous years carry forward from unexpended Section 408 funds.

FFY2009 Section 408 Expended Funding	Amount
Traffic Records Assessment	\$ 24,181
MDT Traffic Safety Web Services	287,702
MDT/Court System Interface	182
DPHHS Health Information & Resource Management System	65,228
Administrative Costs	87,756
Indirect Costs	68,665
FFY2009 Total	\$ 533,704

A d d i t i o n a l F u n d i n g

The State of Montana continues to make significant investments in the applications and processes that make up the traffic records system. Both federal and state funds have contributed to the progress of many projects currently underway.

The following projects are funded (wholly or in part) by sources outside Federal Section 408 funds:

- \$140,000 to the Department of Transportation to continue the creation of a spatially enabled road network.
- \$10,050 to the Department of Transportation for technical support to the CISCO-enabled reservations in their work gathering crash data.
- \$537,027 to the Department of Justice to continue the implementation of the IJIS (Integrated Justice Information Sharing) Broker.
- \$70,000 to the Department of Public Health and Human Services for state-wide deployment of the OPHI (Online Pre-Hospital Information) system to EMS providers.
- \$315,000 to the Office of the Court Administrator to continue training the District Courts in the use of FullCourt for entering case filings.
- \$814,995 to the Department of Justice for continuing implementation of the CTS-America Record Management System with the Montana Highway Patrol.

Traffic Records Assessment

In March 2009, NHTSA facilitated a second Traffic Records Assessment in Montana. The purpose was to determine whether Montana's traffic records system is capable of supporting the State's need to identify safety problems, to manage the countermeasures applied to reduce or eliminate those problems, and to evaluate those programs for their effectiveness.

A similar assessment was conducted in 2004 that offered a number of recommendations to improve the traffic records system. Montana has made notable progress since that time, with some of the more noteworthy achievements including:

- Establishing a Traffic Records Coordinating Committee (TRCC) and executing Memoranda of Understanding with participating stakeholders.
- Implementing the CTS America field data collection software for electronic upload of crash reports to the Montana Highway Patrol.

- Developmental work for the new registration and titling system, MERLIN, which has created a client-oriented database of vehicles and drivers and stimulated improvements to the legacy driver system still in use.
- Integrating the citation data legacy systems with the FullCourt Case Management System in order to establish a statewide Court Central Repository of arrests and dispositions.

Despite many efforts to upgrade aspects of the system, some issues still remain regarding the ability of the present traffic records system to support Montana's management of its highway safety programs. A few examples are:

- Montana is operating two crash records systems based on three different report forms, and not all law enforcement agencies provide crash records.
- No citations are being transmitted electronically from any e-citation

applications being used by law enforcement agencies directly to the courts now.

- Presently there is limited use of and access to the data in the Court Central Repository.
- Montana does not have a complete or funded statewide injury surveillance system (SWISS) at this time.
- There are multiple roadway location referencing methods supported in the Transportation Information System, this presents some minor problems in correlating the proper crash locations and road features.

The Traffic Records Assessment report identified an extensive number of recommendations to improve the State's record keeping systems. In order to respond to these recommendations, Montana will be reviewing and updating the current *Traffic Records Strategic Plan*, including use of the guidelines for performance measures being recommended by NHTSA.

Traffic Safety Web Services

The Traffic Records Coordinating Committee approved the funds to allow work to begin on the deployment of web service-enabling framework and supporting architecture within MDT in April 2009. The web services will insulate business partners from each other's technical dependencies, support flexibility and accommodate change, as well as provide stability and security.

MDT began by establishing the environment to support the web services and service-oriented middleware. In June 2009, MDT purchased the ORACLE SOA suite with BPEL and the Web Logic Application Server. The new environment is

installed and prepared for Broker deployment, along with initial web services.

The project also includes establishing web service interactions between MDT's Service Oriented Architecture (SOA) implementation and the Integrated Justice Information Services Broker (IJIS Broker) such that court disposition data related to traffic events, and MHP crash and fatality data can be acquired via the IJIS Broker and used by MDT safety agencies. The Statement of Work for this phase was signed late in September and the project began in October 2009.

