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MONTANA

Highway Traffic Safety

Section 402 application

Combined Performance and Highway Safety Plan

For

federal fiscal year 2010

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

Montana Department of Transportation



**Combined FFY 2010
PERFORMANCE
and
HIGHWAY SAFETY PLAN**

Prepared by the
**State Highway Traffic Safety Bureau
Rail, Transit & Planning Division
Montana Department of Transportation
2960 Prospect Ave
Helena, MT 59601**

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges;

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of

1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F)

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
 - 1) The dangers of drug abuse in the workplace.
 - 2) The grantee's policy of maintaining a drug-free workplace.
 - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
 - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - 1) Abide by the terms of the statement.
 - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 1) Taking appropriate personnel action against such an employee, up to and including termination.
 - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and

Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification , in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available

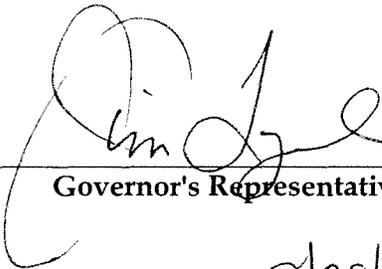
to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2010 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Governor's Representative for Highway Safety
8/28/09
Date

RECEIVED
AUG 31 2009
BY: MS

FFY 2010

HIGHWAY SAFETY PERFORMANCE PLAN

Montana

Montana Combined Performance and Highway Safety Plan
Federal Fiscal Year 2010

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Section 1.0 – Overview

1.1 Governor’s Highway Safety Plan

The FFY 2010 Governor’s Highway Safety Plan (HSP) consists of countermeasures and strategies that focus on behavioral related programs that reduce the personal, social and economic costs resulting from injuries and fatalities in roadway crashes. The FFY 2010 HSP and Performance Plan are properly formatted to meet 23 CFR Part 1200.10 application requirements. The State’s Comprehensive Safety Plan also includes some of the data and countermeasures from both of these documents.

The HSP allocates funds to states, Indian reservations and territories as required by the Highway Safety Act of 1966. Title 23, Section 402 of the U.S. Code provides that State and Community Highway Safety programs the ability to identify traffic safety problems and then plan and implement projects that support Governor’s highway traffic safety program.

The State and Community Highway Safety programs facilitated under Section 402 obligations are assigned CFDA number 20.600 in the *Catalog of Federal Domestic Assistance (CFDA)* for identification of funds purposes. MDT’s State Highway Traffic Safety Bureau (SHTSB) also has received or plans to receive funds under the following CFDA numbers:

- CFDA 20.601 for Section 410 *Alcohol Traffic Safety and Drunk Driving Prevention*
- CFDA 20.602 for Section 405 *Occupant Protection*
- CFDA 20.605 for Section 163 *Safety Incentive to Prevent Operation of Motor Vehicles by Intoxicated Persons*
- CFDA 20.610 for Section 408 *State Traffic Safety Information System Improvement*
- CFDA 20.611 for Section 1906 *Incentive Grant Program to Prohibit Racial Profiling*
- CFDA 20.612 for Section 2010 *Incentive Grant Program to Increase Motorcyclist Safety*

By September 1st, the Governor’s Representative (GR) for Highway Safety sends a combined *Performance and Highway Safety Plan (HSP)* document to the Regional Administrator of the National Highway Traffic Safety Administration (NHTSA). As previously mentioned, information from these two documents are integrated into the state’s Comprehensive Highway Safety Plan. The Administrator reviews the Performance and HSP document with the Federal Highway Administration and other U.S. Department of Transportation agencies. The NHTSA Regional Administrator approves the proposed activities and recommended expenditures with respect to appropriateness and eligibility for federal participation.

Federal regional approval of these plans establishes our eligibility for federal funds. We set goals that are accompanied by at least one performance measure linked to a baseline measurement to monitor our progress. We use goals and objectives, performance measures, and federal cost accounting to calculate our progress and to make corrections as needed during the year. For FFY 2010 we are using the traffic safety performance measures required by NHTSA.

1.2 Planning Processes

Our planning process has three components. One is to determine traffic safety needs that are data driven, a second is to select projects and programs, and a third is to implement annual activities. These processes combine information from our past experience, current statewide data presented in our annual Problem Identification Paper, and public sources.

Modifications generally are made to meet issues occurring within the year. Each year's plan adjusts our actions to meet long-term performance goals consistent with federal program guidelines and federal priority areas.

Section 2.0 - Goals and Objectives

MDT establishes short and long-term goals and objectives for the HSP that still meet applicable federal requirements based upon the CHSP process. Our partners' participation in advising us on issues, preferences in countermeasures, and coordination of programs is critical to our success.

We present our goals and objectives within each problem area in this Performance Plan. The proposed projects, tasks, and finances are discussed in a following section called the Highway Safety Plan. Assurances at the beginning of the HSP help certify Montana is meeting federal requirements in order to use federal funds.

2.1 Annual Problem Identification Paper

An annual *Problem Identification Paper* developed by the State Highway Traffic Safety Bureau summarizes traffic safety related data to help in the development our HSP goals and objectives. **This information is integrated into the Comprehensive Highway Safety Plan and used, in part, to determine the funding and problem resolution for traffic safety related projects.** The *Problem Identification* is also posted on our web site.

The annual *Problem Identification* documents our highway safety problems. In the tables to follow, we provide an issue statement along with an action or measure. Following the tables, we provide the rationale and information used for our choice of issues and actions.

Two primary data sources determine Montana's highway safety issues. One is the traffic crash records collected by the Montana Highway Patrol. The second is a summary of injury prevention data. We provide much of this data to local coalitions such as DUI Task Forces, and other organizations for their use in planning and developing traffic safety related programs and projects.

2.2 Problem Area Countermeasures

The countermeasures we choose to employ are those that have been identified by NHTSA and apply to National Priority Programs listed below. **These National Priority areas are also included in the state's current Comprehensive Highway Safety Plan (please refer to section 3.2 of this document).**

Where new and effective countermeasures are identified, MDT may apply these in the annual HSP. The National Priority Programs are covered in the HSP along with unique state problems pertaining to traffic safety.

National Priority Problems Areas:

- Alcohol and Other Drugs
- Police Traffic Services
- Occupant Protection
- Traffic Records
- Emergency Medical Services
- Motorcycle Safety
- Speed

The *Problem Identification Paper* covers several traffic safety areas of concern that are specific to Montana:

1. Occupant Protection
2. Alcohol and Impaired Driving
3. Native Americans
4. Single Vehicle, Run Off the Road Crashes
5. Traffic Records
6. Young Drivers
7. High Crash Corridors / High Crash Locations
8. Trucks
9. Emergency Medical Services
10. Urban Area Crashes
11. Motorcycles
12. Older Drivers
13. Other Areas of Interest
 - a. Speed and Driver's Contributing Circumstances
 - b. Driver's License Compliance
 - c. Collisions with Pedestrians
 - d. Collisions with Bicyclists
 - e. Buses and Unusual Vehicles
 - f. Collisions with Animals
 - g. Railroad Crossing Safety

Two main issues based upon the Problem Identification is the use of alcohol and other drugs while driving. The second is the lack of use or misuse of safety restraint systems. Restraints lower a person's risk of injury and death when involved in a traffic crash.

In setting goals and objectives, we ask for input to the HSP from local, state, and federal partners via the Comprehensive Highway Safety Planning Process managed by MDT.

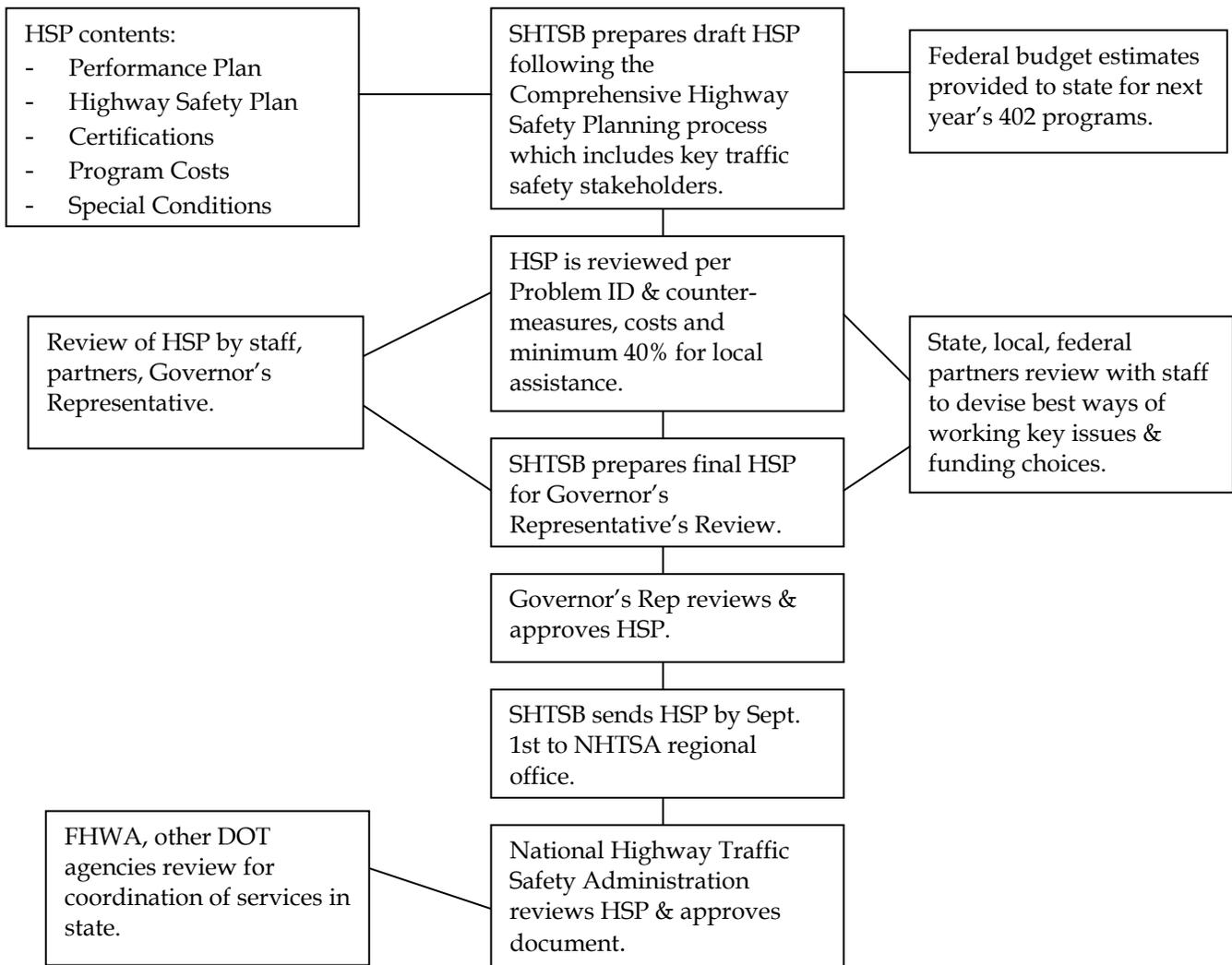
Section 3.0 Process Descriptions

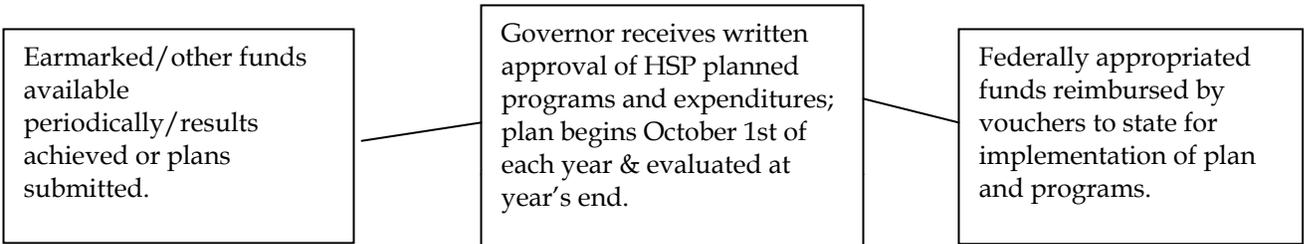
MDT uses three distinct planning processes in the development of the annual Performance and Highway Safety Plans. A *development and evaluation process* determines needs including federal priority areas and results in the creation of the annual HSP. The *project selection* process focuses on appropriate state and local projects that addresses traffic safety related problems. An *implementation process* directs and monitors the activities undertaken, including revisions as required.

Our partners in these processes include state, local and federal agencies and staff, university system staff and students, private firms, non-profit organizations, community coalitions, legislators, and the public at large. Many of these partners are also members of our current CHSP committee. Their inputs are obtained through formal and informal forums or direct communications by phone, fax or written correspondence. Policy makers such as legislators, city and county commissioners, and others provide information and commentary to devise, select and conduct programs and projects.

The evaluation process includes input from our partners as well as the federal funding agency. Our project selection process includes partner input and MDT's priorities and preferences. The implementation process uses federal guidance and departmental policies and procedures.

Section 3.1 Highway Safety Plan & Performance Plan Development





The center column summarizes the process of developing and evaluation of the HSP. The two side columns show influences on the process. It is a fairly standard planning process of analyzing problems, formulating a strategy to address them, obtaining enough resources, and evaluating the results.

Throughout the year, local and state partners and federal agencies involved in the HSP process provide information and data to help facilitate our use of the best practices and techniques available. For instance, we rely heavily on NHTSA for research and supplemental data and information in conducting programs and projects in Montana.

Section 3.2 Project Selection Process

Safety Needs of the State: General Statistics & Trends:

Traffic Safety Problem Identification Paper, FFY2010 characterizes some of Montana’s unique transportation safety issues. Information from this Paper is also integrated into the CHSP:

- Similar to other Western States, Montana experiences a high rate of roadway departure fatalities. This is likely the result of a higher percentage of high-speed traffic and longer trips on mostly rural roads. (Longer distances from emergency services on remote rural roads can increase response time and impact injury severity.)
- A high percentage of Montana’s miles traveled are at high speeds compared to more urban states, increasing the likelihood of fatal crashes.
- Single vehicle crashes account for 59¹ percent of the fatal crashes in the U.S. but over 64 percent of the crashes in Montana.
- American Indian fatalities as a percentage of all fatalities are high in Rocky Mountain States and these fatalities have higher rates of alcohol involvement. In 2008, over 16 percent of the alcohol-related fatalities in Montana were American Indians (although American Indians comprise 6.2 percent of the State’s population).
- Due to the characteristics of the vehicle population in Rocky Mountain States, the percentage of pickups, SUV’s, and vans in fatal crashes is very high. While the U.S. average is 38² percent, 44 percent of Montana’s fatal crashes involve this category of vehicles. This is comparable to the share of these vehicles in Montana’s overall vehicle fleet.

The past 10 years of Montana’s crashes by severity are shown in Table III-1:

¹ 2007 *Traffic Safety Facts, Table 29, Pg 51.*

² 2007 *Traffic Safety Facts, Table 36, Pg 63*

Table 1: Crashes By Severity

Year	All Crashes	Fatal Crashes	Injury Crashes	Property Damage Crashes	Fatalities	Injuries
1999	21,078	194	6,769	14,113	220	10,459
2000	22,254	203	7,053	15,000	237	10,798
2001	21,846	201	6,220	15,420	230	8,982
2002	23,527	232	6,479	16,816	269	10,086
2003	23,160	239	6,229	16,681	262	9,632
2004	21,783	209	6,000	15,570	229	9,263
2005	22,376	224	6,066	16,086	251	9,211
2006	22,186	226	6,245	15,712	263	9,470
2007	21,829	249	5,990	15,582	277	9,067
2008	21,971	208	5,793	15,926	229	8,465
Change 1 Year	+0.7%	-16.5%	-3.3%	+2.2%	-17.3%	-6.6%
Change 5 Year	-1.3%	-9.3%	-5.1%	-0.001%	-10.7%	-9.3%

Source: Safety Management System (SMS) – Montana Department of Transportation.

As indicated in Table III-1, Montana experienced a slight increase in total crashes due to an increase in property damage crashes in 2008, despite decreases in both fatal and injury crashes. These decreases led to the note-worthy decrease in fatalities and injuries for 2008. This needs to be considered in the context of crash exposure, taking into account the fact that, like other states, Montana experienced an overall annual decrease in vehicle miles of travel (VMT). The long term experience in Montana is that injuries have been decreasing steadily, especially incapacitating injuries, but fatalities are typically rising. This movement of serious injuries and fatalities in opposite directions is difficult to explain. Table III-2 presents statewide crash rates based on vehicle miles of travel.

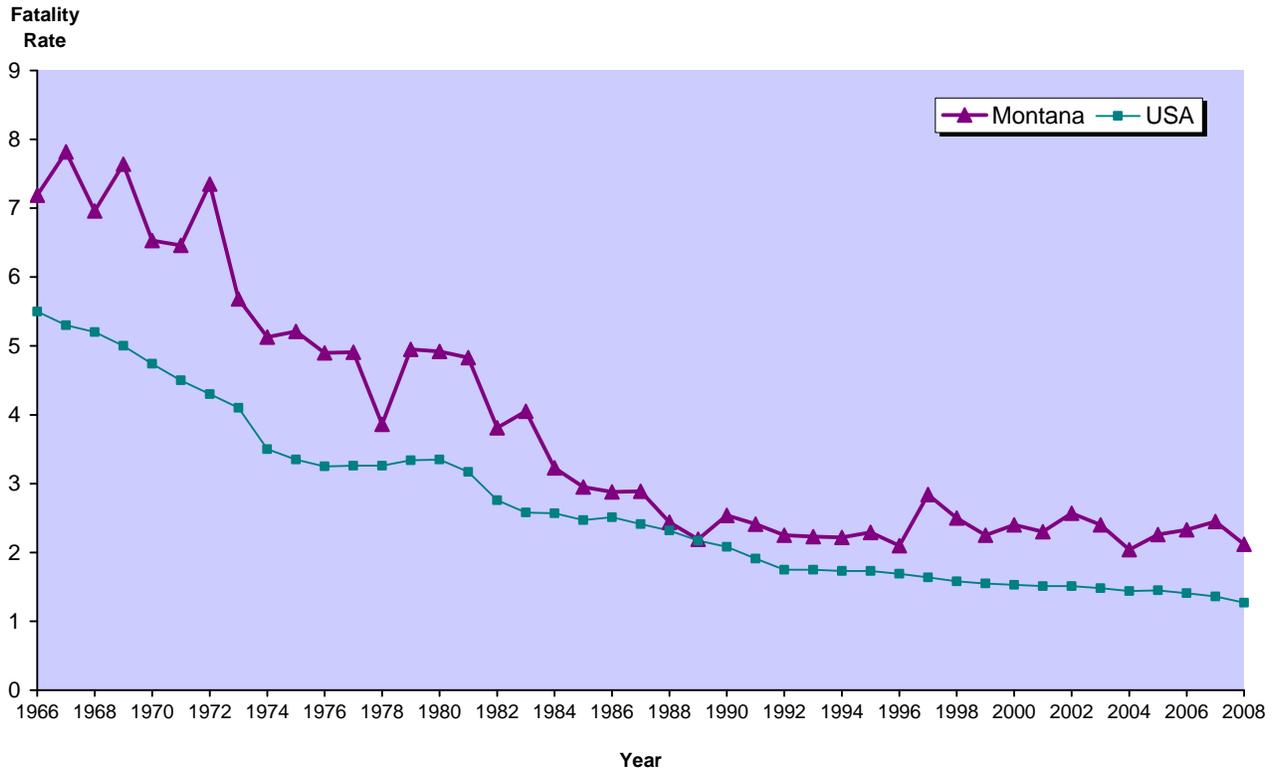
Table 2: Statewide Crash Rates (Per Vehicle Miles Traveled)

Year	Fatality Rate (per 100 Million VMT)	Injury Rate (per 1 Million VMT)	Crash Rate (per 1 Million VMT)
1999	2.25	1.07	2.15
2000	2.40	1.04	2.26
2001	2.30	0.90	2.18
2002	2.57	0.96	2.24
2003	2.40	0.88	2.13
2004	2.04	0.83	1.95
2005	2.26	0.83	2.01
2006	2.33	0.84	1.97
2007	2.45	0.80	1.93
2008	2.12	0.79	2.04
Change 1 Year	-13.3%	-2.1%	+5.5%
Change 5 Year	-7.6%	-6.2%	+2.0%

It is interesting to note that in 2008, the fatality rate decreased over 13% while the crash rate increased over 5%. In previous years this data indicated that Montana's traffic injury crash rate

and overall crash rate were declining, while the fatality rate was increasing during the past two years. Only by watching these trends in the coming years, will we know if there has been another shift in our traffic rates. While Montana's fatality rate of 2.12 is one of the lowest rates in ten years, it is still significantly higher than the national rate of 1.27. Montana's historic fatality rate compared to the U.S. is shown in Figure III-1.