Health Information & Resource Management System

The Montana Department of Public Health and Human Services, EMS & Trauma Systems Section, is developing a Health Information and Resource Management System (HIRMS) which represents a secure, web-based software solution enabling improved decision-making through the timely delivery of accurate and uniform data to the appropriate entities.

Among numerous modules being developed and implemented in HIRMS, the Online Pre-Hospital Information (OPHI) module enables EMS services to collect initial patient care information through a secure, web-based tool. This software application records similar information as the traditional paper patient care reports, but vastly improves the timeliness, accuracy, and uniformity of the data collected.

This project is laying the foundation for sharing enhanced EMS data. This information supports data-driven operational decisions and performance measures related to highway traffic safety. The information will provide more detail in responses to data requests from other state agencies, health care systems and entities, legislators, insurance companies, and private citizens.



The Online Pre-Hospital Information module enables EMS providers to collect initial patient care information through a secure, web-based tool.

CTS - America Public Safety System

Mid-September 2009 marked the completion of the first full year with the CTS-America Computer Aided Dispatch/Records Management System (CAD/RMS) in production with the Montana Highway Patrol (MHP). The implementation began with a two-day training for all the state patrol troopers in Montana and since that time has been supplemented with additional trainings based on various agencies' needs.

As is true for starting any new system, there were a number of problems, but everyone has worked diligently to overcome them. The system has been upgraded a number of times and work continues to ensure all system users' needs are met.

The next step is to implement a web-based crash reporting system developed in order for local law enforcement to input their crashes directly into the MHP's new system. Currently, local law enforcement are submitting their crash data into the Montana Accident Reporting System (MARS).

Until local law enforcement have a means to submit data to the CTS-America system, Montana will have two systems containing crash data. A contract is being developed to initiate the web-based crash reporting system for local law enforcement and the work should begin in January 2010.

Safety Information Management System Feasibility Study

The Montana Department of Transportation initiated a feasibility study process to evaluate alternatives for implementing a new Safety Information Management System (SIMS).

The current Safety Management System (SMS) was last updated in the mid-1990s and while it is functionally robust, it is difficult to use. System stakeholders are requesting a new system which utilizes more current technology, as well as being more user-friendly.

The goal of the SIMS feasibility study was to identify and document business and technical information surrounding the current SMS, research and document options, and pro-

vide recommendations to move the proposed SIMS application forward. The study looked at various vendors and queried other states in order to review current systems that are in use. The members of the study found no existing systems provided all the needed features.

Ultimately, the final recommendation of the study is for MDT to proceed with detailed requirements for the SIMS application and then construct a request for proposal process which allows vendors to propose either a transfer, commercial-off-the-shelf or custom product based on the solution that the vendor believes will provide the best value to MDT.

Performance Measures

When Montana initially completed the *Traffic Records Strategic Plan (TRSP)*, based on the recommendations from the 2004 Traffic Records Assessment, performance measures were established for each project in the *TRSP*.

In the Section 408 Interim Progress Report, dated 04/14/2009, Montana was able to demonstrate measurable success in Emergency Medical Services (EMS) completeness. The number of EMS providers submitting run reports to the Online Pre-Hospital Information System – Patient Care Record module increased from 2 providers in July 2008 to 17 providers in February 2009, with 1,322 complete EMS run reports collected electronically.

Recently, NHTSA produced a white paper that will provide a minimum set of data quality performance measures for traffic records system. As Montana reviews and updates the *TRSP*, this paper will help guide Montana in creating performance measures that are useful and specific to our system.

Future 408 Expenditures

The Traffic Records Coordinating Committee has approved the Section 408 funding proposal for FFY2010. Many of these projects will also benefit from funds outside the Section 408. More information on these projects, including how each ties to the NHTSA objectives for traffic records systems, are included in the *Montana Traffic Records Strategic Plan*. The proposed expenditure plan as represented by the table, below, includes \$976,525 in previous years carry forward from unexpended Section 408 funds.