Figure 1: Fatality Rate - Montana versus U.S.



Fatalities on rural roadways are a particularly critical issue in Montana. The vast majority of fatal crashes occur on rural roadways as shown in Table III-3.

Table 3: Rural Fatal Car Crashes

Year	Fatal Crashes	Rural Fatal Crashes	Percent Rural
1999	194	176	90.7%
2000	203	185	91.1%
2001	201	187	93.0%
2002	232	209	90.1%
2003	239	214	89.5%
2004	209	184	88.0%
2005	224	194	86.6%
2006	226	209	92.5%
2007	249	230	92.4%
2008	208	175	84.1%
Change 1 Year	-16.5%	-23.9%	-8.9%
Change 5 Year	-9.3%	-15.1%	-6.3%

Source: Safety Management System (SMS) – Montana Department of Transportation.

As discussed previously and shown in Table III-4, the majority of rural fatal crashes involve a single vehicle, typically running off of the road.

Table 4: Number of Involved Vehicles – Rural versus Urban Fatal Crashes – 2008

Vehicles	Rural		Urban		Total	
	Fatal Crashes	Percent	Fatal Crashes	Percent	Fatal Crashes	Percent
1	118	67.4%	16	48.5%	134	64.4%
2	53	30.3%	15	45.5%	68	32.7%
3	2	1.1%	1	3.0%	3	1.4%
4	1	0.6%	1	3.0%	2	1.0%
>=5	1	0.6%	0	0.0%	1	0.5%
Total	175	100.0%	33	100.0%	208	100.0%

The *Traffic Safety Problem Identification Paper, FFY2010* quantifies the economic loss to the State of Montana resulting from motor vehicle crashes. This calculation, shown in Table III-5, utilizes average property damage only crash cost, injury cost by injury level, and fatality cost, provided by the National Safety Council, reflecting lost wages, medical expenses, and insurance.

Table 5: Economic Loss in Crashes (Millions of Dollars)

Year	Economic Loss
1998	\$498
1999	\$481
2000	\$525

2001	\$500
2002	\$605
2003	\$623
2004	\$572
2005	\$595
2006	\$629
2007	\$662
Change 1 Year	+5.2%
Change 5 Year	+9.5%

Note: 2008 Economic Loss data not available at the time of this printing.

As shown in the previous table, the economic cost to the State of Montana in 2007 as a result of all crashes was **nearly two-thirds of a billion dollars**. This does not reflect the indirect costs of human suffering and loss which cannot be adequately quantified in economic terms.



Goals of the Montana HSP

The State of Montana has adopted an overall “vision” to establish a unifying focus for the ensuing safety planning effort:

“All highway users in Montana arrive safely at their destinations.”

In support of this vision, the State of Montana has adopted the following goals:

- Reduce the Montana statewide fatality rate from 2.05 per 100 million vehicle miles traveled (VMT) (2004) to 1.79 per 100 million VMT by 2008;
- Reduce the Montana statewide fatality rate to 1.0 per 100M VMT by 2015; and
- By reducing the goal of the Montana fatality rate to 1.0 per 100M VMT by 2015, Montana’s incapacitating injuries also will fall from 1,700 in 2005 to 950 in 2015.

These three same goals are also identified in the current CHSP.

To accomplish these goals, the State adopted the following priority emphasis areas as the focus of the CHSP highway safety improvement efforts.

1. Increase safety belt usage to 87 percent;
2. Reduce statewide alcohol- and drug-impaired fatalities;

3. Reduce Native American fatalities;
4. Reduce and mitigate the consequences of single vehicle run-off-the-road fatal and incapacitating injury crashes;
5. Develop and implement a comprehensive, coordinated transportation records and crash reporting, data management, and analysis system, accessible to all stakeholders, to manage and evaluate transportation safety;
6. Reduce young driver (under age 21) fatal and incapacitating injury crashes;
7. Establish a process to reduce crashes, injury crashes, and fatal crashes in identified high crash corridors and locations;
8. Reduce fatal and incapacitating injury crashes involving trucks; and
9. Develop an effective and integrated Emergency Medical Services (EMS) delivery system.

In addition to these nine priority emphasis areas, Montana adopted five additional emphasis areas:

1. Reduce fatal and incapacitating injury crashes in urban areas;
2. Reduce motorcycle fatal and incapacitating injury crashes;
3. Reduce older driver fatal and incapacitating injury crashes;
4. Reduce speed involvement in crashes; and
5. Assist Law Enforcement with more efficient enforcement activities.

These emphasis areas are also cross referenced in the FFY 2010 Performance Plan on pages 26 – 102. Under each emphasis area is a listing of countermeasures eligible for NHTSA funding. These same countermeasures are listed in the FFY 2010 HSP problem areas approved by NHTSA.

Strategies applied to other emphasis areas also should positively influence the Urban Area Crashes, Motorcycle Crashes, and Older Driver Crashes emphasis areas. Statistics for these emphasis areas will be tracked and separate strategies will be developed, as needed.

Section 4.0 FFY 2009 Highway Safety Performance Plan Emphasis Areas Countermeasures:

The 12 emphasis areas mentioned in the previous section are based upon Montana’s most current Comprehensive Highway Safety Plan (CHSP) and included in the Highway Safety Performance Plan.

Emphasis areas #13 Speed Control, #14 Police Traffic Services and #15 Planning & Administration identified in this section are not part of the CHSP but are integrated into the FFY 2009 Highway Safety Performance Plan. This allows for correlation of traffic safety related projects with NHTSA’s Grant Tracking System.

Within a majority of the emphasis areas in this section are objectives and performance measures justifying the countermeasures identified as eligible for NHTSA funding. These three elements should meet highway safety application requirements specified within 23 CFR Part 1200.10 and are also cross-referenced in the FFY 2009 Highway Safety Plan.

Background

“**Emphasis areas**” are defined by FHWA as “opportunity areas to improve safety identified through a data-driven process.” The State of Montana, through the Traffic Safety Committee which includes the State Highway Traffic Safety Bureau conducted a process involving a rigorous review of crash data and interagency consultation to identify 12 emphasis areas as the focus of the state’s Comprehensive Transportation Safety Plan (CHSP). To address these priority areas, implementation teams have been formed and countermeasures have been defined for nine of these emphasis areas. Countermeasures will be defined for the remaining three emphasis areas after substantive progress has been made toward the implementation of strategies for the initial nine emphasis areas. The FFY 2009 HSP is implementing countermeasures for Motorcycle Emphasis Area #11.

To identify potential new safety strategies and countermeasures to support the goals of the Comprehensive Highway Safety Plan and address the various CHSP emphasis areas, an exhaustive inventory of Montana’s existing transportation safety programs and strategies was prepared. Beginning with this inventory of existing programs, MDT, in cooperation with the Traffic Safety Committee which includes State Highway Traffic Safety Bureau personnel, conducted a “gap analysis” to identify the full range of additional programs and countermeasures which could further reduce fatal and serious injury crashes and accomplish the goals of the CHSP. This gap analysis utilized the NCHRP Report 500 series of guides which provide documentation of countermeasures for each of the 22 emphasis areas in the AASHTO Strategic Highway Safety Plan³ and *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*, prepared for the National Highway Traffic Safety Administration by the Governors Highway Safety Association.⁴

Through the review of strategies and countermeasures in these documents in conjunction with the inventory of programs currently being implemented in Montana, an inventory of potential additional programs and strategies was prepared for consideration by the Traffic Safety Committee. Supporting this inventory was documentation of the relative effectiveness of individual programs based on the NCHRP and NHTSA guidance. Supplementing these strategies were additional programs and countermeasures suggested by the Emphasis Area Action Teams, the MDT consultant support team, MDT staff, and input from the Traffic Safety Committee including the State Highway Traffic Safety Bureau.

³ Transportation Research Board, NCHRP Report 500 Guidance for the Implementation of the AASHTO Strategic Highway Safety Plan, various volumes, National Cooperative Highway Research Program, Washington, D.C., 2003.

⁴ Hedlund, James, *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*, prepared for the National Highway Traffic Safety Administration by the Governors Highway Safety Association, 2005.

Performance Measures

General Traffic Safety

- A-1** Average number of fatalities. Reduce the three-year average from 257 during 2008 to 220 by 2012. *Corresponds to the NHTSA core outcome measure C-1.*
- A-2** Total annual number of serious (incapacitating) injuries. Reduce from 1,336 during 2008 to 1,200 by 2013. *Corresponds to the NHTSA core outcome measure C-2.*
- A-3** Annual fatality rate (per 100 Million Vehicle Miles of Travel). Reduce from 2.45 during 2007 to 2.00 by 2013. *Corresponds to the NHTSA core outcome measure C-3.*
 - A-3a** Annual urban fatality rate (per 100 Million Vehicle Miles of Travel). Reduce from 0.52 during 2007 to 0.45 by 2013.
 - A-3b** Annual rural fatality rate (per 100 Million Vehicle Miles of Travel). Reduce from 3.05 during 2007 to 2.40 by 2013.
- A-4** Average number of pedestrian fatalities. Reduce the five-year average of 13 pedestrian fatalities during 2008 to 11 by 2013. *Corresponds to the NHTSA core outcome measure C-10.*

Safety Belt Use

- B-1** Annual statewide outboard, front seat occupant safety belt utilization for all roads. Increase from 79.2% during 2009 to 87% by 2013.
- B-2** Annual statewide driver safety belt utilization for all roads. Increase from 79.1% during 2009 to 87% by 2013. *Corresponds to the NHTSA core behavior measure B-1.*
- B-3** Average number of unrestrained occupant fatalities. Reduce the five-year average from 143 during 2008 to 135 by 2013. *Corresponds to the NHTSA core outcome measure C-4.*
- B-4** Average percent of unrestrained occupant fatalities. Reduce the five-year average from 71.1% during 2008 to 67.5% by 2013.

Alcohol & Impaired Driving

- C-1** Average number of fatalities in crashes involving an alcohol-impaired driver or motorcycle operator (BAC 0.08+). Reduce the three-year average from 105 during 2007 to 99 by 2013. *Corresponds to the NHTSA core outcome measure C-5.*
- C-2** Average alcohol-impaired (driver BAC 0.08+) fatality rate (per 100 Million Vehicle Miles of Travel). Reduce the three-year average from 0.93 during 2007 to 0.88 by 2013.
- C-3** Average number of alcohol- and drug-related fatalities (driver BAC 0.01+). Reduce the three-year average from 125 during 2007 to 110 by 2013.
- C-4** Average number of alcohol- and drug-related fatalities (driver BAC 0.01+) as a percent of all traffic fatalities. Reduce the three-year average from 47.4% during 2007 to 42% by 2013.

Native American Crashes

- D-1** Average Native American traffic fatalities. Reduce the five-year average of 40 during 2008 to 30 by 2013.
- D-2** Average Native American traffic fatalities as a percent of all Montana traffic fatalities. Reduce the five-year average from 15.7% during 2008 to 13% by 2013.

Single Vehicle Run-Off-the-Road Crashes

- E-1** Total annual single vehicle run-off-the-road crashes. Reduce single vehicle run-off-the-road crashes from 6,740 during 2008 to 6,000 single vehicle run-off-the-road crashes by 2013.
- E-2** Average single vehicle run-off-the-road fatal crashes. Reduce the three-year average of single vehicle run-off-the-road fatal crashes from 137 during 2008 to 120 by 2013.

Traffic Records Management

- F-1** Implementation of specific strategies contained in Traffic Records Strategic Plan.

Young Driver Crashes

- G-1** Average young driver crash rate (per 1,000 licenses). Reduce the three-year average of under 21 year old drivers involved in crashes from 118 per 1,000 licenses during 2008 to 115 by 2013.
- G-2** Average young driver fatal crash rate (per 1,000 licenses). Reduce the three-year average of under 21 year old drivers involved in fatal crashes from 0.61 during 2008 to less than 0.57 by 2013.
- G-3** Average number of drivers age 20 or younger involved in fatal crashes. Reduce the three-year average of drivers age 20 or younger involved in fatal crashes from 34 during 2008 to 28 by 2013. *Corresponds to the NHTSA core outcome measure C-9.*

High Crash Corridors/High Crash Locations

- H-1** Average fatalities in high crash locations. Reduce the five-year average of fatalities from 17 during 2008 to 15 by 2013.
- H-2** Average incapacitating injuries in high crash locations. Reduce the five-year average of incapacitating injuries from 115 during 2008 to 100 by 2013.
- H-3** Average crashes in high crash locations. Reduce the three-year average of crashes from 977 during 2008 to 925 by 2013.

Truck Crashes

- I-1** Total annual crashes involving trucks. Reduce crashes involving trucks from 1,212 during 2008 to 1,150 crashes by 2013.
- I-2** Average fatal crashes involving trucks. Reduce five-year average of fatal crashes involving trucks from 24 during 2008 to 20 by 2013.

Emergency Medical Services

- J-1** Implementation of CHSP EMS strategies.

Urban Area Crashes

- K-1** Average urban fatal crashes. Reduce urban fatal crashes from the five-year average of 25 in 2008 to 23 by 2013.

Motorcycle Crashes

- L-1** Average motorcycle fatal crashes. Reduce motorcycle fatal crashes from the five-year average of 29 during 2008 to 24 fatal crashes by 2013.
- L-2** Average number of motorcyclist fatalities. Reduce motorcyclist fatalities from the five-year average of 30 during 2008 to 25 by 2013. *Corresponds to the NHTSA core outcome measure C-7.*
- L-3** Average number of unhelmeted motorcyclist fatalities. Reduce the five-year average of unhelmeted motorcyclist fatalities from 17 during 2008 to 14 by 2013. *Corresponds to the NHTSA core outcome measure C-8.*

Older Driver

- M-1** Average older driver crash rate (per 1,000 licensed drivers). Reduce older driver (aged 65 and above) crash rate from the three-year average of 25.0 in 2008 to 22.0 by 2013.
- M-2** Average older driver fatal crash rate (per 1,000 licensed drivers). Reduce older driver (aged 65 and above) fatal crash rate from the three-year average of 0.36 in 2008 to 0.32 by 2013.
- M-3** Average older driver crashes as a percent of all Montana crashes. Reduce the three-year average from 13.3% in 2008 to 13.0% by 2013.
- M-4** Average older driver fatal crashes as a percent of all Montana fatal crashes. Reduce the three-year average from 16.0% in 2008 to 15.0% by 2013.

Speed Control

- N-1** Average number of speeding-related fatalities. Reduce the three-year average from 94 during 2008 to 85 by 2013. *Corresponds to the NHTSA core outcome measure C-6.*
- N-2** Average percent of speeding-related fatal crashes. Reduce the five-year average from 37.9% during 2008 to 35% by 2013.

Planning & Administration

- O-1** Assure the Highway Safety Plan (HSP) covers the costs of implementing the Governor's HSP & appropriate segments of the Comprehensive Safety Plan funded by NHTSA and FHWA Section 163 grant monies.

Activity Measures

These measures will simply report Montana's progress in each of these activities. Setting goals are not required.

P-1 Number of seat belt citations issued during grant-funded enforcement activities - 3,257 citations for FFY2008. *Corresponds to the NHTSA activity measure A-1.*

P-2 Number of impaired driving arrests made during grant-funded enforcement activities - 1,194 arrests for FFY2008. *Corresponds to the NHTSA activity measure A-2.*

P-3 Number of speeding citations issued during grant-funded enforcement activities - 10,891 citations for FFY2008. *Corresponds to the NHTSA activity measure A-3.*

Emphasis Area #1

Safety Belt Use

Objective: Increase safety belt usage to 87 percent.

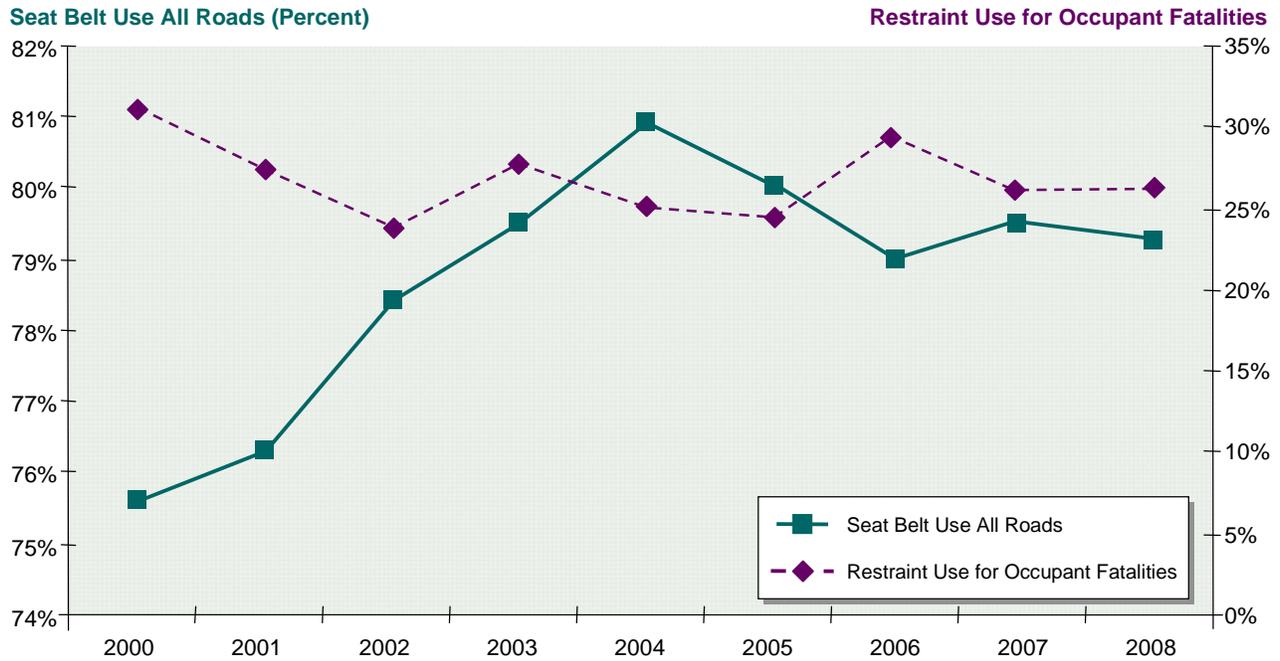
Performance Measures

- Annual statewide outboard, front seat occupant safety belt utilization for all roads. Increase from 79.2% during 2009 to 87% by 2013. (B-1)
- Annual statewide driver safety belt utilization for all roads. Increase from 79.1% during 2009 to 87% by 2013. *Corresponds to the NHTSA core behavior measure B-1.* (B-2)
- Average number of unrestrained occupant fatalities. Reduce the five-year average from 143 during 2008 to 135 by 2013. *Corresponds to the NHTSA core outcome measure C-4.* (B-3)
- Average percent of unrestrained occupant fatalities. Reduce the five-year average from 71.1% during 2008 to 67.5% by 2013. (B-4)

Montana has secondary law enforcement for safety belt use. This means law enforcement must have another reason for stopping a vehicle before they can charge a driver for not wearing a seat belt. Montana is only one of a few states where all seating positions are covered. Although Montana's usage rate in 2008 (79.3% for all roads) is fairly close to the national usage rate (83%), only 26.4 percent of occupant fatalities were belted in 2008. Conversely, this means that 73.6 percent of occupants killed in fatal crashes were unbelted. National data indicates that safety belts do not have the intended effectiveness until the use rate reaches 85 to 90 percent and higher. This is because unbelted drivers also have a higher tendency to drive impaired, at higher speed, and/or exhibit other unsafe driving behaviors. NHTSA documentation shows that most states with a primary enforcement law have higher compliance rates. Legislation to establish primary enforcement for safety belt use has been introduced but defeated in two previous sessions of the Montana State Legislature.

On the following page are statistics on Montana safety belt usage for the past nine years:

Figure I-1: Safety belt Use All Roads



Year	Seat Belt Use All Roads	Restraint Use for Occupant Fatalities
2000	75.6%	31.8%
2001	76.3%	27.9%
2002	78.4%	23.7%
2003	79.5%	27.9%
2004	80.9%	25.1%
2005	80.0%	24.6%
2006	79.0%	29.2%
2007	79.6%	26.3%
2008	79.3%	26.4%

FFY 2010 HSP Countermeasures Eligible for NHTSA Funding:

1. Selective Traffic Enforcement Program (STEP)

The SHTSB will continue contracting with state, local and tribal law enforcement to conduct overtime traffic enforcement patrols known as the Selective Traffic Enforcement Program (STEP). This program will again focus on impaired driving and non-seatbelt usage. Speeding is also used as a trigger violation to counter these drivers. At least 85% of the state’s population lives in areas where these law enforcement agencies participate in STEP overtime activities.