FFY2010 Section 408 Approved Funding Proposal	Amount
MDT/Court System Interface	\$175,000
MDT Traffic Safety Web Services	\$201,088
MHP In-Car Systems	\$250,000
MHP CTS-America System Trainer FTE	\$87,000
Local Law Enforcement Web-Based Crash Reporting	\$115,000
Local Law Enforcement Hardware	\$355,000
DPHHS Web-Based EMS Data Entry	\$4,000
Administrative Costs	\$97,000
Indirect Costs	\$152,738
FFY2010 Total	\$1,436,826

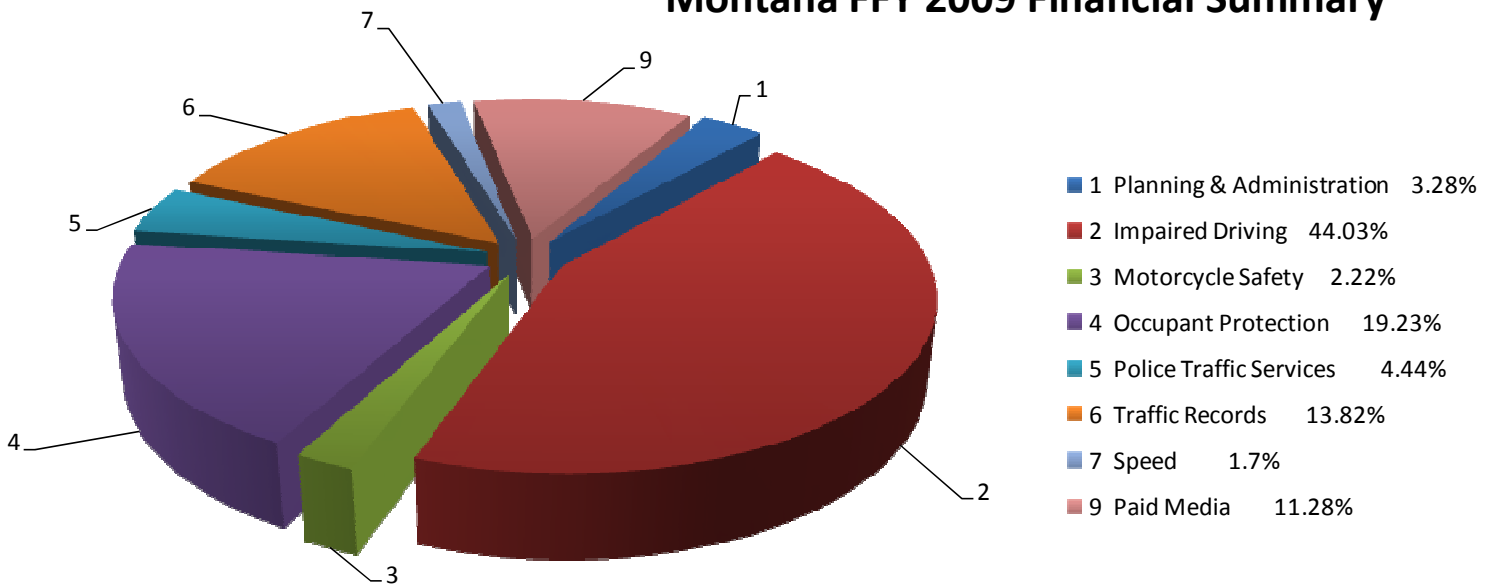
FINANCIAL SUMMARY

During FFY 2009, Montana successfully applied for and received funding from the National Highway Traffic Safety Administration via Section 405 (Occupant Protection), 408 (Traffic Records), 410 (Impaired Driving Prevention), 1906 (Prevention of Racial Profiling), and 2010 (Motorcycle Safety). Base level funding under Section 402 was received following the submission of a Performance Plan, in accordance with federal law. Section 154 and 163 Penalty Transfer funds carried forward from 2008 into FFY 2009 were either expended or carried forward into FFY 2010.

Funding for many programs, such as law enforcement, tribal traffic safety, and media production, are incorporated into the categories of Impaired Driving and Occupant Protection listed below.

As required by federal law, at least 40 percent of Section 402 funds were spent at the local level by city, county, or tribal governments.

Montana FFY 2009 Financial Summary



	402	405	408	410	1906	2010	154	163	Total
1 Planning & Admin	\$ 136,054	\$ -	\$ -	\$ -	\$ 62,450	\$ -	\$ -	\$ -	\$ 198,504
2 Impaired Driving	\$ 541,887	\$ -	\$ -	\$ 2,003,619	\$ -	\$ -	\$ 116,578	\$ -	\$ 2,662,084
3 Motorcycle Safety	\$ 21,534	\$ -	\$ -	\$ -	\$ -	\$ 112,738	\$ -	\$ -	\$ 134,272
4 Occupant Protection	\$ 932,671	\$ 203,039	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,843	\$ 1,162,553
5 Police Traffic Services	\$ 86,157	\$ -	\$ -	\$ -	\$ 168,264	\$ -	\$ -	\$ 14,318	\$ 268,739
6 Traffic Records	\$ 83,941	\$ -	\$ 533,704	\$ -	\$ 217,953	\$ -	\$ -	\$ -	\$ 835,598
7 Speed	\$ 102,753	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 102,753
9 Paid Media	\$ -	\$ 85,545	\$ -	\$ 369,077	\$ -	\$ -	\$ 15,619	\$ 211,966	\$ 682,207
Total	\$ 1,904,997	\$ 288,584	\$ 533,704	\$ 2,372,696	\$ 448,667	\$ 112,738	\$ 132,197	\$ 253,127	\$ 6,046,710

LEGISLATION

Montana's 2009 legislative session did not yield significant advances for traffic safety.

IMPAIRED DRIVING

The most promising piece of DUI legislation to pass was SJR 39, which calls for a study of Montana's DUI laws. The true impact of that study will be known during the 2011 Legislative Session.

HB 536 - Revise interlock ignition device requirements

The passage of HB 536 amended the requirement in MCA § 61-5-208 that individuals convicted of a second or subsequent DUI offense receive a license suspension of one year, with no provision for a probationary license to be issued during this period.

Effective October 1, 2009, HB 536 allows a repeat DUI offender to receive a probationary license after completing at least 45 days of the one-year license suspension provided the offender receives a recommendation from the convicting court for such a license. There is no requirement that the individual must be involved in treatment or successfully participating in a treatment court to be eligible for this probationary license. During the probationary period, the offender receives a restricted driving privilege that limits driving to interlocked vehicles. Without this recommendation, the individual would remain subject to the one-

year license suspension and vehicle forfeiture proceedings.

The bill passed, placing Montana out of compliance with federal requirements for repeat DUI offenders (23 U.S.C. § 164). Montana intends to commit 100 percent of penalty transfer funds to the engineering hazard elimination program in FFY 2010.

HB 211 - Responsible alcohol vendor act

This bill passed the House and was later withdrawn in the Senate. The bill would have represented an unfunded mandate for the Department of Revenue (DOR). Instead, the DOR has proposed changes to the Administrative Rules that would provide businesses an incentive, or reward, to have their employees trained in Responsible Alcohol Sales & Service training (RASS).

The proposal would lessen the penalties for bars, casinos and stores caught selling alcohol to minors if all their employees are trained in RASS within 30 days of hire, and annually thereafter. A hearing was held November 18 and the outcome is pending.

If adopted, the proposed changes would expire in 18 months, giving the Revenue Department a chance to evaluate their effectiveness before deciding whether to retain them. Montana's penalties for first-violation sales to minors already are among the most lenient nationally.



SB 438 - Regulate sale of alcoholic energy drinks

This bill limits the sale of alcohol-containing energy drinks to stores that are licensed to sell liquor. Previously, these were sold at supermarkets and convenience stores. Often these drinks are very similar in appearance to non-alcoholic energy drinks.

HB 216 - Increase penalty for felony DUI

This bill proposed to increase the incarceration time from 13 months to 3 years for an offender convicted of a fourth or subsequent offense DUI. There were fiscal considerations to increasing incarceration time, and the bill died in the Senate Judiciary Committee.

HB 400 - Revise alcohol content of beer

The Montana Legislature approved this measure allowing craft brewers permission to increase alcohol content from 7 percent up to 14 per-

cent. The law also allows beer and wine vendors to sell these high-alcohol beers.

HB 376- Alcohol/drug test for DUI as condition of probation or sentence

This bill was loosely modeled after the South Dakota's 24/7 program, however, it would have been impractical to implement as written. The bill was tabled in the House Judiciary Committee.