The Montana Highway Patrol (MHP) and local law enforcement agencies will continue operating on roads with a history of high fatality rates caused mainly by impaired drivers and drivers not wearing their seat belts. Law enforcement agencies participating in STEP are required to conduct overtime patrols during national and state-sponsored occupant protection and impaired driving prevention mobilizations and in support of sustained enforcement activities.

STEP participants are selected based on county-level data for alcohol-related crashes and fatalities as well as non-seatbelt use in crashes. Special consideration will be given to tribal law enforcement agencies since Native Americans are overrepresented in traffic crashes and fatalities. This demographic comprises 6.2% of the state's population, yet in 2008, constituted 11.8% of the state's fatalities and 16% of the alcohol-related fatalities; 77% of fatalities were unbuckled.

2. *Roving Patrols***

The SHTSB will continue funding the salaries and benefits of 5 troopers and 1 sergeant from the MHP to continue their patrols in high crash corridors jointly identified by MDT and the MHP. The corridors were identified because of the history of high fatalities caused by impaired driving and drivers not wearing their seatbelts. The MHP will also continue conducting patrols at special public events (rodeos, fairs, rock concerts, etc.) focusing their efforts on impaired drivers and drivers not wearing their safety belts.

****Speeding is also used as a trigger violation to stop those drivers not wearing their safety belts and driving impaired.

3. *Conduct Public Education and Outreach Campaigns via Media and Grassroots Community Groups*

Media

A contracted media company will produce and conduct paid and earned media campaigns that run in conjunction with law enforcement STEP overtime activities. These activities are required by NHTSA's Section 410 impaired driving grant and Section 405 occupant protection grant. The radio, television, and newspaper media messages produced by this company must reach at least 85% of the population. Media spots will include messages similar to the national "Click It or Ticket" campaign. Messages will focus on youth and adult restraint usage. The target audience will include male pickup truck drivers known for having the lowest safety belt usage rate. Media campaigns will coincide with national and state-sponsored mobilizations and sustained enforcement overtime activities.

The contract will include development of effective media messages regarding the problems associated with driving impaired and unrestrained. The messages will air during televised coverage of the state's two main university athletic teams, namely Montana State University Bobcats and the University of Montana Grizzlies.

4. *Safe On All Roads (SOAR) Program*

The SHTSB will continue contracting with a media company to conduct traffic safety messaging on all seven of Montana's Indian reservations. The contracted media company will continue subcontracting with Native American "Safe on All Roads" coordinators on each reservation to manage the project.

5. Grassroots community groups

The SHTSB will contract with an organization to provide programmatic and fiscal management of community Buckle Up Montana coalitions that work to increase seatbelt use and proper usage of child restraint systems. Programs will be data-driven and target high-risk population groups as well as locations/corridors with a history of high incidences of unbelted fatal and injury crashes.

In addition to public information and education (PI&E) campaigns, coalitions will provide support to local law enforcement during national and state-sponsored mobilizations, and will participate in national **Child Passenger Safety Week**.

Buckle Up Montana Coalitions will encourage participation by Native Americans and will support and collaborate with the SOAR program on the reservations to increase seatbelt use and reduce impaired driving.

6. Produce Reference Materials

MDT SHTSB is in the process of producing and updating reference materials (i.e. brochures, flyers, posters, and web materials) pertaining to occupant protection. The materials will provide the public information about Montana's occupant protection laws, generally accepted best practices, and the health and economic consequences of adults not buckling up or properly restraining children in child safety seats. Materials will be designed to appeal to a variety of demographics based on crash data.

7. Driver Education Classes On/Near Reservations

The SHTSB will continue to fund a pilot project conducted by the Montana State University - Northern to increase the availability of driver education teachers for under-served teen populations. This program targets American Indians living in and around reservations identified by the MT Office of Public Instruction (OPI) as having the greatest need. Once these teachers are in place, they will use Montana's current driver's education curriculum that teaches students about the risks and penalties associated with driving impaired, speeding, and consequences of not wearing seatbelts.

8. Distracted Driving Campaign – Pilot Project

The SHTSB will solicit a contractor to establish an educational program that addresses distracted driving and how to avoid crashes.

9. Traveling Safety Caravan

The "Respect the Cage" exhibit grew out of last year's Montana-made documentary, "Room To Live." The documentary tells the story of two friends that had been drinking and were involved in a rollover crash on the way home. The driver, who was wearing his seatbelt, walked away from the mangled car. His best friend and passenger, who wasn't buckled up, died that night.

The exhibit consists of a flatbed trailer that contains the "Room to Live" crashed vehicle, along with two leased pickup trucks to haul the vehicle and a rollover simulator. The exhibit is transported to public events around Montana demonstrating the importance of wearing seat belts, and the potential consequences of not buckling up and of driving impaired.

MDT purchased the trailer and simulator in FFY 2009. In FFY 2010, SHTSB will hire a coordinator to assist with the logistics of transporting the simulator and crashed vehicle to specific destinations and events throughout the year. Traffic safety stakeholders, such as the Buckle Up Montana coalitions, may request the exhibit at local public events and often assist in logistics coordination.

10. Highway Safety Officer –Pilot Program

The SHTSB will continue funding full-time police officer from the Ronan Police Department to focus on traffic enforcement on US 93. This includes speeding, impaired driving and non-seat belt use. The Ronan Police Department will supplement these efforts with radio and newspaper campaigns with traffic safety tips and reminders that law enforcement is “out there” enforcing traffic safety laws. The police department will distribute traffic safety materials through their crime prevention program for all demographics and strategically place their speed trailer in areas known for traffic violations.

11. Great Falls Police Department Motorcycles

The SHTSB will purchase three motorcycles for the Great Falls Police Department to use for traffic enforcement activities in congested areas. Their focus will be impaired drivers and non-seat belt usage. Motorcycles are more fuel efficient than the patrol cars and can easily maneuver in urban areas.

12. Traffic Safety Resource Prosecutor (TSRP)

The SHTSB will continue contracting an experienced prosecutor to train and work with city and county prosecutors, law enforcement and the court system. Their objective will be to promote proper arrest procedures, conviction, and sentencing of impaired drivers, as well as the importance of writing seatbelt, child restraint and speeding citations.

The prosecutor will invite and encourage tribal prosecutors and judges to participate in the training sessions.

13. Traffic Safety Resource Officer (TSRO)

The SHTSB will continue funding one full-time Traffic Safety Resource Officer (TSRO) from the MHP. The trooper will be a resource for local law enforcement officers, tribal governments, prosecutors, judges and the public. This trooper would provide training for MHP and local/tribal law enforcement, and would be the point of contact for all MDT-SHTSB contracts with MHP. The TSRO will focus on a variety of traffic safety projects the include the following: impaired driving prevention and programs (SFST, DRE, and the Mobile Impaired Driving Assessment Center [MIDAC]); prevention of racial profiling; increasing occupant protection usage; traffic records management; and issues related to young drivers. The TSRO will work closely with the newly hired traffic safety resource prosecutor (TSRP) and MDT.

14. Alive @ 25 Program

The SHTSB will continue contracting the MHP to deliver 4-hour programs created by the National Safety Council that targets young drivers. This program teaches the hazards facing young drivers, encouraging them to take responsibility for their driving behavior

and to recognize when others in their age group are making poor judgments or taking unnecessary risks in a vehicle. This program enhances driving decisions and teaches on-the-spot defensive driving techniques. Alive@25 Program can complement current driver education courses or provide education for under-25 drivers that incur traffic violations. Presentations may be requested by such organizations as DARE, MADD, District Courts, Native American/reservation organizations, church groups, etc.

15. Tween Traffic Safety Project

The SHTSB will contract with the HELP Committee and Boys & Girls Club of the Hi-Line to implement and evaluate an education program that targets increased safety belt use and back seat use among tweens (8-13 year olds). This program includes pre- and post observational surveys to measure success.

16. Traffic Safety Youth Coalition

The SHTSB will contract with Madison County Safe Community Task Force to organize a youth coalition of older children in Madison County that will educate their peers and also younger children about traffic safety topics such as seat belt use, distracted driving, speed, single vehicle run-off-the road crashes. This contract includes "Safety Bug" educational campaign for K-3 and grades 4-6.

17. DUI Equipment for Law Enforcement

As funding allows, the SHTSB will contract with tribal law enforcement, local police and sheriffs departments to purchase speed radars. Speed is a trigger violation for stopping unbuckled drivers.

18. Purchase of Software for Local Law enforcement crash module

This is the second phase of the Montana Highway Patrol's CTS-America crash module. This phase of the project is to replace the current crash system, Montana Accident Reporting System (MARS), with CTS. The CTS crash module will allow locals to report crashes on-line and send them directly to the Highway Patrol via the internet. This will provide local law enforcement the ability to eliminate paperwork and manual entry of statistics. The project will streamline crash reporting and decrease the amount of human errors.

19. Child Passenger Safety (CPS)

The SHTSB will continue funding child passenger safety programs that include the following:

- Stipends for students to attend the 4-day National CPS Training.
- Stipends for instructors and technicians to attend the annual statewide technician/instructor update. The training will provide participants with six continuing education units (CEUs) required for recertification.
- Stipends/reimbursements for instructors to teach and/or mentor instructor candidates at CPS training events.

- Funding for nationally renowned CPS experts to travel to Montana to deliver the annual statewide CEU recertification training.
- Funding for child restraints to serve those who are unable to afford them.

20. Statewide CPS Awareness Presentations

The SHTSB will solicit bids to contract with a traffic safety advocate who will promote child passenger safety and occupant protection in Montana. A variety of venues will be used around the state to deliver these messages such as conventions, association meetings, etc.

21. Child Passenger Safety (CPS) Training Instructor

The SHTSB will contract with a CPS Instructor to conduct two 4-day National Child Passenger Safety Certification trainings in Montana.

22. Truck Seat Belt Program

The SHTSB will collaborate with the Montana Motor Carriers Association (MMCA) to fund a statewide seat belt campaign targeting the drivers of large trucks. MMCA will develop a detailed program with three key objectives: a comprehensive truck driver seat belt safety message and delivery; post these messages on the internet for 24/7 access; and disseminate this information to various agencies, companies and locales involved in the trucking industry. MMCA will coordinate these efforts with state, local and tribal law enforcement, regulatory agencies, community grassroots organizations, the trucking industry and the media.

23. Mandatory NHTSA Survey

The media company will be contracted to conduct surveys at the Department of Motor Vehicle stations in July 2010 following the May Mobilization Occupant Protection Campaign and September 2010 following the Labor Day Impaired Driving Campaign. Both surveys will also include questions on speeding. Questions for these surveys are recommended by NHTSA to learn about the public's perception of enforcement and media during these campaigns. The results of these surveys will be submitted to NHTSA via the FFY 2010 Annual Report

Emphasis Area #2

Alcohol and Drug Impaired Driving Crashes

Objective: Reduce statewide alcohol- and drug-impaired fatalities.

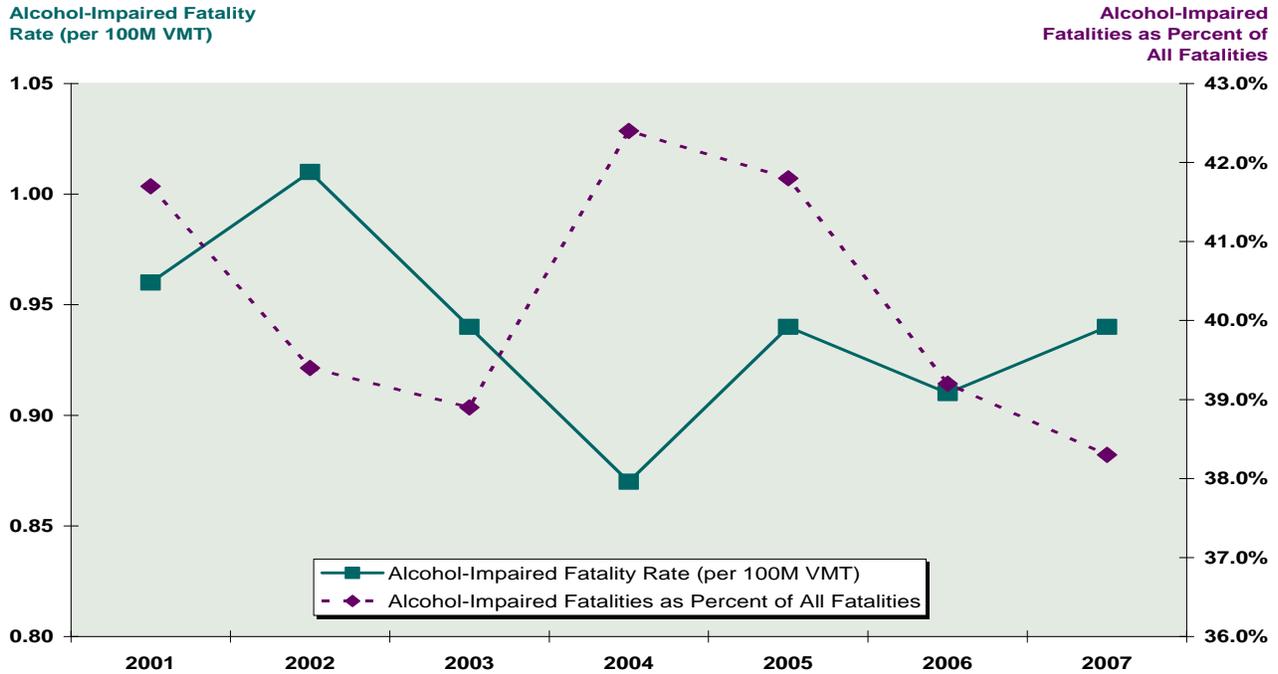
Performance Measures

- Average number of fatalities in crashes involving an alcohol-impaired driver or motorcycle operator (BAC 0.08+). Reduce the three-year average from 105 during 2007 to 99 by 2013. (C-1) *Corresponds to the NHTSA core outcome measure C-5.*
- Average alcohol-impaired (driver BAC 0.08+) fatality rate (per 100 Million Vehicle Miles of Travel). Reduce the three-year average from 0.93 during 2007 to 0.88 by 2013. (C-2)
- Average number of alcohol- and drug-related fatalities (driver BAC 0.01+). Reduce the three-year average from 125 during 2007 to 110 by 2013. (C-3)
- Average number of alcohol- and drug-related fatalities (driver BAC 0.01+) as a percent of all traffic fatalities. Reduce the three-year average from 47.4% during 2007 to 42% by 2013. (C-4)

In 2007, there were 106 traffic fatalities in Montana that involved an alcohol-impaired driver (with a BAC of 0.08 or higher). These fatalities made up 38.3% of all Montana traffic fatalities, which is a decrease from the previous year (39.2%). Montana's alcohol-impaired fatality rate (the number of alcohol-impaired traffic fatalities per hundred million vehicle miles traveled in Montana) was 0.94, which is an increase from the previous year (0.91) but only a slight increase from the previous five-year average (0.93). This rate continues to be more than double the national rate (0.43) and the highest alcohol-impaired fatality rate in the U.S. Despite these statistics, the number of DUI convictions reported to the Montana Department of Justice has been increasing during the last five years.

Data shown on the next page presents statistics on alcohol-impaired fatality rates for Montana for the past seven years.

Figure II-1: Alcohol-Impaired Fatalities



Year	Alcohol-Impaired Fatality Rate (per 100 M VMT)	Alcohol-Impaired Fatalities as Percent of all Fatalities
2001	0.96	41.7%
2002	1.01	39.4%
2003	0.94	38.9%
2004	0.87	42.4%
2005	0.94	41.8%
2006	0.91	39.2%
2007	0.94	38.3%

FFY 2010 HSP Countermeasures Eligible for NHTSA Funding:

1. Encourage Participation in Professional Development and Training Activities

Tribal, state, and local officials may be reimbursed for travel, per diem, training costs for management, policy and procedure training that support highway safety impaired driving programs and projects. This includes funding travel expenses for:

- DUI Task Forces
- Law enforcement i.e. Drug Recognition Expert (DRE) Training
- Native Americans from the reservations attending forums hosted by the SHTSB
- DUI court training

2. Increased Law Enforcement Presence via Overtime Patrols

SHTSB will contract with state, local and tribal law enforcement to conduct overtime traffic enforcement patrols via the *Selective Traffic Enforcement Program* (STEP). At least 81% of the population lives in areas where law enforcement agencies participate in STEP activities, in addition to a contract with the Montana Highway Patrol (MHP) for statewide coverage. With the addition of MHP's statewide coverage, we estimate that at least 85% of Montana's population is subject to STEP overtime activities.

Law enforcement is contracted to spend approximately 50% of their time enforcing safety belt usage and 50% of their time enforcing impaired driving laws during the same traffic stop. Speed is often used as a trigger violation to stop those drivers not wearing their safety belts and driving impaired.

Patrols will include identified high-crash corridors with a history of high impaired driving rates and motor vehicle crashes in which occupants were not belted. In addition, MHP will conduct safety spot checks in high crash corridors identified by MDT and in strategic areas throughout the state. STEP agencies are required to participate in overtime patrols during national and state-sponsored occupant protection and impaired driving prevention mobilizations.

STEP participants are selected based on county-level data for alcohol-related crashes and fatalities as well as non-seatbelt use in crashes. Special consideration will be given to tribal law enforcement agencies since American Indians are overrepresented in Montana's traffic crashes and fatalities. This demographic comprises 6.2% of the state's population, yet in 2008, constituted 11.8% of the state's fatalities and 16.2% of the alcohol-related fatalities; 76.9% of the Native American fatalities were unbuckled.

3. Increased Law Enforcement Presence via Roving Patrols

SHTSB will continue funding the Montana Highway Patrol roving patrols supplementing local law enforcement resources on high crash corridors, at special events, and other problem areas indicated by crash data with a focus on impaired driving and drivers not wearing their safety belts. NHTSA funds cover the salaries/benefits for five trooper positions and a sergeant position. The intent is to fund roving patrols for at least two years using Section 410 impaired driving funds.

4. Traffic Safety Resource Officer (TSRO)

SHTSB will collaborate with the Montana Highway Patrol (MHP) to fund one full-time Traffic Safety Resource Officer (TSRO). The trooper will be a resource for local law enforcement officers, tribal governments, prosecutors, judges and the public. This trooper would provide training for MHP and local/tribal law enforcement, and would be the point of contact for all MDT-SHTSB contracts with MHP.

The TSRO will focus on a variety of traffic safety projects and goals, including impaired driving prevention and programs (SFST, ARIDE, DRE, and the Mobile Impaired Driving Assessment Center [MIDAC]); prevention of racial profiling; increasing occupant protection usage; traffic records management; and issues related to young drivers. The TSRO will work closely with the traffic safety resource prosecutor (TSRP) and MDT.

5. Effective SFST Testing

The SHTSB will contract with the Montana Highway Patrol to continue providing Standard Field Sobriety Testing (SFST) refresher training to local and tribal law enforcement statewide. It is imperative that officers keep their skill levels up, since officer error is a leading cause for DUI evidence being rejected once a case reaches the courts.

6. Improve Detection of Drug-Impaired Drivers

The Drug Recognition Expert (DRE) program is slowly spreading across the state of Montana. There are currently five instructors and 23 certified DREs. Montana needs to increase the number of officers who are DRE-certified, both for field detection purposes and to serve as expert witnesses in court on drug-impaired DUI cases.

MHP's TSRO will be bringing Advanced Roadside Impaired Driving Education (ARIDE) to Montana during FFY 2010 and this will help to heighten law enforcement's awareness of the DRE program.

A DRE school is being planned for spring 2010 to help expand the program by adding additional DREs.

SHTSB will fund three drug recognition experts to attend DRE Instructor School to facilitate the recertification process for the state's DRE officers from local and tribal law enforcement agencies.

Annual training and recertifications are done according to IACP standards.

7. DUI Equipment for Law Enforcement

As funding allows, the SHTSB will contract with MHP, tribal law enforcement, local police and sheriffs departments to purchase DUI related equipment (preliminary breath testers (PBTs), speed radars, video cameras) to aid in the detection and sentencing of impaired drivers.

In-car video systems may be made available to law enforcement agencies that operate near reservations for the purpose of preventing racial profiling while enforcing the state's DUI laws.