HB 304 - Name portion of US Highway 2 after Highway Patrol officer David Graham

MHP Trooper Graham was killed by a distracted driver. This bill passed and became law. The event of naming a portion of US Highway 2 after Trooper Graham led to the instigation and passage of SJR 39.

SJR 39 – Study Montana's DUI laws

SJR 39 emerged at the very end of the session, following the funeral service of Montana Highway Patrol Trooper Mike Haynes. The trooper had died in a head-on collision with a drunk driver. Senate Joint Resolution 39 calls for a study of Montana's DUI laws.

Unlike a similar resolution passed in 2007 (SJR 2), SJR 39 was assigned to a legisla-

tive committee. The Interim Law & Justice Committee first met on SJR 39 on August 3, 2009, with subsequent meetings held September 28-29 and December 17–18, 2009. Future meetings are scheduled for the following dates:

- February 8, 2010
- April 5, 2010
- May 17 and 18, 2010
- July 12, 2010
- September 3, 2010

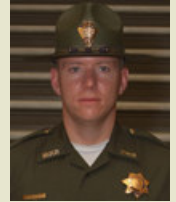
Input from the public is welcome. Information about the committee meetings is available online at http://leg.mt.gov/css/Committees/interim/2009_2010/Law_and_Justice/default.asp.

The findings and recommendations of the committee will be presented to Montana's 2011 Legislature.

Trooper David A. Graham

Montana Highway Patrol

End of Watch: Tuesday, October 9, 2007



Biographical Info

Age: 36

Tour of Duty: 1 year, 2 months

Badge Number: 224

Incident Details

Cause of Death: Automobile accident

Date of Incident: Tuesday, October 9, 2007

Trooper David Graham was killed in an automobile accident on Highway 2, in Kalispell, while on patrol. An oncoming pickup truck crossed into his lane and struck his patrol car head-on.

Trooper Graham had served with the Montana Highway Patrol for 14 months. He is survived by his wife and three children.

Trooper Evan Frederick Schneider

Montana Highway Patrol

End of Watch: Tuesday, August 26, 2008



Biographical Info

Age: 29

Tour of Duty: 4 years, 7 months

Badge Number: 330

Incident Details

Cause of Death: Vehicular assault

Date of Incident: Tuesday, August 26, 2008

Weapon Used: Automobile; Alcohol involved

Trooper Evan Schneider was killed in an automobile accident on Highway 2 near Columbia Falls when his vehicle was struck by a drunk driver. His patrol car collided head-on with an oncoming vehicle that crossed into his lane.

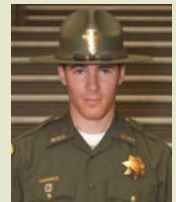
Two occupants in the second vehicle were also killed.

Trooper Evan Schneider had served with the Montana Highway Patrol since January 2004. He is survived by his wife and brother. His brother also serves with the agency.

Trooper Michael Warren Haynes

Montana Highway Patrol

End of Watch: Friday, March 27, 2009



Biographical Info

Age: 28

Tour of Duty: 2 years, 6 months

Badge Number: 159

Incident Details

Cause of Death: Vehicular assault

Date of Incident: Monday, March 23, 2009

Weapon Used: Automobile; Alcohol involved

Suspect Info: Killed in collision

Trooper Mike Haynes succumbed to injuries sustained five days earlier when a car being operated by an intoxicated driver struck his patrol car head-on on US 93 near Kalispell.

The drunk driver was driving the wrong way on the highway when the collision occurred at approximately 2:40 am. The intoxicated driver was also killed in the collision.

Trooper Haynes had served with the Montana Highway Patrol for two and a half years. He is survived by his wife, two young children, and parents.

O C C U P A N T P R O T E C T I O N

No new occupant protection measures passed the 2009 Legislature. Montana continues to have secondary enforcement provisions on its seatbelt law, and is the only state in the nation with secondary enforcement provisions on the child restraint law.

SB 237 - Primary seatbelt enforcement for motor vehicle occupants

This bill had overwhelming public support at the committee hearing, but died on the Senate floor after a lengthy and spirited debate. As in previous sessions, concerns centered

around giving law enforcement “carte blanche” to establish reasonable suspicion for traffic stops, and the potential for increased racial profiling. The bill died on the Senate Floor at 3rd reading on a 25-25 vote.