8. Forensic Equipment

a. ELISA Instrument

Purchase of the Enzyme Linked Immunosorbent Assay (ELISA) equipment that detects a wide variety of drugs. This equipment increases Forensic's ability to detect numerous drugs at lower concentrations in blood.

b. Solid Phase Extraction Instruments

The SHTSB will fund a Solid Phase Extraction Instrument requested by the DOJ Forensics Lab. This instrument automates analytical procedures that helps reduce the turn around time for blood alcohol and drug analysis. This will assist Forensics to keep up their workload and improve the rate of DUI convictions.

9. Ronan Highway Safety Officer

The SHTSB will continue funding a full-time police officer through the Ronan Police Department to focus on traffic enforcement on US 93, especially speeding, impaired driving, distracted and aggressive driving, and seat belt use. The Ronan Police Department will supplement these efforts with radio and newspaper campaigns with traffic safety tips and reminders that law enforcement is “out there” enforcing traffic safety laws. The police department will distribute traffic safety materials through their crime prevention program for all demographics. This includes the large population of American Indians located in this area. They will also strategically place their speed trailer in areas known for traffic violations.

10. Great Falls Police Department Motorcycles

The SHTSB will contract with the Great Falls Police Department to purchase three motorcycles and related safety and enforcement equipment. The motorcycles will be used for traffic enforcement activities focusing on impaired drivers and non seat belt usage. The cycles will be equipped with video equipment which can be used in evidence collection during DUI stops, and later during any court proceedings.

The motorcycles are more fuel efficient than the patrol cars and can easily maneuver in congested urban areas.

11. Traffic Safety Resource Prosecutor

The SHTSB will continue contracting with an experienced prosecutor to train and work with city and county prosecutors, law enforcement and the court system to promote proper arrest, conviction, and sentencing of impaired drivers, as well as the importance of upholding seatbelt, child restraint and speeding citations.

The prosecutor will invite and encourage tribal prosecutors and judges to participate in the training sessions.

12. DUI Court Training

SHTSB will fund an eight-member team from each of several courts to attend a NHTSA-sponsored training on how to effectively implement a DUI court. 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. Additionally, the course teaches participants how to work with DUI offenders, and includes an on-site visit to an operational DUI Court.

The courts that will participate in the training are unknown at this time; the solicitation and application process are underway. Tribal courts are eligible to apply.

13. MDT Traffic Safety Web-Based Services

MDT's brokerage system is currently under development and will continue in FFY 2010. This system allows each individual data system in MDT to communicate with one major broker. The broker, once developed, will allow each system to communicate flawlessly, despite differences in technology. Eventually this brokerage system will be expanded to other state agencies that have databases consisting of traffic-related information of interest

to various stakeholders including law enforcement, DPHHS, Court Administration, DOJ, etc.

This will facilitate detailed data analysis of many different aspects of traffic-safety including, but not limited to: arrests, prosecution, and adjudication of traffic-safety related offenses; emergency medical services response times; and roadway safety characteristics for all road users. This data will be used to help drive many traffic-safety related programs.

14. DUI Task Force Facilitator

SHTSB will continue contracting an experienced DUI Task Force coordinator to facilitate an increase in the number of DUI task forces in the state and to provide a technical assistance resource to both new and existing task forces. Technical assistance to the task forces includes the compilation and execution of their annual work plans, and promoting the use of proven/best practice strategies for the reduction of impaired driving. The facilitator acts as a liaison between MDT-SHTSB and the task forces.

15. Vehicle Bike Pedestrian Enforcement

Implementation of a bike/pedestrian program to reduce fatal and incapacitating injury crashes in an urban area. Purchase two Mountain Bikes for law enforcement and pay for regular and overtime enforcement hours.

16. DUI Courts

Kalispell & Billings Municipal Courts

Continue implementing the DUI court model for high BAC and repeat DUI offenders at two locations, Kalispell and Billings. Increased accountability along with treatment, more frequent testing, monitoring and other services, are expected to help offenders break the cycle of drinking and driving. The Kalispell DUI Court will have a capacity for 25 offenders and the Billings DUI Court will have a capacity for 50 offenders. These courts have been proven effective in reducing recidivism.

Background: The DUI court is a distinct court system dedicated to changing the behavior of the alcohol/drug dependant offenders arrested for driving under the influence/driving while impaired (DUI/DWI). The goal of DWI court is to protect public safety by using the drug court model to address the root cause of impaired driving, alcohol and other substance abuse. With the repeat offender as its primary target population, DWI 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. According to <http://www.dwicourts.org/learn/about-dwi-courts>, DWI Courts provide more comprehensive and closer supervision than other community-based programs, and DWI Court participants are up to *nineteen times less likely to get a new DWI offense* than DWI offenders sentenced by a traditional court.

New DUI Courts

1st year funding request to fully implement the DUI court model for high BAC and repeat DUI offenders in three jurisdictions with minority and small populations. MDT paid for these DUI court teams to attend training in 2009.

17. Driver's Education Classes On/Near Reservations

The SHTSB will continue to fund a pilot project conducted by the Montana State University – Northern to increase the availability of driver education teachers for under-served teen populations. The pilot program targets American Indians living in and around reservations that have the greatest need in accordance with the MT Office of Public Instruction (OPI). Once these teachers are in place, they will use Montana's current drivers' education curriculum that teaches students about the risks and penalties associated with driving impaired, speeding, and consequences of not wearing seatbelts. As of July 2009, three Native American school teachers are receiving this training so they have the necessary skills to instruct drivers' education on the reservations.

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

Alcohol Screening, Brief Intervention & Referral to Treatment (SBIRT) is screening for alcohol problems that identify individuals at risk for developing a problem with alcohol or who may already have a serious problem with alcohol. When used in conjunction with a brief intervention or referral to a treatment program, alcohol screening can be a powerful tool for improving the public health.

The project will continue in the emergency department of the state's level II trauma centers, and seek to expand to college health centers and other venues. The project will include training on how to conduct and implement SBIRT, development and distribution of information cards that SBIRT personnel can use as a guide for "talking points" during screenings and interventions, and development and distribution of a Montana-based "how to" guide for hospitals, clinics, physician offices to use in screening and performing behavioral interventions.

19. A.C.T. Training for Licensed Addiction Counselors

SHTSB will fund the Addictive & Mental Disorders Division of the Montana Department of Public Health & Human Services (DPHHS/AMDD) to revise the A.C.T. curriculum for DUI offenders. The current curriculum has not been updated in many years, and its effectiveness is in question. It is also not consistently taught across the state.

The SHTSB will continue funding and coordinating the semi-annual train the trainers' certification training for ACT (Assessment, Course, and Treatment) chemical dependency counselors. This is done in coordination with staff from DPHHS/AMDD. Funding permitting, the SHTSB will provide travel reimbursement to representatives from various areas throughout the state pursuing certification as a state-approved program.

In accordance with Montana law, the ACT program equips chemical dependency counselors to assess drivers convicted of DUI for chemical dependency, recommend a course of treatment, and conduct eight hours of training. DPHHS AMDD also maintains a database that monitors DUI offenders, noting demographic information, number of DUI's, number of times individuals go through the ACT program and whether or not the course was completed, etc.

20. Conduct Public Education and Outreach Campaigns via Media and Grassroots Community Groups

Media

A contracted media company will produce and conduct paid and earned media campaigns that include mobilizations that run in conjunction with law enforcement STEP overtime activities. These activities are required by NHTSA's Section 410 impaired driving grant and Section 405 occupant protection grant. The radio, television, and newspaper media messages produced by this company must reach at least 85% of the population. Media spots will include messages similar to the national "Click It or Ticket" campaign. Messages will focus on youth and adult restraint usage based on the data in Montana's *Problem Identification* document. The target audience will include male pickup truck drivers known for having the lowest safety belt usage rate. Media campaigns will coincide with national and state-sponsored mobilizations and sustained enforcement overtime activities.

The contract will include development of effective media messages regarding the problems associated with driving impaired and unrestrained. The messages will air during televised coverage of the state's two main university athletic teams, namely Montana State University Bobcats and the University of Montana Grizzlies.

Safe On All Roads (SOAR) Program

The SHTSB will contract with a media company to continue traffic safety messaging on four of Montana's seven Indian reservations. SHTSB will expand this program during FFY 2009 to add the remaining three reservations. The contracted media company will continue subcontracting with Native American "Safe on All Roads" coordinators on each reservation to manage the project.

Grassroots community groups

SHTSB will provide supplemental funding to Montana's DUI task forces. The task forces are funded through fifty percent of the driver license reinstatement fees collected at the county level, which, in some cases, amounts to no more than a few hundred dollars per year. The supplemental funding enables them to do additional DUI prevention work at the grassroots level.

21. Reference Materials

MDT SHTSB will produce reference materials (i.e. brochures, flyers, posters, and web materials) pertaining to impaired driving. The materials will provide information to the public about Montana's DUI laws, and the health and economic consequences of impaired driving. Materials will be designed to appeal to a variety of demographics based on crash data.

22. Traveling Safety Caravan

The "Respect the Cage" exhibit grew out of last year's Montana-made documentary, "Room To Live." The documentary tells the story of two friends that had been drinking and were involved in a rollover crash on the way home. The driver, who was wearing his

seatbelt, walked away from the mangled car. His best friend and passenger, who wasn't buckled up, died that night.

The exhibit consists of a flatbed trailer that contains the "Room to Live" crashed vehicle, along with two leased pickup trucks to haul the vehicle and a rollover simulator. The exhibit is transported to public events around Montana demonstrating the importance of wearing seat belts, and the potential consequences of not buckling up and of driving impaired.

MDT purchased the trailer and simulator in FFY 2009. In FFY 2010, SHTSB will hire a coordinator to assist with the logistics of transporting the simulator and crashed vehicle to specific destinations and events throughout the year. Traffic safety stakeholders, such as the Buckle Up Montana coalitions, may request the exhibit at local public events and often assist in logistics coordination.

23. *Mariah's Challenge*

SHTSB will partially fund Mariah's Challenge Leadership Conference, a three-day statewide leadership conference that will host nationally renowned keynote speakers, a youth and adult track, and is open to students in grades 7-10 and any interested adults.

The conference is a proactive way to decrease teen drinking in Montana. The key focus of Mariah's Challenge is reducing underage drinking, and preventing drinking and driving.

MDT will provide a limited number of scholarships to qualified low-income students who would not be able to attend because of the conference registration and travel costs.

SHTSB will also provide \$10,000 to Mariah's Challenge Foundation for their scholarship fund – scholarships are provided to high school graduates who have taken and kept Mariah's Challenge, and applied for the scholarship

24. *Alive @ 25 Program*

SHTSB will contract with MHP to deliver 4-hour programs created by the National Safety Council.

The program targets young drivers and teaches them about the hazards facing young drivers, encourages them to take responsibility for their driving behavior and to recognize when others in their age group are making poor judgments or taking unnecessary risks in a vehicle.

25. *"Last Call" Video*

SHTSB will fund the Department of Revenue, Liquor Control Division to script, shoot and produce a video entitled Last Call for alcohol servers and sellers of alcohol. The video will be shown during responsible alcohol sales & service classes statewide.

26. *SCRAM® equipment*

Fund the Montana Supreme Court to purchase and manage SCRAM® (Secure Continuous Remote Alcohol Monitor) units for DUI and DUI/Drug courts to use with DUI offenders. The unit is applied to the offender's ankle and continuously monitors offenders for alcohol intake – as often as every half hour around the clock. This helps courts and agencies

continuously monitor their alcohol offenders to ensure they're not drinking, and apply sanctions if they have. SCRAM provides an effective and reliable alternative (or addition) to random testing methods and/or incarceration. SCRAM units have a proven record of helping alcoholics become sober, hold jobs, and become productive members of the community. SCRAM units cost \$1,200 if purchased through the State term contract.

27. Law Enforcement Advanced DUI/DWI Reporting System (LEADRS)

This is a web-based reporting system for law enforcement to use when processing a DUI. LEADRS allows an officer to enter a suspect's data only once and the program automatically enters that information onto all necessary reporting forms. It is expected to be a 2-3 year process to develop and implement the program because all jurisdictions have to agree on uniform reporting forms.

28. Alcohol/SFST Assessment

Assessment of Montana's overall DUI program, including the SFST program, by a team of national experts. This assessment will help support the work of the Senate Joint Resolution 39 that calls for a study of the state's DUI laws and impaired driving enforcement program.

29. Purchase of Law Enforcement Electronics

SHTSB will purchase the following electronic items for Columbia Falls Police Department:

- 1) Interior digital recorder system - better digital documentation of DUI field sobriety testing performed in the booking area is evidence that can be used by prosecutors to potentially increase convictions.
- 2) Electronic Ticketing System - would decrease the time spent filling out traffic citations, reduce errors on citations, and track problem areas/times that need increased enforcement.
- 3) Two more Mobile Data Terminals for police vehicles.

30. Mandatory GHSA survey

The media company will be contracted to conduct surveys at DMV stations FFY July 2010 following the May Mobilization Occupant Protection Campaign and FFY September 2010 following the Labor Day Impaired Driving Campaign. Both surveys will also include questions on speeding. Questions for these surveys are recommended by NHTSA to learn about the public's perception of enforcement and media during these campaigns. These results of these surveys will be submitted to NHTSA via the FFY 2010 Annual Report.

Emphasis Area #3

Native American Crashes

Objective: Reduce Native American fatalities.

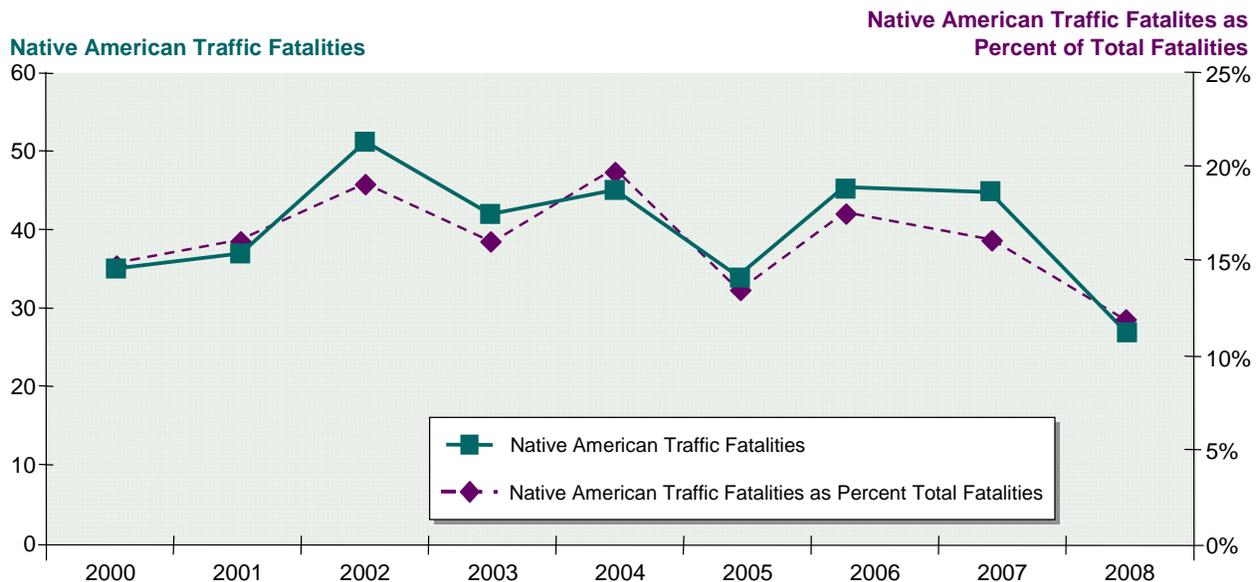
Performance Measures

- Average Native American traffic fatalities. Reduce the five-year average of 40 during 2008 to 30 by 2013. (D-1)
- Average Native American traffic fatalities as a percent of all Montana traffic fatalities. Reduce the five-year average from 15.7% during 2008 to 13% by 2013. (D-2)

Native Americans make up 6.2 percent of Montana's population, yet in 2008 they accounted for 11.8 percent of the State's fatalities. From 2004 to 2008, Native Americans comprised from 11.8 to 20.1 percent of the states fatalities. During this same time period, approximately 69 percent of these fatalities were alcohol-related. During the past five years, safety belt usage for Native American occupant fatalities has been less than nine percent, further increasing the likelihood of serious injury or fatality in a crash. The only available crash data by race is from the Fatality Analysis Reporting System (FARS) database so the extent of total crash involvement by Native Americans is unknown and tribal crash data is generally underreported.

Data shown below presents statistics on Native American fatalities in Montana for the past seven years.

Figure III-1: Native American Traffic Fatalities



Year	Native American Traffic Fatalities	Native American Traffic Fatalities as Percent Total Fatalities
2000	35	14.8%
2001	37	16.1%
2002	51	19.0%
2003	42	16.0%
2004	45	19.7%
2005	34	13.5%
2006	46	17.5%
2007	43	15.5%
2008	27	11.8%

FFY 2010 HSP Countermeasures Eligible for NHTSA Funding:

1. *Increased Law Enforcement Presence via STEP*

The SHTSB will continue contracting state, local, and tribal law enforcement across the state to conduct overtime traffic enforcement patrols via the Selective Traffic Enforcement Program (STEP). About 85% of the population lives in areas where law enforcement agencies participate in STEP activities. Patrols will include identified high-crash corridors with a history of high impaired driving rates and motor vehicle crashes in which occupants were not belted.

2. *Increase Law Enforcement Presence via Roving Patrols*

SHTSB will continue funding the salaries and benefits of 5 troopers and 1 sergeant from the MHP to continue their patrols in high crash corridors jointly identified by MDT and the MHP. The corridors were identified because of the history of high fatalities caused by impaired driving and drivers not wearing their seatbelts. The MHP will also continue conducting patrols at special public events (rodeos, fairs, etc.) focusing their efforts on impaired drivers and drivers not wearing their safety belts. Speed is often used as a trigger violation to stop those drivers not wearing their safety belts and driving impaired.

3. *DUI and Speed Related Equipment for Law Enforcement*

The SHTSB will continue providing funds to state, local, and tribal law enforcement to purchase DUI and speed related equipment. The primary pieces of equipment used to enforce highway safety laws are radar, in-car video camera systems, and preliminary breath testing devices. Speed will again be used as a trigger violation to catch those that drive impaired and/or not wearing their seatbelts.

4. *Native American Intern Media Program*

The SHTSB will continue contracting a media company to facilitate an impaired driving and seatbelt media campaign on Montana's Indian reservations with the assistance of Native American Interns. This program is called Safe on All Roads (SOAR). The SHTSB added 3 more reservations which included participation from all 7 reservations in Montana in the FFY 2009 program. FFY 2010's contract with the media company will focus on getting the existing Native American Interns to become more self sufficient in organizing and implementing their impaired driving media program.

5. *Driver's Education Program on/near Reservations*

The SHTSB will continue to fund a pilot project conducted by the Montana State University - Northern to increase the availability of driver education teachers for under-served teen populations. The pilot program targets American Indians living in and around reservations that have the greatest need in accordance with the MT Office of Public Instruction (OPI). Once these teachers are in place, they will use Montana's current drivers' education curriculum that teaches students about the risks and penalties associated with driving impaired, speeding, and consequences of not wearing seatbelts.

As of July 2009, three Native American school teachers are receiving this training so they have the necessary skills to instruct drivers' education on the reservations.

6. *Standard Field Sobriety Testing (SFST)*

Invite local and tribal law enforcement to participate in 13 or more SFST refresher training offered by the MHP in all 8 districts in FFY 2010.

7. *DUI Court Training*

SHTSB will fund an eight-member team from each of several courts to attend a NHTSA-sponsored training on how to effectively implement a DUI court. 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. Additionally, the course teaches participants how to work with DUI offenders, and includes an on-site visit to an operational DUI Court.

The courts that will participate in the training are unknown at this time; the solicitation and application process are underway. Tribal courts are eligible to apply.

8. *Support Data Sharing among Tribal, State, Local Entities*

Continue facilitating support among state, local, and tribal entities to share and utilize crash data. Involves funding a full time Tribal Law Enforcement Liaison (LEL) from the Rocky Boy's reservation to coordinate efforts on six reservations to obtain traffic-related crash data and enter this information into Cisco crash reporting system for dissemination to tribal and state entities.

Emphasis Area #4

Single Vehicle Run-off-the-Road Crashes

Objective: Reduce and mitigate the consequences of single vehicle run-off-the-road fatal and incapacitating injury crashes.

Performance Measures

- Total annual single vehicle run-off-the-road crashes. Reduce single vehicle run-off-the-road crashes from 6,740 during 2008 to 6,000 single vehicle run-off-the-road crashes by 2013. (E-1)
- Average single vehicle run-off-the-road fatal crashes. Reduce the three-year average of single vehicle run-off-the-road fatal crashes from 137 during 2008 to 120 by 2013. (E-2)

In Montana, crash reports do not have a specific code for “run off the road” crashes although collisions with fixed objects, overturns and immersion, and single vehicle crashes are assumed to involve “run off the road.” From 1999 to 2008, 28 to 32 percent of all crashes in Montana involved a single vehicle running off of the road. During the same period, from 52 to 67 percent of Montana’s fatal crashes involved a single vehicle running off of the road. Most of these crashes occur on rural roadways. Nationally, approximately 40 percent of fatal motor vehicle crashes involve a single vehicle leaving the roadway. Montana’s high proportion of rural vehicle miles of travel on low volume roads at typically high speeds makes this a particularly critical traffic safety issue for the State.

Figure VI-1: Single Vehicle ROR Crashes

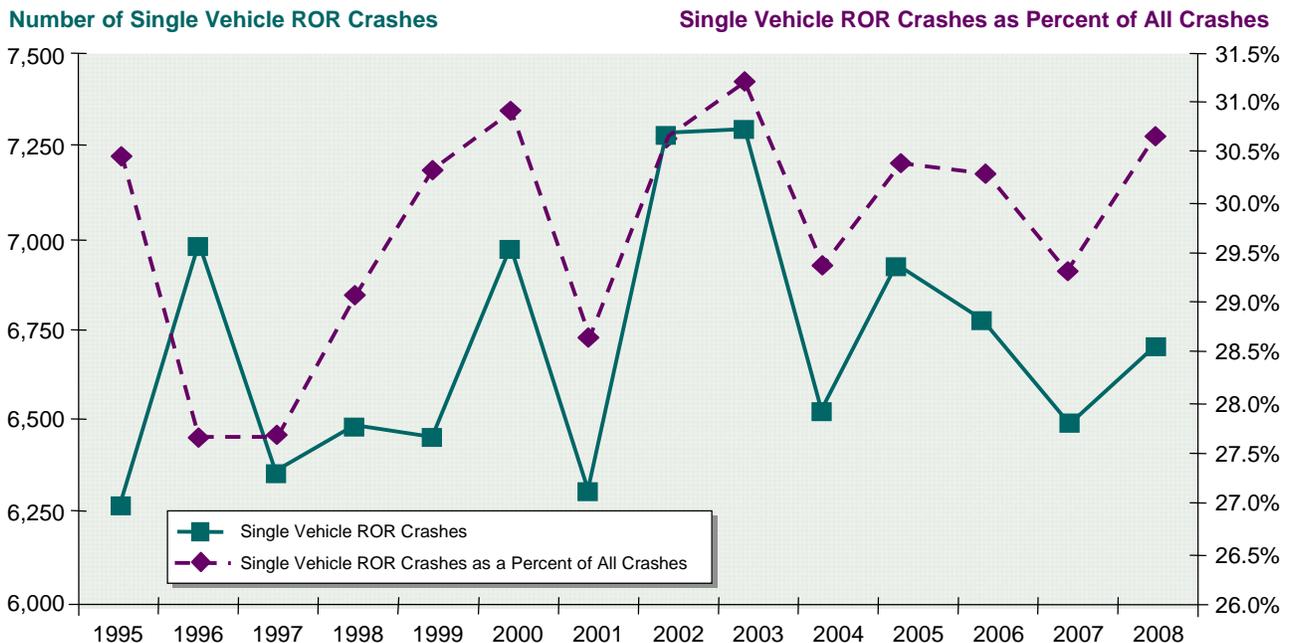


Figure VI-2: Single Vehicle ROR Fatal Crashes

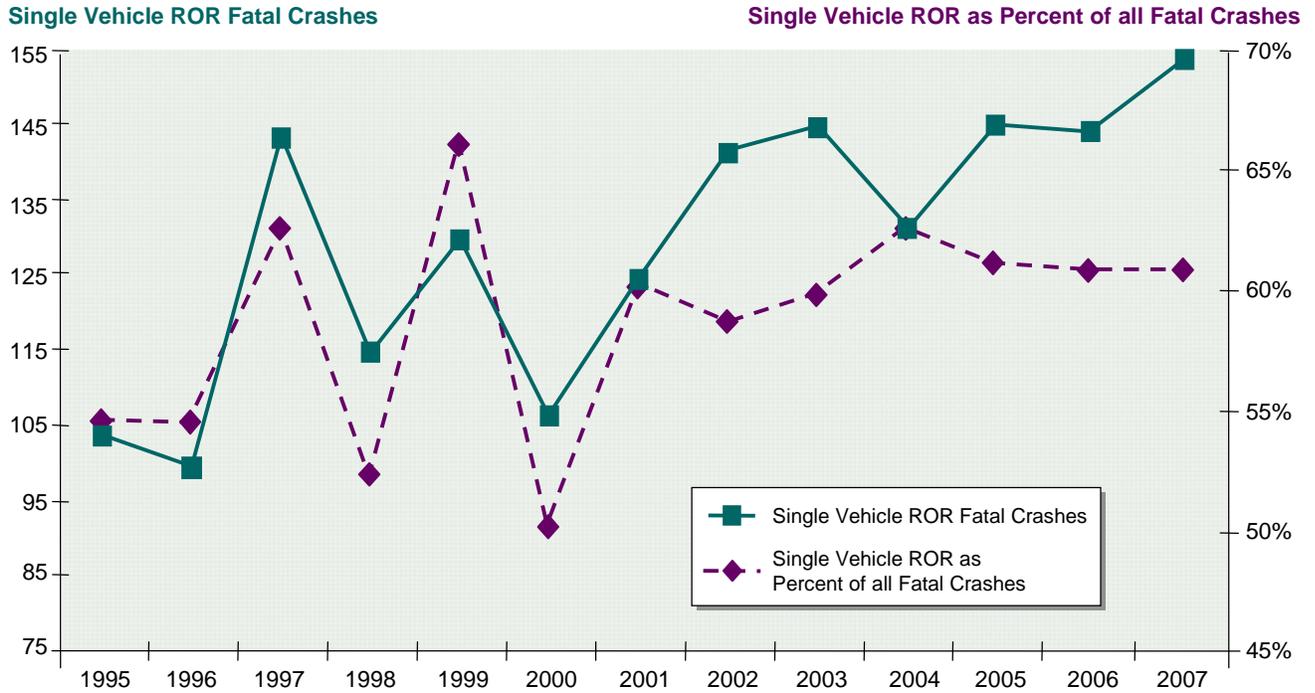


Table VI-1: Single Vehicle ROR Crashes and Single Vehicle ROR Fatal Crashes

Year	Single Vehicle ROR Crashes	Single Vehicle ROR as Percent of All Crashes	Single Vehicle ROR Fatal Crashes	Single Vehicle ROR as Percent of All Fatal Crashes
1999	6,403	30.4%	129	66.5%
2000	6,882	30.9%	107	52.7%
2001	6,265	28.7%	122	60.7%
2002	7,211	30.6%	139	59.9%
2003	7,216	31.2%	144	60.3%
2004	6,395	29.4%	131	62.7%
2005	6,808	30.4%	139	62.1%
2006	6,727	30.3%	138	61.1%
2007	6,406	29.3%	154	61.8%
2008	6,740	30.7%	117	56.3%

FFY 2010 HSP Countermeasures Eligible for NHTSA Funding:

1. DUI Task Force Facilitator

SHTSB will continue contracting an experienced DUI Task Force coordinator to facilitate an increase in the number of DUI task forces in the state and to provide a technical assistance resource to both new and existing task forces. Technical assistance to the task forces includes the compilation and execution of their annual work plans, and promoting the use of

proven/best practice strategies for the reduction of impaired driving. The facilitator acts as a liaison between MDT-SHTSB and the task forces.

2. Increased Law Enforcement Presence via Overtime Patrols

SHTSB will contract with state, local and tribal law enforcement to conduct overtime traffic enforcement patrols via the Selective Traffic Enforcement Program (STEP). At least 81% of the population lives in areas where law enforcement agencies participate in STEP activities, in addition to a contract with the Montana Highway Patrol (MHP) for statewide coverage. With the addition of MHP's statewide coverage, we estimate that at least 85% of Montana's population is subject to STEP overtime activities.

Law enforcement is contracted to spend approximately 50% of their time enforcing safety belt usage and 50% of their time enforcing impaired driving laws during the same traffic stop. Speed is often used as a trigger violation to stop those drivers not wearing their safety belts and driving impaired.

Patrols will include identified high-crash corridors with a history of high impaired driving rates and motor vehicle crashes in which occupants were not belted. In addition, MHP will conduct safety spot checks in high crash corridors identified by MDT and in strategic areas throughout the state. STEP agencies are required to participate in overtime patrols during national and state-sponsored occupant protection and impaired driving prevention mobilizations.

STEP participants are selected based on county-level data for alcohol-related crashes and fatalities as well as non-seatbelt use in crashes. Special consideration will be given to tribal law enforcement agencies since American Indians are overrepresented in Montana's traffic crashes and fatalities. This demographic comprises 6.2% of the state's population, yet in 2008, constituted 11.8% of the state's fatalities and 16.2% of the alcohol-related fatalities; 76.9% of the Native American fatalities were unbuckled.

3. Increase Law Enforcement Presence via Roving Patrols

SHTSB will continue funding the salaries and benefits of 5 troopers and 1 sergeant from the MHP to continue their patrols in high crash corridors jointly identified by MDT and the MHP. The corridors were identified because of the history of high fatalities caused by impaired driving and drivers not wearing their seatbelts. The MHP will also continue conducting patrols at special public events (rodeos, fairs, etc.) focusing their efforts on impaired drivers and drivers not wearing their safety belts. Speed is often used as a trigger violation to stop those drivers not wearing their safety belts and driving impaired.

4. Conduct public education and outreach campaigns via media and grassroots community groups

Media

A contracted media company will produce and conduct paid and earned media campaigns that run in conjunction with law enforcement STEP overtime activities. These activities are required by NHTSA's Section 410 impaired driving grant and Section 405 occupant protection grant. The radio, television, and newspaper media messages produced by this company must reach at least 85% of the population. Media spots will include messages similar to the national "Click It or

Ticket” campaign. Messages will focus on youth and adult restraint usage based on the data in Montana’s *Problem Identification* document. The target audience will include male pickup truck drivers known for having the lowest safety belt usage rate. Media campaigns will coincide with national and state-sponsored mobilizations and sustained enforcement overtime activities.

The contract will include development of effective media messages regarding the problems associated with driving impaired and unrestrained. The messages will air during televised coverage of the state’s two main university athletic teams – Montana State University Bobcats and the University of Montana Grizzlies.

Safe On All Roads (SOAR) Program

The SHTSB will contract with a media company to continue traffic safety messaging on four of Montana’s seven Indian reservations. This program is known as “Safe on All Roads” (SOAR). Native American coordinators from these reservations will continue managing this media project.

The SHTSB will expand the SOAR program during FFY 2010 to Native Americans populations not located on the reservations through the assistance of the contracted media company.

Grassroots community groups

SHTSB will either contract with an organization or provide direct programmatic and fiscal management of community coalitions to increase seatbelt use and proper usage of child restraint systems. Programs will continue to be data-driven and target high-risk population groups as well as locations/corridors with a high incidence of unbelted fatal and injury crashes.

In addition to public information and education (PI&E) campaigns, coalitions will provide support to local law enforcement during national and state-sponsored mobilizations and will participate in national **Child Passenger Safety Week**. Coalitions will continue encouraging participation by Native Americans and will support and collaborate with the SOAR program on the reservations to increase seatbelt use and reduce impaired driving.

5. Driver Education Classes On/Near Reservations

The SHTSB will continue to fund a pilot project conducted by the Montana State University – Northern to increase the availability of driver education teachers for under-served teen populations. The pilot program targets American Indians living in and around reservations that have the greatest need in accordance with the MT Office of Public Instruction (OPI). Once these teachers are in place, they will use Montana’s current drivers’ education curriculum that teaches students about the risks and penalties associated with driving impaired, speeding, and consequences of not wearing seatbelts.

As of July 2009, three Native American school teachers are receiving this training so they have the necessary skills to instruct drivers’ education on the reservations.

6. Traveling Safety Caravan

The “Respect the Cage” exhibit grew out of last year’s Montana-made documentary, “Room To Live.” The documentary tells the story of two friends that had been drinking and were involved in a rollover crash on the way home. The driver, who was wearing his seatbelt, walked away from the mangled car. His best friend and passenger, who wasn't buckled up, died that night.

The exhibit consists of a flatbed trailer that contains the “Room to Live” crashed vehicle, along with two leased pickup trucks to haul the vehicle and a rollover simulator. The exhibit is transported to public events around Montana demonstrating the importance of wearing seat belts, and the potential consequences of not buckling up and of driving impaired.

MDT purchased the trailer and simulator in FFY 2009. In FFY 2010, SHTSB will hire a coordinator to assist with the logistics of transporting the simulator and crashed vehicle to specific destinations and events throughout the year. Traffic safety stakeholders, such as the Buckle Up Montana coalitions, may request the exhibit at local public events and often assist in logistics coordination.

Emphasis Area #5

Traffic Records Management

Objective: Develop and implement a comprehensive, coordinated transportation records and crash reporting, data management, and analysis system, accessible to all stakeholders, to manage and evaluate transportation safety.

Performance Measures

- Implementation of specific strategies contained in Traffic Records Strategic Plan. (F-1)

In March 2009, the SHTSB asked NHTSA to facilitate a second Traffic Records Assessment in Montana. This assessment was conducted with a team of traffic records professionals, covering all data systems comprising Montana's traffic records system. The purpose was to determine whether Montana's traffic records system is capable of supporting the State's needs 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 the performance measures being recommended by NHTSA. A number of the strategies contained in this Plan have been incorporated into the CHSP to further facilitate their implementation.

FFY 2010 HSP Countermeasures Eligible for NHTSA Funding:

1. Support Staff

Data architect

MDT has hired a data architect to research and outline the best approach for integrating the various traffic records databases across state government.

Project manager

MDT also hired a project manager to oversee the implementation of traffic records projects put forward by the Traffic Records Coordinating Committee. The position is responsible for the tasks involved with information technology contract implementation and necessary intra- and inter-agency approvals, along with the organization of meetings and committees.

2. MDT Traffic Safety Web-Based Services

MDT's brokerage system is currently under development and will continue in FFY 2010. This system allows each individual data system in MDT to communicate with one major broker. The broker, once developed, will allow each system to communicate flawlessly, despite differences in technology. Eventually this brokerage system will be expanded to other state agencies that have data bases consisting of traffic related information of interest to various stakeholders including law enforcement, DPHHS, Court Administration, DOJ, etc.

3. Mobile Citation Terminals for Local Law Enforcement

Update mobile citation terminals for local law enforcement. This will allow these local agencies to have in-car systems the same as or similar to the hardware and software currently used by MHP. Local law enforcement will then be able to collect citation data electronically. It will decrease the time spent filling out traffic citations, reduce errors on citations, and track problem areas/times that need increased enforcement.

If the local agencies decide to purchase a version of the CTS America system, that will have the necessary hardware in place to support this. This addresses a recommendation from the traffic records assessment to create uniformity on law enforcement data collection.

4. Purchase of Software for Local Law Enforcement Crash Module

This is the second phase of the Montana Highway Patrol's CTS-America crash module. This phase of the project is to replace the current crash system, Montana Accident Reporting System (MARS), with CTS. The CTS crash module will allow locals to report crashes on-line and send them directly to the Highway Patrol via the internet. This will provide local law

enforcement the ability to eliminate paperwork and manual entry of statistics. The project will streamline crash reporting and decrease the amount of human errors.

5. *Training for Law Enforcement on the Use of the CTS-America*

MDT will ensure that state, city, county and tribal law enforcement officers are trained on the proper use of the SmartCop software and help improve MMUCC compliance and electronic uploads associated with SmartCop crash module.

MDT will collaborate with the Montana Highway Patrol as they migrate from the MARS crash system to the SmartCop software. This revision will improve MMUCC compliance in Montana's crash reporting and improve the timeliness of crash data entry and subsequent access by MDT-SHTSB for FARS data entry.

6. *In-Car Video System for Montana Highway Patrol*

Replace the in-car video system for the entire Montana Highway Patrol (MHP) fleet. This will allow any patrol officer to directly upload video segments into the database, reducing reporting time.

7. *Tribal Resource Officer*

The SHTSB will fund a full time Tribal Law Enforcement Liaison (TLEL) for the Rocky Boy's reservation. This project will accompany the BIA project for electronic reporting of citation information. The TLEL will be responsible for coordinating efforts on six reservations to obtain crash information. This information will then be entered in to Cisco systems for dissemination with tribal and state entities.

Emphasis Area #6

Young Drivers

Objective: Reduce young driver (under age 21) fatal and incapacitating injury crashes

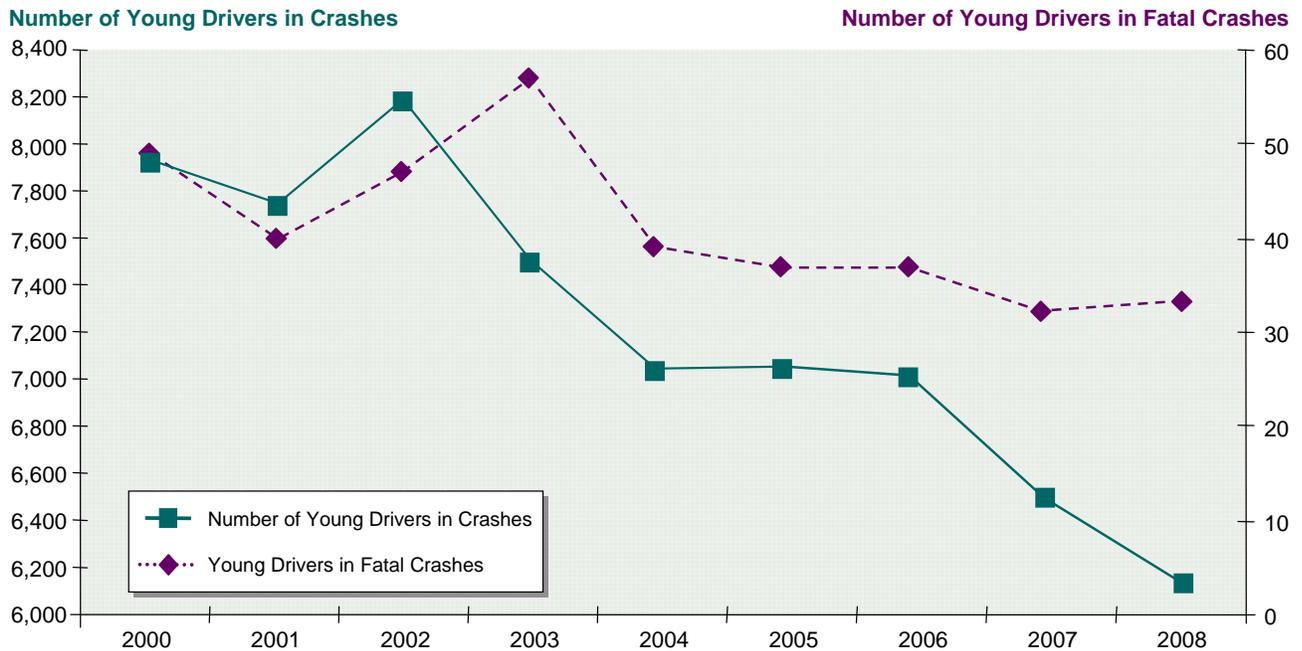
Performance Measures

- Average young driver crash rate (per 1,000 licenses). Reduce the three-year average of under 21 year old drivers involved in crashes from 118 per 1,000 licenses during 2008 to 115 by 2013. (G-1)
- Average young driver fatal crash rate (per 1,000 licenses). Reduce the three-year average of under 21 year old drivers involved in fatal crashes from 0.61 during 2008 to less than 0.57 by 2013. (G-2)
- Average number of drivers age 20 or younger involved in fatal crashes. Reduce the three-year average of drivers age 20 or younger involved in fatal crashes from 34 during 2008 to 28 by 2013. (G-3) *Corresponds to the NHTSA core outcome measure C-9.*

Montana is one of the seven states in the United States which licenses drivers under the age of 16. Of these few states, Montana has been the only State which provides a full, unrestricted license at the minimum age of 15. In 2008, drivers under the age of 16 had the highest number of crashes per 1,000 licenses (265) and the highest number of fatal crashes per 1,000 licenses (1.54) of any age group. Drivers under the age of 21 experienced 115 crashes per 1,000 licenses and 0.62 fatal crashes per 1,000 licenses. Young drivers are three times as likely to be in any crash and 1.7 times as likely to be in a fatal crash than a driver that is 21 and older.