SB 468 – Allowing evidence of seat belt use or non-use to be admissible as evidence in civil actions

The bill was tabled in the House Judiciary Committee.

HB510 – Primary belt law for persons under age 18

This bill missed the deadline for General Bill Transmittal.

L A W E N F O R C E M E N T

HB 525 - Revise penalty for eluding peace officer

This bill proposed to increase the penalties for eluding a peace officer to the following: imprisonment in a state prison for a term of not less than 1 year or more than 20 years or be fined an amount not to exceed \$50,000, or both. The bill was tabled in the House Judiciary Committee.

HB 534 - Requires electronic recording of custodial interrogations in felony cases

This bill affects the law enforcement processing of felony DUI cases. Officers are now required to record interviews conducted in a detention facility if the interview is reasonably likely to elicit a response that may incriminate the interviewee with the commission of a felony offense.

HB 615 - Web-based system to verify liability insurance coverage for motor vehicles

This bill passed and became law. It gives law enforcement another tool by allowing officers to perform CJIN/NCIC checks on license plates and drivers using mobile data terminals and laptops in their vehicles. This may be particularly helpful for the Selective Traffic Enforcement Program, because officers can use the results of accessing this database to establish reasonable suspicion to perform a traffic stop on a driver who is suspected of driving under the influence or who is not wearing their seatbelt.

HB 531 - Prohibit use technology for issuing citations not witnessed by officer

This bill passed and became law. It prevents local jurisdictions from installing cameras at traffic lights and using them to detect traffic violations and enforce traffic laws, particularly red light running.

O T H E R T R A F F I C S A F E T Y

HB 238 - Establish a Montana teen driver safety day

The bill passed, establishing a statewide teen driver safety day on the third Tuesday of October each year. The idea was a product of a local DECA club in Belt High School. Sam Keaster, Jessica Anderson and Mariah Gondeiro worked with state Rep. Mike Milburn of Cascade to advance the bill, and traveled to Helena to testify in front of lawmakers. The intent is to raise awareness of distractions facing teenage drivers.

Two bills to restrict cell phone use and texting while driving did not fare well. **HB 49** died in Committee and **SB 278** died on the Senate floor.

HB 85 - establish a grant program for emergency medical service providers

The grant program is intended to support emergency medical service providers by creating a source of funds to cover the costs of buying and maintaining the equipment that an emergency medical service needs in order to be ready to respond to calls. Funding for the grant program comes from the Montana Department of Transportation. The law is effective July 1, 2009 through June 30, 2011.

LOOKING TO THE FUTURE

Montana made significant progress this year with continued implementation of the state's Comprehensive Strategic Highway Safety Plan.

Montana's primary challenges in driver behavior remain **impaired driving** and lack of **seatbelt** use.

Although Montana remained number one in the nation for alcohol-impaired fatalities, with a rate twice the national average, the good news is that Montana's rate dropped from 0.93 fatalities per 100 million vehicle miles traveled (VMT) in 2007 to 0.84 fatalities per 100 million VMT in 2008.

We are hopeful that the legislative recommendations coming out of the Interim Law & Justice Committee as a result of SJR 39 will reflect the decreasing social tolerance for impaired driving. There has been significant media attention to Montana's DUI problem and the work of the committee in formulating legislative solutions.

In FFY 2010, MDT is funding the Montana Department of Public Health & Human Services to implement a new education course for those who are convicted of DUI. **Prime for Life** is an evidence-based curriculum that is used by many other states, as well as the U.S. Army. This 10-hour course is specifically designed to change risky behaviors, like driving under the influence, using a research-based persuasion protocol. This protocol has been shown to contribute to lower recidivism rates (DUI re-arrests) in seven independent studies. By adopting **Prime for Live** as the sole DUI offender edu-

cation curriculum in the State, the number of multiple DUI convictions and impaired driving crashes are expected to be reduced.