However, Graduated Drivers Licensing (GDL) requirements for new drivers became effective July 1, 2006, which require safety belt use, limit the hours of unsupervised driving, and restrict the number and age of non-family passengers. It is expected that the GDL program will reduce these rates. Data shown below presents statistics on young driver crashes in Montana for the past nine years.

Figure VI-1: Young Driver (under 21) – All Crashes and Fatal Crashes



Year	Young Drivers in Crashes and Rate (per 1,000 Licenses)	Young Drivers in Fatal Crashes and Rate (per 1,000 Licenses)
2000	7,969 (123)	49 (0.75)
2001	7,781 (121)	40 (0.62)
2002	8,224 (129)	47 (0.74)
2003	7,551 (121)	57 (0.91)
2004	7,090 (114)	39 (0.63)
2005	7,096 (117)	37 (0.61)
2006	7,080 (119)	37 (0.62)
2007	6,534 (119)	32 (0.58)
2008	6,120 (115)	33 (0.62)

FFY 2010 HSP Countermeasures Eligible for NHTSA Funding:

1. Selective Traffic Enforcement Program (STEP)

The SHTSB will continue contracting with state, local and tribal law enforcement to conduct overtime traffic enforcement patrols known as the Selective Traffic Enforcement Program (STEP). This program will again focus on impaired driving and non-seatbelt usage. Speeding is also used as a trigger violation to counter these drivers. At least 85% of the state’s population lives in areas where these law enforcement agencies participate in STEP overtime activities.

The Montana Highway Patrol (MHP) and local law enforcement agencies will continue operating on roads with a history of high fatalities caused mainly by impaired drivers and drivers not wearing their seat belts. Law enforcement agencies participating in STEP are

required to conduct overtime patrols during national and state-sponsored occupant protection and impaired driving prevention mobilizations and in support of sustained enforcement activities.

STEP participants are selected based on county-level data for alcohol-related crashes and fatalities as well as non-seatbelt use in crashes. Special consideration will be given to tribal law enforcement agencies since Native Americans are overrepresented in traffic crashes and fatalities. This demographic comprises 6.2% of the state's population, yet in 2008, constituted 11.8% of the state's fatalities and 16% of the alcohol-related fatalities; 77% of fatalities were unbuckled.

MDT will continue to collaborate with the Montana Law Enforcement Academy on the inclusion of training to new recruits on how to detect impaired motorcycle riders. This training teaches officers to spot certain cues including motorcyclists having trouble dismounting, trouble with balance at a stop, inattentive to surroundings, weaving, etc. Officers apply the skills they learn from this course when conducting impaired driving related STEP overtime activities. MDT -SHTSB will reinforce this message via the STEP contract language and through MSPOA.

2. *Roving Patrols***

The SHTSB will continue funding the salaries and benefits of 5 troopers and 1 sergeant from the MHP to continue their patrols in high crash corridors jointly identified by MDT and the MHP. The corridors were identified because of the history of high fatalities caused by impaired driving and drivers not wearing their seatbelts. The MHP will also continue conducting patrols at special public events (rodeos, fairs, rock concerts, etc.) focusing their efforts on impaired drivers and drivers not wearing their safety belts.

***Speed is often used as a trigger violation to stop those drivers not wearing their safety belts and driving impaired.*

3. *Conduct Public Education and Outreach Campaigns via Media and Grassroots Community Groups*

Media

A contracted media company will produce and conduct paid and earned media campaigns that run in conjunction with law enforcement STEP overtime activities. These activities are required by NHTSA's Section 410 impaired driving grant and Section 405 occupant protection grant. The radio, television, and newspaper media messages produced by this company must reach at least 85% of the population. Media spots will include messages similar to the national "Click It or Ticket" campaign. Messages will focus on youth and adult restraint usage based on the data in Montana's *Problem Identification* document. The target audience will include male pickup truck drivers known for having the lowest safety belt usage rate. Media campaigns will coincide with national and state-sponsored mobilizations and sustained enforcement overtime activities.

The contract will include development of effective media messages regarding the problems associated with driving impaired and unrestrained. The messages will air during televised coverage of the state's two main university athletic teams, namely Montana State University Bobcats and the University of Montana Grizzlies.

4. Safe On All Roads (SOAR) Program

The SHTSB will contract with a media company to continue traffic safety messaging on all seven of Montana's Indian reservations. The contracted media company will continue subcontracting with Native American "Safe on All Roads" coordinators on each reservation to manage the project.

5. Grassroots community groups

The SHTSB will contract with an organization to provide programmatic and fiscal management of community Buckle Up Montana coalitions that work to increase seatbelt use and proper usage of child restraint systems. Programs will be data-driven and target high-risk population groups as well as locations/corridors with a history of high incidences of unbelted fatal and injury crashes.

In addition to public information and education (PI&E) campaigns, coalitions will provide support to local law enforcement during national and state-sponsored mobilizations, and will participate in national **Child Passenger Safety Week** (September 19-26, 2009) and **Seatbelt Saturday** (September 19, 2009).

Buckle Up Montana Coalitions will encourage participation by Native Americans and will support and collaborate with the SOAR program on the reservations to increase seatbelt use and reduce impaired driving.

6. Produce Reference Materials

MDT SHTSB will produce and update reference materials (i.e. brochures, flyers, posters, and web materials) pertaining to occupant protection. The materials will provide the public information about Montana's occupant protection laws, generally accepted best practices, and the health and economic consequences of adults not buckling up or properly restraining children in child safety seats. Materials will be designed to appeal to a variety of demographics based on crash data.

7. Driver Education Classes On/Near Reservations

The SHTSB will continue to fund a pilot project conducted by the Montana State University - Northern to increase the availability of driver education teachers for under-served teen populations. The pilot program targets American Indians living in and around reservations that have the greatest need in accordance with the MT Office of Public Instruction (OPI). Once these teachers are in place, they will use Montana's current drivers' education curriculum that teaches students about the risks and penalties associated with driving impaired, speeding, and consequences of not wearing seatbelts.

As of July 2009, three Native American school teachers are receiving this training so they have the necessary skills to instruct drivers' education on the reservations.

8. Distracted Driving Campaign – Pilot Project

The SHTSB will solicit a contractor to establish the number of distractions a driver faces and how to avoid crashes.

9. *Traveling Safety Caravan*

The “Respect the Cage” exhibit grew out of last year’s Montana-made documentary, “Room To Live.” The documentary tells the story of two friends that had been drinking and were involved in a rollover crash on the way home. The driver, who was wearing his seatbelt, walked away from the mangled car. His best friend and passenger, who wasn't buckled up, died that night.

The exhibit consists of a flatbed trailer that contains the “Room to Live” crashed vehicle, along with two leased pickup trucks to haul the vehicle and a rollover simulator. The exhibit is transported to public events around Montana demonstrating the importance of wearing seat belts, and the potential consequences of not buckling up and of driving impaired.

MDT purchased the trailer and simulator in FFY 2009. In FFY 2010, SHTSB will hire a coordinator to assist with the logistics of transporting the simulator and crashed vehicle to specific destinations and events throughout the year. Traffic safety stakeholders, such as the Buckle Up Montana coalitions, may request the exhibit at local public events and often assist in logistics coordination.

10. *Highway Safety Officer –Pilot Program*

The SHTSB will fund a full-time police officer through the Ronan Police Department to focus on traffic enforcement on US 93, especially speeding, impaired driving, distracted and aggressive driving, and seat belt use. The Ronan Police Department will supplement these efforts with radio and newspaper campaigns with traffic safety tips and reminders that law enforcement is “out there” enforcing traffic safety laws. The police department will distribute traffic safety materials through their crime prevention program for all demographics and strategically place their speed trailer in areas known for traffic violations.

11. *Great Falls Police Department Motorcycles*

The SHTSB will purchase three motorcycles for the Great Falls Police Department to use for traffic enforcement activities focusing on impaired drivers and non-seat belt usage. Motorcycles are more fuel efficient than the patrol cars and can easily maneuver in congested urban areas.

12. *Traffic Safety Resource Prosecutor*

The SHTSB will continue contracting with an experienced prosecutor to train and work with city and county prosecutors, law enforcement and the court system to promote proper arrest, conviction, and sentencing of impaired drivers, as well as the importance of upholding seatbelt, child restraint and speeding citations.

The prosecutor will invite and encourage tribal prosecutors and judges to participate in the training sessions.

13. *Traffic Safety Resource Officer (TSRO)*

The SHTSB will collaborate with the Montana Highway Patrol (MHP) to fund one full-time Traffic Safety Resource Officer (TSRO). The trooper will be a resource for local law enforcement officers, tribal governments, prosecutors, judges and the public. This trooper

would provide training for MHP and local/tribal law enforcement, and would be the point of contact for all MDT-SHTSB contracts with MHP. The TSRO will focus on a variety of traffic safety projects and goals, including impaired driving prevention and programs (SFST, DRE, and the Mobile Impaired Driving Assessment Center [MIDAC]); prevention of racial profiling; increasing occupant protection usage; traffic records management; and issues related to young drivers. The TSRO will work closely with the traffic safety resource prosecutor (TSRP) and MDT.

14. *Alive @ 25 Program*

The SHTSB will contract with MHP to deliver 4-hour programs created by the National Safety Council that targets young drivers. The program teaches the hazards facing young drivers, encourages them to take responsibility for their driving behavior and to recognize when others in their age group are making poor judgments or taking unnecessary risks in a vehicle. This program enhances driving decisions and teaches on-the-spot defensive driving techniques. This program can complement current driver education courses or provide education for under-25 drivers that incur traffic violations. Presentations may be requested by such organizations as DARE, MADD, District Courts, Native American/reservation organizations, church groups, etc.

15. *Tween Traffic Safety Project*

The SHTSB will contract with the HELP Committee and Boys & Girls Club of the Hi-Line to implement and evaluate an education program targeting increased safety belt use and back seat use among tweens (8-13 year olds). Includes pre- and post observational surveys to measure success.

16. *Traffic Safety Youth Coalition*

The SHTSB will contract with Madison County Safe Community Task Force to organize a youth coalition of older children in Madison County that will educate their peers and also younger children about traffic safety topics such as seat belt use, distracted driving, speed, single vehicle run-off-the road crashes. This contract includes "Safety Bug" educational campaign for k-3 and grades 4-6.

17. *DUI Equipment for Law Enforcement*

As funding allows, the SHTSB will contract with tribal law enforcement, local police and sheriffs departments to purchase speed radars. Speed is a trigger violation for stopping unbuckled drivers.

18. *Purchase of Software for Local Law enforcement crash module*

This is the second phase of the Montana Highway Patrol's CTS-America crash module. This phase of the project is to replace the current crash system, Montana Accident Reporting System (MARS), with CTS. The CTS crash module will allow locals to report crashes on-line and send them directly to the Highway Patrol via the internet. This will provide local law enforcement the ability to eliminate paperwork and manual entry of statistics. The project will streamline crash reporting and decrease the amount of human errors.

19. Mandatory GHSA Survey

The media company will be contracted to conduct surveys at the Department of Motor Vehicle stations in July 2010 following the May Mobilization Occupant Protection Campaign and September 2010 following the Labor Day Impaired Driving Campaign. Both surveys will also include questions on speeding. Questions for these surveys are recommended by NHTSA to learn about the public's perception of enforcement and media during these campaigns. The results of these surveys will be submitted to NHTSA via the FFY 2010 Annual Report.

Emphasis Area #7

High-Crash Corridors/High Crash Locations

Objective: Establish a process to reduce crashes, injury crashes, and fatal crashes in identified high-crash corridors and locations.

Performance Measures

- Average fatalities in high crash locations. Reduce the five-year average of fatalities from 17 during 2008 to 15 by 2013. (H-1)
- Average incapacitating injuries in high crash locations. Reduce the five-year average of incapacitating injuries from 115 during 2008 to 100 by 2013. (H-2)
- Average crashes in high crash locations. Reduce the three-year average of crashes from 977 during 2008 to 925 by 2013. (H-3)

In order to identify Montana's most hazardous locations, MDT's Traffic and Safety Bureau (TSB) within the Engineering Division conducts an annual Highway Safety Engineering Program (HSIP). This information is eventually provided to the MHP for their use. This program identifies crash cluster sites; analyzes crash trends at those sites; develops countermeasures; develops conceptual engineering design; and develops a yearly safety program using a ranking of projects based on their benefit/cost ratio. Crash clusters are identified based on the number of crashes, crash rates, and severity rates. Following implementation of counter measures, a random sample of safety projects are evaluated in terms of before and after construction crash experience.

In developing the CHSP, the Traffic & Safety Bureau (TSB) in conjunction with the SHTSB identified the most dangerous highway corridors on the national and state road system in Montana. An analysis of the crash data was conducted to identify the predominant factors contributing to crashes in these locations. This information is used in support of countermeasures for these corridors which included the MHP's current Roving Patrol program.

To conduct this analysis, the Traffic and Safety Bureau (TSB) analyzed roadway corridors for the following roadway classes:

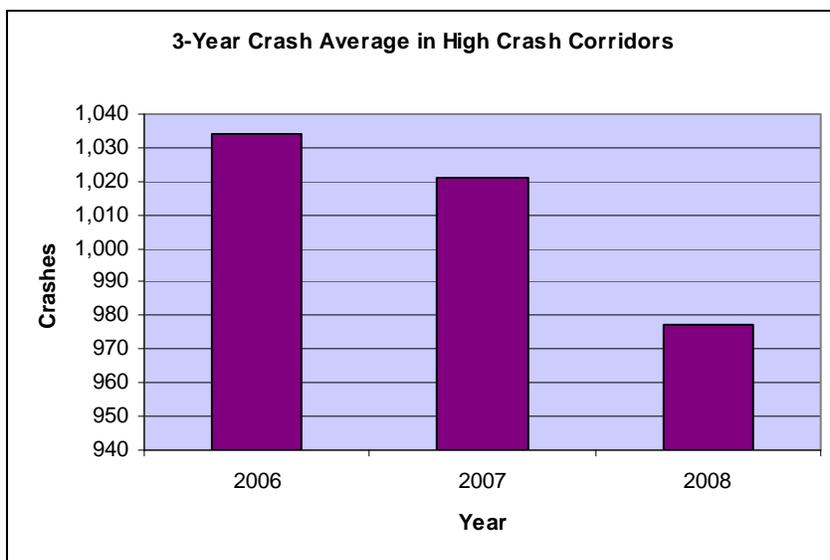
- National Interstate Highways;
- National Rural Non-Interstate Highways;
- State Primary Routes; and
- State Secondary Routes.

The TSB based their analysis on five years of the most recent available crash data for these roadways. Roadways were assessed in ten-mile segments to calculate the crash rate (number of crashes per million vehicle-miles traveled), severity index (ratio of the number of fatal and incapacitating injury crashes x 8 plus the number of other injury crashes x 3 plus the number of property damage crashes to the total number of crashes), and severity rate (crash rate times the severity index).

The top ranked segments were determined based upon detailed analysis of TSB’s crash data. This resulted in roadway summary reports prepared by the SHTSB that provided the following information: tabulations of crash severity, time period, weather conditions, road conditions, contributing circumstances, first and most harmful events, and driver characteristics for each corridor. These data sets were summarized and compared for each corridor to determine the most significant circumstances.⁵ General findings were compiled into a spreadsheet and shared with the Traffic Safety Committee in support of their review and prioritization of CHSP Emphasis Areas.

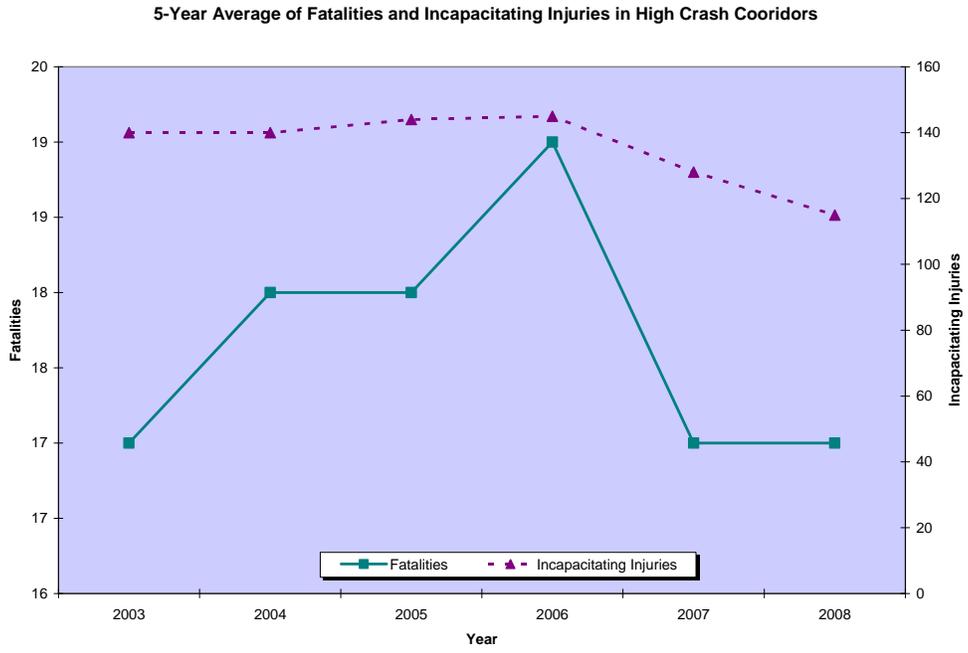
A summary of the 2008 data for identified high-crash corridors is shown in the following table. It would appear that the various countermeasures are having an effect on these corridors. The average number of total crashes is decreasing, as are the average number of incapacitating injuries due to the small number of fatalities, it is more difficult to see any trends.

Figure VII-1: Crashes in High Crash Corridors



⁵ Three corridors, representing three different roadway classifications, were selected from the high crash corridors to be subject for a roadway safety audit. These audits were conducted in November 2005.

Figure VII-2: Fatalities and Incapacitating Injuries in High Crash Corridors



High-Crash Corridors Statistics (2008)

Corridor by Roadway Classification (Route Number and Mileposts)			Length (mi.)	Crashes	Fatal Crashes	Fatalities	Incapacitating Injury Crashes	Incapacitating Injuries	Total Number of Fatalities and Incapacitating Injuries	Number of Fatalities and Incapacitating Injuries Per Mile
Rural Interstate										
01	I-15	151.7 - 160.3	8.62	20	0	0	0	0	0	0.00
02	I-90	85.2 - 101.7	16.52	53	2	3	6	12	15	0.91
03	I-90	228.6 - 241.87	13.34	70	2	2	1	1	3	0.22
Urban Interstate										
04	I-15	276.1 - 283.0	6.66	40	0	0	1	1	1	0.15
Rural State Primary										
05	S Rte 2	121.6 - 133.9	12.3	166	1	1	14	20	21	1.71
06	S Rte 35	22.3 - 33.5	11.2	26	1	1	3	3	4	0.36
07	S Rte 35	40.8 - 51.0	10.2	45	1	1	7	11	12	1.18
08	S Rte 78	0.9 - 9.5	8.6	7	0	0	0	0	0	0.00
Rural Non-Interstate National Highways										
09	US Rte 2	134 - 146.8	12.8	74	4	6	3	3	9	0.70
10	US Rte 93	0.0 - 15.9	15.9	56	3	3	8	13	16	1.01
11	US Rte 93	48.2 - 57.3	9.1	32	0	0	1	1	1	0.11
12	US Rte 93	115.8 - 125.3	9.5	87	0	0	8	8	8	0.84
13	US Rte 93	41.7 - 59.4	17.7	117	0	0	8	10	10	0.56
State Secondary										
14	S-231	0.9 - 5.8	4.9	22	2	2	0	0	2	0.41
15	S-269	10.5 - 19.1	8.6	39	0	0	3	5	5	0.58
16	S-430	1.09 - 6.1	5	18	1	2	2	3	5	1.00
TOTALS			170.94	872	17	21	65	91	112	0.66

FFY 2010 HSP Countermeasures Eligible for NHTSA Funding:

1. Increased Law Enforcement Presence via Overtime Patrols

SHTSB will contract with state, local and tribal law enforcement to conduct overtime traffic enforcement patrols via the Selective Traffic Enforcement Program (STEP). At least 81% of the population lives in areas where law enforcement agencies participate in STEP activities, in addition to a contract with the Montana Highway Patrol (MHP) for statewide coverage. With the addition of MHP's statewide coverage, we estimate that at least 85% of Montana's population is subject to STEP overtime activities.

Law enforcement is contracted to spend approximately 50% of their time enforcing safety belt usage and 50% of their time enforcing impaired driving laws during the same traffic stop. Speed is often used as a trigger violation to stop those drivers not wearing their safety belts and driving impaired.

Patrols will include identified high-crash corridors with a history of high impaired driving rates and motor vehicle crashes in which occupants were not belted. In addition, MHP will conduct safety spot checks in high crash corridors identified by MDT and in strategic areas throughout the state. STEP agencies are required to participate in overtime patrols during national and state-sponsored occupant protection and impaired driving prevention mobilizations.

STEP participants are selected based on county-level data for alcohol-related crashes and fatalities as well as non-seatbelt use in crashes. Special consideration will be given to tribal law enforcement agencies since American Indians are overrepresented in Montana's traffic crashes and fatalities. This demographic comprises 6.2% of the state's population, yet in 2008, constituted 11.8% of the state's fatalities and 16.2% of the alcohol-related fatalities; 76.9% of the Native American fatalities were unbuckled.

2. Increase Law Enforcement Presence via Roving Patrols

SHTSB will continue funding the salaries and benefits of 5 troopers and 1 sergeant from the MHP to continue their patrols in high crash corridors jointly identified by MDT and the MHP. The corridors were identified because of the history of high fatalities caused by impaired driving and drivers not wearing their seatbelts. The MHP will also continue conducting patrols at special public events (rodeos, fairs, etc.) focusing their efforts on impaired drivers and drivers not wearing their safety belts. Speed is often used as a trigger violation to stop those drivers not wearing their safety belts and driving impaired.

3. DUI Task Force Facilitator

SHTSB will continue contracting an experienced DUI Task Force coordinator to facilitate an increase in the number of DUI task forces in the state and to provide a technical assistance resource to both new and existing task forces. Technical assistance to the task forces includes the compilation and execution of their annual work plans, and promoting the use of proven/best practice strategies for the reduction of impaired driving. The facilitator acts as a liaison between MDT-SHTSB and the task forces.

4. Highway Safety Officer

The SHTSB will continue funding a full-time police officer at the Ronan Police Department to focus on traffic enforcement on US 93, especially speeding, impaired driving, distracted and aggressive driving, and non-seat belt use. US 93 is also identified as a high crash corridor by MDT.

The Ronan Police Department will continue supplementing these efforts with radio and newspaper campaigns with traffic safety tips and reminders that law enforcement is “out there” enforcing traffic safety laws. The police department will distribute traffic safety materials through their crime prevention program for all demographics. This includes the large Native American population located in this area. They will also strategically place their speed trailer in areas known for high number of traffic violations.

5. Traveling Safety Caravan

The “Respect the Cage” exhibit grew out of last year’s Montana-made documentary, “Room To Live.” The documentary tells the story of two friends that had been drinking and were involved in a rollover crash on the way home. The driver, who was wearing his seatbelt, walked away from the mangled car. His best friend and passenger, who wasn't buckled up, died that night.

The exhibit consists of a flatbed trailer that contains the “Room to Live” crashed vehicle, along with two leased pickup trucks to haul the vehicle and a rollover simulator. The exhibit is transported to public events around Montana demonstrating the importance of wearing seat belts, and the potential consequences of not buckling up and of driving impaired.

MDT purchased the trailer and simulator in FFY 2009. In FFY 2010, SHTSB will hire a coordinator to assist with the logistics of transporting the simulator and crashed vehicle to specific destinations and events throughout the year. Traffic safety stakeholders, such as the Buckle Up Montana coalitions, may request the exhibit at local public events and often assist in logistics coordination.

6. Safe On All Roads (SOAR) Program

The SHTSB will contract a media company to continue traffic safety messaging on Montana’s reservations. This program is known as “Safe on All Roads” (SOAR). Native American coordinators from these reservations will continue managing this media project.

This SHTSB will expand the SOAR program during FFY 2010 to Native American populations not located on the reservations with the assistance of the contracted media company.

7. DUI Courts

Kalispell & Billings Municipal Courts

Continue implementing the DUI court model for high BAC and repeat DUI offenders at two locations, Kalispell and Billings. Increased accountability along with treatment, more

frequent testing, monitoring and other services, are expected to help offenders break the cycle of drinking and driving. The Kalispell DUI Court will have a capacity for 25 offenders and the Billings DUI Court will have a capacity for 50 offenders. These courts have been proven effective in reducing recidivism.

Background: The DUI court is a distinct court system dedicated to changing the behavior of the alcohol/drug dependant offenders arrested for driving under the influence/driving while impaired (DUI/DWI). The goal of DWI court is to protect public safety by using the drug court model to address the root cause of impaired driving, alcohol and other substance abuse. With the repeat offender as its primary target population, DWI 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. According to <http://www.dwicourts.org/learn/about-dwi-courts>, DWI Courts provide more comprehensive and closer supervision than other community-based programs, and DWI Court participants are up to *nineteen times less likely to get a new DWI offense* than DWI offenders sentenced by a traditional court.

New DUI Courts

1st year funding request to fully implement the DUI court model for high BAC and repeat DUI offenders in three jurisdictions with minority and small populations. MDT paid for these DUI court teams to attend training in 2009.

8. *Alive @ 25 Program*

The SHTSB will continue contracting with MHP to deliver 4-hour programs created by the National Safety Council that targets young drivers. The program teaches them about the hazards facing young drivers, encourages them to take responsibility for their driving behavior and to recognize when others in their age group are making poor judgments or taking unnecessary risks in a vehicle. This program enhances driving decisions and teaches on-the-spot defensive driving techniques. This program complements current driver education courses and provides education for under-25 drivers that incur traffic violations. Presentations may be requested by such organizations as DARE, MADD, District Courts, Native American/reservation organizations, church groups, etc.

Emphasis Area #8

Truck Crashes

Objective: Reduce fatal and incapacitating injury crashes involving trucks

Performance Measures

- Total annual crashes involving trucks. Reduce crashes involving trucks from 1,212 during 2008 to 1,150 crashes by 2013. (I-1)
- Average fatal crashes involving trucks. Reduce five-year average of fatal crashes involving trucks from 24 during 2008 to 20 by 2013. (I-2)

In Montana, trucks are involved in five to six percent of all crashes but from seven to thirteen percent of all fatal crashes. Trucks are defined on the crash report as vehicles over 10,000 GVW (Gross Vehicle Weight). This would exclude buses and motor homes which are coded under separate body style codes. The crash data collected by Motor Carrier Services follow a different set of guidelines; therefore their data will not directly coincide with the numbers provided here.

Figure VI-7 and the following table presents statistics on truck crashes in Montana for the past nine years.

Figure VIII-1: Crashes Involving Trucks

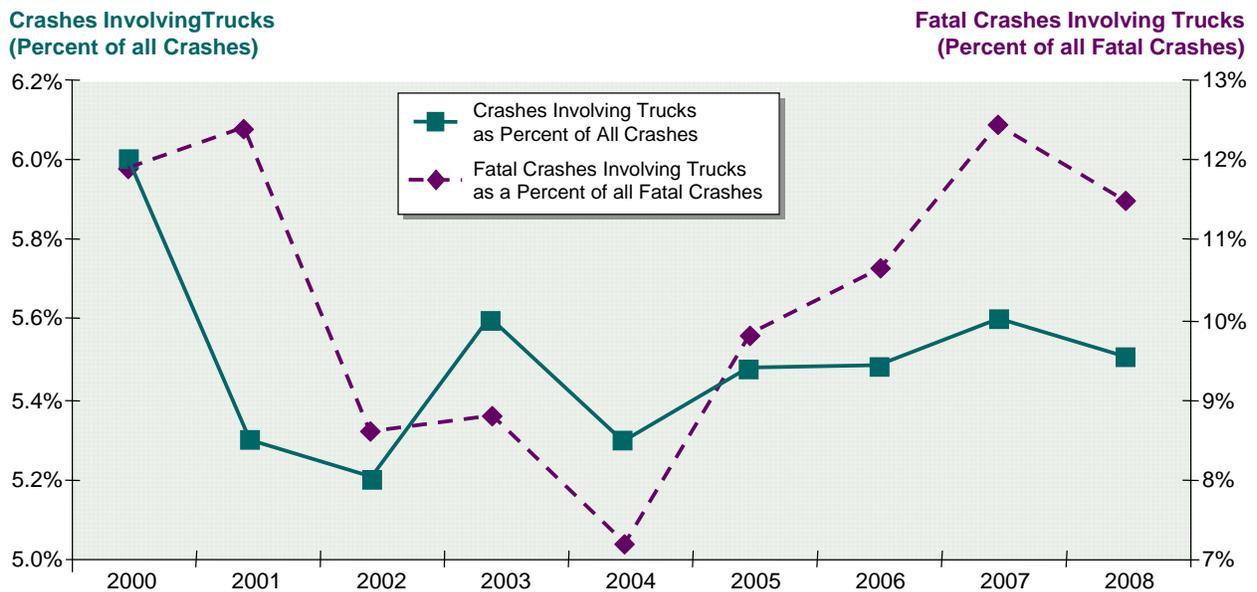


Table VIII-1: Crashes Involving Trucks

Year	Crashes Involving Trucks as Percent of All crashes	Fatal Crashes Involving Trucks as Percent of All Fatal Crashes
2000	1,346 (6.0%)	24 (11.9%)
2001	1,159 (5.3%)	25 (12.4%)
2002	1,228 (5.2%)	20 (8.6%)
2003	1,288 (5.6%)	21 (8.8%)
2004	1,163 (5.3%)	15 (7.2%)
2005	1,241 (5.5%)	22 (9.8%)
2006	1,227 (5.5%)	24 (10.6%)
2007	1,223 (5.6%)	31 (12.5%)
2008	1,212 (5.5%)	24 (11.5%)

Data from the SHTSB shown in Table VI-2 presents the configuration of trucks and trailer types involved in these crashes.

Table VIII-2: Truck Crashes by Trailer Type

Year	Crashes				Fatal Crashes			
	No Trailer	Single Trailer	Double Trailer	Triple Trailer	No Trailer	Single Trailer	Double Trailer	Triple Trailer
1999	336	800	125	1	5	8	3	0
2000	328	905	111	2	5	19	0	0
2001	335	722	102	0	2	20	3	0
2002	340	801	84	3	6	12	2	0
2003	470	712	100	6	8	13	2	0
2004	461	634	103	2	6	9	1	0
2005	509	701	92	1	8	13	2	0
2006	534	649	84	3	13	10	2	0
2007	452	724	92	2	8	19	4	0
2008	497	696	76	2	6	17	5	0
Change 1 Year	+10.0%	-3.9%	-17.4%	-	-25.0%	-10.5%	+25.0%	-
Change 5 Year	+2.4%	+1.8%	-19.3%	-28.6%	-30.2%	+32.8%	+127.3%	-

FFY 2010 HSP Countermeasures Eligible for Funding:

1. Increased Law Enforcement Presence via Overtime Patrols

SHTSB will contract with state, local and tribal law enforcement to conduct overtime traffic enforcement patrols via the Selective Traffic Enforcement Program (STEP). At least 81% of the population lives in areas where law enforcement agencies participate in STEP activities, in addition to a contract with the Montana Highway Patrol (MHP) for statewide coverage. With the addition of MHP's statewide coverage, we estimate that at least 85% of Montana's population is subject to STEP overtime activities.

Law enforcement is contracted to spend approximately 50% of their time enforcing safety belt usage and 50% of their time enforcing impaired driving laws during the same traffic stop. Speed is often used as a trigger violation to stop those drivers not wearing their safety belts and driving impaired.

Patrols will include identified high-crash corridors with a history of high impaired driving rates and motor vehicle crashes in which occupants were not belted. In addition, MHP will conduct safety spot checks in high crash corridors identified by MDT and in strategic areas throughout the state. STEP agencies are required to participate in overtime patrols during national and state-sponsored occupant protection and impaired driving prevention mobilizations.

STEP participants are selected based on county-level data for alcohol-related crashes and fatalities as well as non-seatbelt use in crashes. Special consideration will be given to tribal law enforcement agencies since American Indians are overrepresented in Montana's traffic crashes and fatalities. This demographic comprises 6.2% of the state's population, yet in 2008, constituted 11.8% of the state's fatalities and 16.2% of the alcohol-related fatalities; 76.9% of the Native American fatalities were unbuckled.

2. Increase Law Enforcement Presence via Roving Patrols

SHTSB will continue funding the salaries and benefits of 5 troopers and 1 sergeant from the MHP to continue their patrols in high crash corridors jointly identified by MDT and the MHP. The corridors were identified because of the history of high fatalities caused by impaired driving and drivers not wearing their seatbelts. The MHP will also continue conducting patrols at special public events (rodeos, fairs, etc.) focusing their efforts on impaired drivers and drivers not wearing their safety belts. Speed is often used as a trigger violation to stop those drivers not wearing their safety belts and driving impaired.

3. Truck Safety Belt Program

MDT will fund the MT Motor Carriers Association in FFY 2010 to help them develop and disseminate educational information about the importance of seatbelt usage among commercial vehicle drivers. Hardcopy materials such as brochures will be distributed through company safety meetings, driver focus groups, and truck stop locations. Information about the importance of seatbelt usage will be made available via the internet. This project was supposed to be implemented in FFY 2009 but the project director from the MT Motor Carriers Association was involved working with the FFY 2009 legislature on issues of significance to the Association.

Emphasis Area #9

Emergency Medical Services Delivery

Objective: Develop an effective and integrated Emergency Medical Services (EMS) delivery system.

Performance Measures

- Implementation of CHSP EMS strategies. (J-1)
- Average number of unrestrained occupant fatalities. Reduce the five-year average from 143 during 2008 to 135 by 2013. (B-3) *Corresponds to the NHTSA core outcome measure C-4.*
- Average alcohol-impaired (driver BAC 0.08+) fatality rate (per 100 Million Vehicle Miles of Travel). Reduce the three-year average from 0.93 during 2007 to 0.88 by 2013. (C-2)

Although Emergency Medical Services do not affect the number of crashes, they play a critical role in addressing the results of crashes. EMS providers face particularly challenging conditions within Montana due to the size of the coverage areas, distances from dispatching and treatment facilities, and severe weather conditions during winter months. In addition to these issues, the system is experiencing a shrinking number of volunteers and problems specific to rural areas such as lack of training opportunities and inadequate communications systems.

The 2009 Traffic Records Assessment conducted by a NHTSA assessment team also noted the lack of a complete or funded statewide injury surveillance system (SWISS), which includes an emergency medical services component. A comprehensive SWISS provides crucial healthcare and injury prevention information to local, state and regional healthcare.

FFY 2010 HSP Countermeasures Eligible for NHTSA Funding

The demand on emergency services is often caused by drivers involved in crashes because of speed, impaired driving and lack of seatbelt use. Through collaboration with various agencies in Montana we should eventually see an increase in seatbelt usage and decrease in impaired driving. This collaborative effort includes: the Department of Public Health & Human Services, Buckle Up Montana local coalitions, local DUI task forces, the interim legislative committees' study of the states' DUI laws (Senate Joint Resolution 39), and several other efforts.

Many stakeholders still have interest in a primary seatbelt law. The next opportunity to pass such a law would be during Montana's 2011 legislative session. Based on the experiences of other states who have moved from secondary to primary enforcement, we can expect to see a 7-14% increase in seatbelt use as a result, which will have a positive effect in reducing traffic fatalities, particularly in rollovers. This is expected to relieve some of the current burden on emergency response providers.

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

The SHTSB will continue to contract with DPHHS EMS to implement and track Alcohol Screening, Brief Intervention & Referral to Treatment (SBIRT) protocols. Building on the training provided to the state's level II trauma care facilities during year 1, year 2 of the program will seek to expand the program to other providers. This includes primary care physicians, community clinics, and university health centers.

Screening for alcohol problems helps identify individuals at-risk for developing a problem with alcohol or who may already have a serious problem with this substance. When used in conjunction with a brief intervention or referral to a treatment program, alcohol screening has proven to be a powerful tool for improving the public health. This is expected to contribute over the long term to a reduction in impaired driving crashes.

2. Collection of More Trauma Cases in the State-Wide Trauma Register

The SHTSB will contract with DPHHS EMS to provide a web-based data entry functionality to the Collector trauma register software, which will increase the amount and quality of data entry from smaller hospitals into the Trauma Registry. This programming will replace paper-based data collection with an abbreviated, web-based data entry screen; enabling more accurate and timely reporting of all trauma cases, including cases stemming from a traffic crash.

Emphasis Area #10

Urban Area Crashes

Objective: Reduce fatal and incapacitating injury crashes in urban areas.

Performance Measures

- Average urban fatal crashes. Reduce urban fatal crashes from the five-year average of 25 in 2008 to 23 by 2013. (K-1)

Although rural crashes comprise the majority of fatal crashes in Montana, slightly over half of Montana’s total crashes occurred in urban areas in 2008. Increased urbanization in the state continues, and although previous years have shown a decrease in the proportion of fatal crashes in urban areas, 2008 saw the highest percent in the last ten years.

Figure X-1: Urban Fatal Crashes

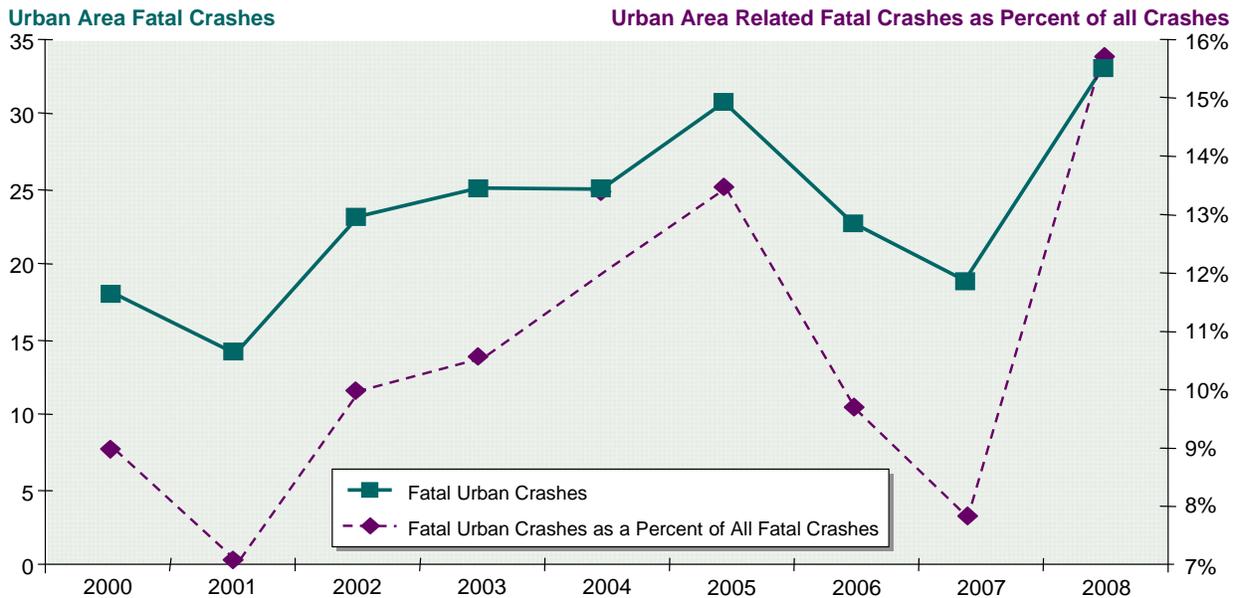


Table X-1: Urban versus Rural Fatal Crashes

Year	Fatal Crashes	Rural Fatal Crashes	Urban Fatal Crashes	Percent Rural	Percent Urban
2000	203	176	18	91.1%	8.9%
2001	201	187	14	93.0%	7.0%
2002	232	209	23	90.1%	9.9%
2003	239	214	25	89.5%	10.5%
2004	209	184	25	88.0%	12.0%
2005	224	194	30	86.6%	13.4%
2006	226	204	22	90.3%	9.7%
2007	249	230	19	92.4%	7.6%
2008	208	175	33	84.1%	15.9%
Change 1 Year	-16.5%	-23.9%	+73.7%	-9.0%	+109.2%
Change 5 Year	-9.3%	-14.7%	+36.4%	-6.4%	+49.4%

FFY 2010 HSP Countermeasures Eligible for NHTSA Funding:

1. *Increased Law Enforcement Presence via Overtime Patrols*

SHTSB will contract with state, local and tribal law enforcement to conduct overtime traffic enforcement patrols via the Selective Traffic Enforcement Program (STEP). At least 81% of the population lives in areas where law enforcement agencies participate in STEP activities, in addition to a contract with the Montana Highway Patrol (MHP) for statewide coverage. With the addition of MHP's statewide coverage, we estimate that at least 85% of Montana's population is subject to STEP overtime activities.