Additionally, MDT will be funding the Montana Department of Revenue to script, shoot and produce a video entitled **Last Call**. This video will be utilized in the state's responsible alcohol sales and service training curriculum to effectively educate servers and sellers of alcohol on their social responsibility and the possibility of legal ramifications due to their actions when serving and selling alcohol. Server training enhances public health and can reduce DUI by educating licensees and servers about Montana liquor laws, reducing illegal alcohol sales to minors, preventing over-service to patrons, and promoting responsible consumption. The Last Call video will be created and used by all state certified RASS trainers in all their classes by September 30, 2010.

The use or misuse of prescription drugs is becoming an increasing factor in impaired driving fatalities. Montana's Attorney General, Steve Bullock, has convened leaders from across the state to fight the abuse of **prescription drugs** in Montana. We hope this will provide another venue to address the role of prescription drugs in traffic crashes.

Montana's seatbelt use rate, although high for a state with a secondary enforcement law, has plateaued over the past five years. Lack of primary enforcement of both the seatbelt law and the child restraint laws continue

to contribute to the perception that buckling up is a "choice" rather than the law.

States with primary **enforcement** of their **seatbelt laws** typically see a significant increase in seatbelt use. Although the Montana Seatbelt Coalition disbanded following the 2009 Legislative Session and has yet to revitalize, the CHSP Occupant Protection Emphasis Area recently acquired a Champion, which will help to coordinate and advance strategies for increasing seatbelt use in the state.

A Coordinator has been hired to manage the **Respect The Cage** safety caravan exhibit. This is expected to maximize the educational potential of the exhibit by ensuring it is deployed as often as possible, within funding constraints, to events where the target audience (males, ages 18 - 34) will be present.

In 2008, Montana saw a 61% increase in fatal crashes involving **motorcyclists** when comparing it to the previous five-year average. The leading causes of these deaths were rider error and speed.

For the 36 fatal motorcycle crashes in FFY 09, investigating officers listed the following contributing factors (more than one may be listed for a crash):

Inattentive Riding	11
Too Fast for Conditions	10
Careless Driving	8

Alcohol	6
Tires	3
Other Vehicle Fail to Yield	2
Motorcycle Fail to Yield	1
Motorcycle Wrong Side of Road	1

A majority of these crashes occurred on rural two-lane roads. Another important factor in this trend is that from 1999–2008, 28.8% of the motorcycle drivers who died were not properly licensed to operate a motorcycle.

These factors prompted a multi-disciplinary approach to finding a solution. These efforts include a strong educational and training campaign, strict enforcement, and partnerships with motorcycle rider and advocacy groups. Montana will continue to make this a priority, which can save many lives in the years to come.

Although comprehensive data on the effects of **distracted driving** are unavailable for Montana, it is obvious that driver behavior has changed in this area. Many more drivers may be observed engaging in cell phone use while driving. Young drivers, many of whom are fanatical about texting as a form of communication, are often particularly naïve regarding the dangers of texting while driving.

This is becoming an area of focus at the national level, and Montana would be pleased to do education campaigns regarding distracted driving, should funding become available.

The **Drug Evaluation and Classification (DEC) program** will expand this next year to include one more instructor and hopefully 20 more Drug Recognition Experts throughout the state. The DEC and SFST coordinator, Trooper Kurt Sager, will be attempting to implement SFST standards for the state of Montana. These standards are mod-

eled after the national IACP/NHTSA SFST standards.

Trooper Sager is also requiring that all DRE candidates successfully pass the ARIDE course with a 90% or better in order to be considered for the Montana DRE Program.

Trooper Sager and Traffic Safety Resource Prosecutor Erin Inman initiated conversations with the Montana Public Safety Officer Standards and Training (POST) Council regarding the establishment of a traffic safety working group. In December, 2009, POST unanimously voted to establish such a group and also appointed a member of the council to participate in the group.

The working group will be responsible for advising POST on the best practices for training in highway safety related training for law enforcement. The working group's initial focus will be to review the existing **SFST** curriculums being used around the state and at the Montana Law Enforcement Academy. This is extremely important because it is challenging to prosecute DUI offenders in Montana. Standardizing the SFSTs across the state lends credence to the program and allows Prosecutors and Judges to consider the testimony of SFST certified officers as expert knowledge.

The establishment of this working group is a great step towards making a positive change to Montana's DUI problem.

The **DUI court** program will expand in FFY 2010, and will include the state's first tribal DUI court on the Fort Peck Reservation. MDT will also fund the implementation of a DUI court in the 7th Judicial District, a five-county area in eastern Montana.

As Montana continues to move forward making changes to its **traffic records system**, the first step is to know what is happening in the current system. With all the changes that have occurred at all levels in the state, the most logical way to do this is by updating the Traffic Records Strategic Plan.

A major data-transfer project begun between MDT and the Department of Justice with the involvement of the Office of Court Administration (OCA) continues to move forward. The detailed design of the exchange with the OCA is complete and development is beginning. The traffic safety web services project should be complete by mid-2010.

Beginning early 2010, the Montana Highway Patrol (MHP) and their contractor, CTS-America, will work in conjunction with crash data stakeholders to develop a web-based program to allow local law enforcement access to the crash report form currently being used by MHP. This new program will replace the current Montana Accident Reporting System at the end of 2010, thus moving MT back to one main crash system. A Data Support Program Manager will train all law enforcement agencies on this new web-based crash system.

Clearly, Montana still has significant challenges in the area of traffic safety. The Department of Transportation will continue to provide leadership, promote partnerships, and fund projects in order to change these trends and achieve the mission:

To reduce the number and severity of traffic crashes, injuries and fatalities on Montana highways.



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Traffic Safety Programs

Traffic crashes happen daily in Montana, causing human injuries, deaths, and property losses.

The [State Highway Traffic Safety Bureau](#) is working to reduce these losses through a series of programs designed to assist in the development of counter-measures for known problem areas.

The information on these pages is organized by program. If you have questions about a specific program, please call or email the contact listed at the bottom of each program details page.

Maximizing Resources Through Collaboration

[Comprehensive Hwy Safety Plan](#)

The CHSP is a statewide plan to reduce fatalities/injuries from highway crashes. Involves multiple stakeholders. Data, specific strategies, and contact information provided.


[Highway Safety Plan](#)

MDT's State Highway Traffic Safety Bureau implements many of the CHSP goals and strategies.

DID YOU KNOW?

- § Montana has one of the highest alcohol-related fatality rates in the nation per vehicle mile traveled.
- § Montana's seat belt usage has grown steadily over the past few years. However, seatbelt use on our reservations is still very low.
- § Inattentiveness, carelessness, and driving speed accounted for over 50% of the crashes in the past 10 years.
- § Incapacitating injuries have decreased over 33% during the past 10 years.
- § The percentage of crashes involving young drivers has not changed significantly during the past 19 years.
- § Elderly drivers have experienced increases during this same period.
- § Motorcycle traffic crashes are up and affecting older riders more than any other group.

Source for data:
[Traffic Safety Problem Identification FY09](#)



HWY SAFETY PROGRAMS


- [Impaired Driving](#)
- [Occupant Protection](#)
- [Hazardous Actions](#)
- [Traffic Records](#)
- [Emergency Medical Services](#)
- [Senior Drivers](#)
- [Young Drivers](#)
- [Motorcycle Safety](#)

RESOURCES

- [Crash Data](#)
- [Grants & Funding](#)
- [Traffic Safety Publications](#)
- [Websites of Interest](#)

NEW FEATURES/SERVICES

- [Alcohol, Energy Drinks, and Youth](#)
 - ▶ [download PowerPoint w/notes](#)
 - [Buckle-up Bug's Activity Book](#)
 - ▶ [order activity books](#)
 - [Room To Live Video](#)



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On the web at
www.mdt.mt.gov/safety/safetyprg.shtml

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On the web

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www.mdt.mt.gov/safety

Each state has a Highway Traffic Safety Office that receives and manages funding from the National Highway Traffic Safety Administration for implementing behavioral programs aimed at improving traffic safety.

In Montana, the planning cycle begins in late winter/early spring with the solicitation of applications for funding. Funding is competitive and funds are usually awarded on an annual basis, even for projects that may span longer than one year.

For information on applying for funding, please contact the State Highway Traffic Safety Bureau or go online to www.mdt.mt.gov/safety/grants.shtml.

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**This report was submitted to the National Highway Traffic Safety Administration on December 30, 2009
in accordance with 23 CFR 1200.33**
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