Law enforcement is contracted to spend approximately 50% of their time enforcing safety belt usage and 50% of their time enforcing impaired driving laws during the same traffic stop. Speed is often used as a trigger violation to stop those drivers not wearing their safety belts and driving impaired.

Patrols will include identified high-crash corridors with a history of high impaired driving rates and motor vehicle crashes in which occupants were not belted. In addition, MHP will conduct safety spot checks in high crash corridors identified by MDT and in strategic areas throughout the state. STEP agencies are required to participate in overtime patrols during national and state-sponsored occupant protection and impaired driving prevention mobilizations.

STEP participants are selected based on county-level data for alcohol-related crashes and fatalities as well as non-seatbelt use in crashes. Special consideration will be given to tribal law enforcement agencies since American Indians are overrepresented in Montana's traffic crashes and fatalities. This demographic comprises 6.2% of the state's population, yet in 2008, constituted 11.8% of the state's fatalities and 16.2% of the alcohol-related fatalities; 76.9% of the Native American fatalities were unbuckled.

2. *Increase Law Enforcement Presence via Roving Patrols*

SHTSB will continue funding the salaries and benefits of 5 troopers and 1 sergeant from the MHP to continue their patrols in high crash corridors jointly identified by MDT and the MHP. The corridors were identified because of the history of high fatalities caused by impaired driving and drivers not wearing their seatbelts. The MHP will also continue conducting patrols at special public events (rodeos, fairs, etc.) focusing their efforts on impaired drivers and drivers not wearing their safety belts. Speed is often used as a trigger violation to stop those drivers not wearing their safety belts and driving impaired.

3. *DUI Equipment for Law Enforcement*

As funding allows, the SHTSB will contract with tribal law enforcement, local police and sheriffs departments to purchase DUI related equipment (preliminary breath testers (PBT's), speed radars, video cameras) to aid in the detection and sentencing of impaired drivers.

In-car video systems may be made available to law enforcement agencies that operate near reservations for the purpose of preventing racial profiling while enforcing the state's DUI laws. This is allowed in accordance with Section 1906 Racial Profiling Prevention grant.

4. Great Falls Police Department Motorcycles

SHTSB will contract with the Great Falls Police Department to purchase three motorcycles and related safety and enforcement equipment. The motorcycles will be used for traffic enforcement activities focusing on impaired drivers and seat belt usage.

The motorcycles are more fuel efficient than the patrol cars and can easily maneuver in congested urban areas.

5. DUI Task Force Facilitator

SHTSB will continue contracting an experienced DUI Task Force coordinator to facilitate an increase in the number of DUI task forces in the state and to provide a technical assistance resource to both new and existing task forces. Technical assistance to the task forces includes the compilation and execution of their annual work plans, and promoting the use of proven/best practice strategies for the reduction of impaired driving. The facilitator acts as a liaison between MDT-SHTSB and the task forces.

6. DUI Courts

Kalispell & Billings Municipal Courts

Continue implementing the DUI court model for high BAC and repeat DUI offenders at two locations, Kalispell and Billings. Increased accountability along with treatment, more frequent testing, monitoring and other services, are expected to help offenders break the cycle of drinking and driving. The Kalispell DUI Court will have a capacity for 25 offenders and the Billings DUI Court will have a capacity for 50 offenders. These courts have been proven effective in reducing recidivism.

Background: The DUI court is a distinct court system dedicated to changing the behavior of the alcohol/drug dependant offenders arrested for driving under the influence/driving while impaired (DUI/DWI). The goal of DWI court is to protect public safety by using the drug court model to address the root cause of impaired driving, alcohol and other substance abuse. With the repeat offender as its primary target population, DWI 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. According to <http://www.dwicourts.org/learn/about-dwi-courts>, DWI Courts provide more comprehensive and closer supervision than other community-based programs, and DWI Court participants are up to *nineteen times less likely to get a new DWI offense* than DWI offenders sentenced by a traditional court.

New DUI Courts

1st year funding request to fully implement the DUI court model for high BAC and repeat DUI offenders in three jurisdictions with minority and small populations. MDT paid for these DUI court teams to attend training in 2009.

7. Traffic Safety Resource Prosecutor

The SHTSB will continue contracting the newly hired prosecutor to train and work with city and county prosecutors, law enforcement and the court system to promote proper arrest, conviction, and sentencing. They will focus on impaired drivers and include information on the importance of upholding seatbelt, child restraint and speeding citations. The prosecutor will invite and encourage tribal prosecutors and judges to participate in the training sessions.

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

SHTSB will continue contracting DPHHS EMS to implement and track Alcohol Screening, Brief Intervention & Referral to Treatment (SBIRT) protocols in medical care facilities statewide. The screening for alcohol problems helps identify individuals at-risk for developing a problem with alcohol or who may already have a serious problem with alcohol. When used in conjunction with a brief intervention or referral to a treatment program, alcohol screening has proven to be a powerful tool for improving the public health.

There are four Level II Trauma Centers in Montana. All four Level II trauma centers have implemented a SBIRT program, however, they are screening only a portion of patients admitted to the trauma service and even fewer patients are receiving a behavioral intervention. Training is needed to develop skills and confidence in the doctors, nurses, social workers, and others who perform the screening and brief intervention protocol with patients.

The goal for this project would be to:

- identify the barriers for screening and providing behavioral interventions at the Level II Trauma Centers
- increase the number of patients screened
- increase the number of patients who receive an intervention
- provide trained SBIRT specialists with ongoing education and support
- develop a resource tool to be used by hospitals, physician offices, clinics throughout Montana for screening and talking with their patients about alcohol use.

9. Motorcycle Media Program

Continue the MDT web-based media campaign that focuses on increasing motorists' awareness of motorcycles. It will also teach motorcyclists how to make themselves more visible to motorists, and how to ride safely.

10. Conduct Public Education and Outreach Campaigns via Media and Grassroots Community Groups

Media

A contracted media company will continue producing and conducting paid and earned media campaigns that run in conjunction with law enforcement STEP overtime activities. These activities are required by NHTSA's Section 410 impaired driving grant and Section

405 occupant protection grant. The radio, television, and newspaper media messages produced by this company must reach at least 85% of the population. Media spots will include messages similar to the national "Click It or Ticket" campaign. Messages will focus on youth and adult restraint usage based on the data in Montana's *Problem Identification* document. The target audience will include male pickup truck drivers known for having the lowest safety belt usage rate. Media campaigns will coincide with national and state-sponsored mobilizations and sustained enforcement overtime activities.

The contract will include development of effective media messages regarding the problems associated with driving impaired and unrestrained. The messages will air during televised coverage of the state's two main university athletic teams, namely Montana State University Bobcats and the University of Montana Grizzlies.

Safe On All Roads (SOAR) Program

The SHTSB will contract a media company to continue traffic safety messaging on Montana's reservations. This program is known as "Safe on All Roads" (SOAR). Native American coordinators from the reservations will continue managing this media project.

The SHTSB will expand the SOAR program during FFY 2010 to Native American populations not located on the reservations with the assistance of the contracted media company.

Grassroots community groups

The SHTSB will either contract an organization or provide direct programmatic and fiscal management of community coalitions to increase seatbelt use and proper usage of child restraint systems through education. Programs will be data-driven and target high-risk population groups as well as locations/corridors with a history of high incidences of unbelted fatal and injury crashes.

In addition to public information and education (PI&E) campaigns, coalitions will provide support to local law enforcement during national and state-sponsored mobilizations, and will participate in national **Child Passenger Safety Week**. Coalitions will also encourage participation by Native Americans and will support and collaborate with the SOAR program on the reservations to increase seatbelt use and reduce impaired driving.

11. *Alive @ 25 Program*

The SHTSB will continue contracting the MHP to deliver 4-hour programs created by the National Safety Council that targets young drivers. This program teaches the hazards facing young drivers, encourages them to take responsibility for their driving behavior and to recognize when others in their age group are making poor judgments or taking unnecessary risks in a vehicle. This program enhances driving decisions and teaches on-the-spot defensive driving techniques. This program can complement current driver education courses or provide education for under-25 drivers that incur traffic violations. Presentations may be requested by such organizations as DARE, MADD, District Courts, Native American/reservation organizations, church groups, etc.

Emphasis Area #11

Motorcycle Crashes

Objective: Reduce motorcycle fatal and incapacitating injury crashes

Performance Measures:

- Average motorcycle fatal crashes. Reduce motorcycle fatal crashes from the five-year average of 29 during 2008 to 24 fatal crashes by 2013. (L-1)
- Average number of motorcyclist fatalities. Reduce motorcyclist fatalities from the five-year average of 30 during 2008 to 25 by 2013. (L-2) *Corresponds to the NHTSA core outcome measure C-7.*
- Average number of unhelmeted motorcyclist fatalities. Reduce the five-year average of unhelmeted motorcyclist fatalities from 17 during 2008 to 14 by 2013. (L-3) *Corresponds to the NHTSA core outcome measure C-8.*

Motorcycle crashes represent a relatively small proportion of Montana’s total crashes, but because motorcyclists are at greater risk than passengers in an enclosed vehicle, motorcycle crashes represent a significant share of the state’s fatal and injury crashes. Data prepared by the SHTSB reported in Table VI-4 illustrates the growth in total, fatal, and injury crashes involving motorcycles over the past 10 years. Motorcycle fatalities reached 38 during 2008. This was the highest number of fatalities ever in Montana.

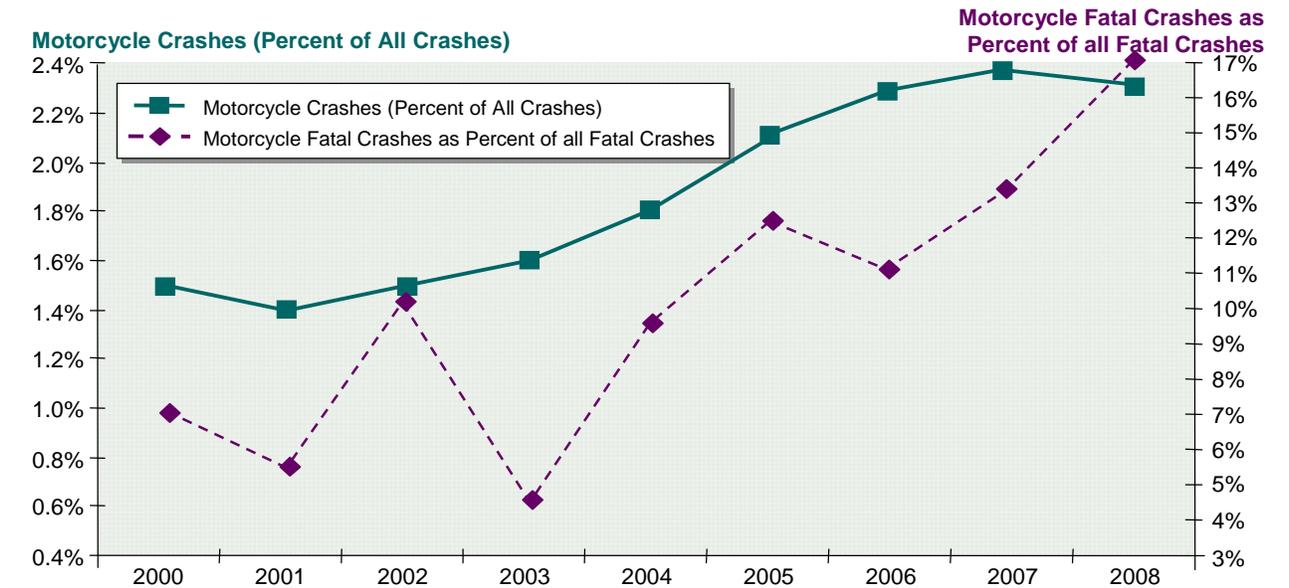
Table XI-1: Motorcycle Crashes

Year	Crashes	Percent of All Crashes	Fatal Crashes	Percent of all Fatal Crashes	Injury Crashes	Percent of all Injury Crashes
1998	286	1.3%	13	6.3%	235	3.5%
1999	284	1.3%	15	7.7%	229	3.4%
2000	332	1.5%	14	7.0%	279	4.0%
2001	302	1.4%	11	5.5%	236	3.8%
2002	347	1.5%	24	10.3%	251	3.9%
2003	375	1.6%	12	4.6%	314	5.0%
2004	400	1.8%	20	9.6%	325	5.4%
2005	473	2.1%	28	12.5%	362	6.0%
2006	501	2.3%	25	11.1%	402	6.4%
2007	522	2.4%	33	13.3%	424	7.1%
2008	523	2.4%	38	18.3%	386	6.7%
Change 1 Year	+0.2%	-0.5%	+15.2%	+37.8%	-9.0%	-5.9%
Change 5 Year	+15.1%	+16.5%	+61.0%	+77.7%	+5.6%	+11.3%

Note: Montana no longer requires annual registration. Therefore, number is irrelevant, as basis for crash rates.

Another measure of motorcycle crash exposure would be the number of crashes relative to vehicle miles of travel (VMT). However, there is no measure of motorcycle VMT in Montana. Other concerns relevant to motorcycle crashes and fatalities in Montana are a low rate of helmet usage and a higher rate of alcohol and/or drug use in comparison to all drivers.

Figure X1-1: Motorcycle Crashes



FFY 2010 HSP Countermeasures Eligible for NHTSA Funding:

1. Improved Training for Motorcyclists

The SHTSB will contract Montana State University-Northern’s Montana Motorcycle Rider Safety Program (MMRS) to provide new motorcycle trailers for motorcycle safety training. The trailers will carry motorcycles and the new scooters MSU just added to their training course in FFY 2009. MSU is requesting four 28 foot covered trailers.

The SHTSB will coordinate efforts with MSU Northern to find more training sites by working with local and tribal agencies. This is caused by the increased number of registered motorcyclists in the state.

2. Education and Awareness Programs

The SHTSB will work with a contracted media company to develop public education and awareness materials. This includes media related spots such as radio, newspaper, and television that target motorcyclists that convey the dangers of impaired riding and a “share the road” component aimed at motorists.

The SHTSB will also assist MSU Northern to conduct outreach to law enforcement and motorcycle dealerships that encourages helmet usage and participation in the MMRS training sessions.

3 .Motorcycle Safety Public Information & Education

Continuation of a motorcycle web-based media campaign through MDT's motorcycle safety website, <http://onesidedmatchups.com/>. This website prominently displays tips for motorists to be aware of motorcyclists on Montana's roadways. It also educates motorcyclists on a variety of other traffic safety related considerations such as how to make themselves more visible to motorists, not riding impaired, and how to ride safely in an urban environment.

MDT, at their own expense, is providing motorcycle advisory signs to riders approaching construction sites. These signs warn motorcyclists of the dangers ahead and advise them to seek alternative routes. Advisory information is included on the state's construction report (511 and www.mdt511.com).

4. DUI Task Force Facilitator

SHTSB will continue contracting an experienced DUI Task Force coordinator that acts as a liaison between MDT-SHTSB. This person will continue facilitating an increase in the number of DUI task forces in the state and provide technical assistance to both new and existing task forces. Technical assistance to the task forces includes the compilation and execution of their annual work plans, and promoting the use of proven/best practice strategies for the reduction of impaired driving. The facilitator acts as a liaison between MDT-SHTSB and the task forces.

5. Increased Law Enforcement Presence via Overtime Patrols

SHTSB will contract with state, local and tribal law enforcement to conduct overtime traffic enforcement patrols via the Selective Traffic Enforcement Program (STEP). At least 81% of the population lives in areas where law enforcement agencies participate in STEP activities, in addition to a contract with the Montana Highway Patrol (MHP) for statewide coverage. With the addition of MHP's statewide coverage, we estimate that at least 85% of Montana's population is subject to STEP overtime activities.

Law enforcement is contracted to spend approximately 50% of their time enforcing safety belt usage and 50% of their time enforcing impaired driving laws during the same traffic stop. Speed is often used as a trigger violation to stop those drivers not wearing their safety belts and driving impaired.

Patrols will include identified high-crash corridors with a history of high impaired driving rates and motor vehicle crashes in which occupants were not belted. In addition, MHP will conduct safety spot checks in high crash corridors identified by MDT and in strategic areas throughout the state. STEP agencies are required to participate in overtime patrols during national and state-sponsored occupant protection and impaired driving prevention mobilizations.

STEP participants are selected based on county-level data for alcohol-related crashes and fatalities as well as non-seatbelt use in crashes. Special consideration will be given to tribal law enforcement agencies since American Indians are overrepresented in Montana's traffic crashes and fatalities. This demographic comprises 6.2% of the state's population, yet in

2008, constituted 11.8% of the state's fatalities and 16.2% of the alcohol-related fatalities; 76.9% of the Native American fatalities were unbuckled.

MDT will continue to collaborate with the Montana Law Enforcement Academy on the inclusion of training to new recruits on how to detect impaired motorcycle riders. This training teaches officers to spot certain cues including motorcyclists having trouble dismounting, trouble with balance at a stop, inattentive to surroundings, weaving, etc. Officers apply the skills they learn from this course when conducting impaired driving related STEP overtime activities. MDT will reinforce this message through the STEP contracts with local and state law enforcement.

6. *Increase Law Enforcement Presence via Roving Patrols*

SHTSB will continue funding the salaries and benefits of 5 troopers and 1 sergeant from the MHP to continue their patrols in high crash corridors jointly identified by MDT and the MHP. The corridors were identified because of the history of high fatalities caused by impaired driving and drivers not wearing their seatbelts. The MHP will also continue conducting patrols at special public events (rodeos, fairs, etc.) focusing their efforts on impaired drivers and drivers not wearing their safety belts. Speed will be used as a trigger violation to stop those drivers not wearing their safety belts and driving impaired.

7. *Traffic Safety Resource Officer (TSRO)*

The SHTSB will continue funding a full-time Traffic Safety Resource Officer (TSRO) at the Montana Highway Patrol (MHP). This officer is a resource for local law enforcement officers, tribal governments, prosecutors, judges and the public. This person provides training to the MHP and local/tribal law enforcement, and is the point of contact for all MDT-SHTSB contracts with MHP.

The TSRO focuses on a variety of traffic safety projects and goals, including impaired driving prevention and programs (SFST, DRE, and the Mobile Impaired Driving Assessment Center [MIDAC]); prevention of racial profiling; increasing occupant protection usage; traffic records management; and issues related to young drivers.

The TSRO assists MDT in advancing the message to officers on how to detect impaired motorcycle riders, such as motorcyclists having trouble dismounting, trouble with balance at a stop, inattentive to surroundings, weaving, etc.

The TSRO will work closely with the newly hired traffic safety resource prosecutor (TSRP) and MDT.

8. *Highway Safety Officer –Pilot Program*

The SHTSB will continue funding a full-time police officer through the Ronan Police Department who focuses their efforts on traffic enforcement on US 93. This includes speeding, impaired driving, distracted and aggressive driving, and seat belt use. The Ronan Police Department is contracted to supplement these efforts with radio and newspaper campaigns with traffic safety tips and reminders that law enforcement is "out there" enforcing traffic safety laws. The Ronan Police Department will distribute traffic safety educational materials through their crime prevention program to all demographics.

Emphasis Area #12

Older Driver Crashes

Objective: Reduce older driver fatal and incapacitating injury crashes

Performance measures:

- Average older driver crash rate (per 1,000 licensed drivers). Reduce older driver (aged 65 and above) crash rate from the three-year average of 25.0 in 2008 to 22.0 by 2013. (M-1)
- Average older driver fatal crash rate (per 1,000 licensed drivers). Reduce older driver (aged 65 and above) fatal crash rate from the three-year average of 0.36 in 2008 to 0.32 by 2013. (M-2)
- Average older driver crashes as a percent of all Montana crashes. Reduce the three-year average from 13.3% in 2008 to 13.0% by 2013. (M-3)
- Average older driver fatal crashes as a percent of all Montana fatal crashes. Reduce the three-year average from 16.0% in 2008 to 15.0% by 2013. (M-4)

While not appearing in the statistics as a current problem in Montana, demographic trends indicate that over the next 15 years there will be a steady increase in the number of drivers over 60 years of age. Figure VI-10 illustrates current age demographics for the State.

Figure XII-1: Montana Population by Age – 2007 Estimates



While older drivers are generally good drivers, the effects of aging can affect the safe driving ability of some seniors, resulting in slower reaction time and reduced visual acuity. Currently the

number of older driver crashes and fatal crashes does not make up a substantially large portion of the crashes in Montana, but this may change as the population continues to age. For the last ten years older drivers have had the lowest crash rates of all Montana drivers. Although their crash rate is low, the severity of their injuries is somewhat higher, because of increased physical frailty resulting from aging.⁶

Figure XII-2 Percent of Older Drivers in Crashes

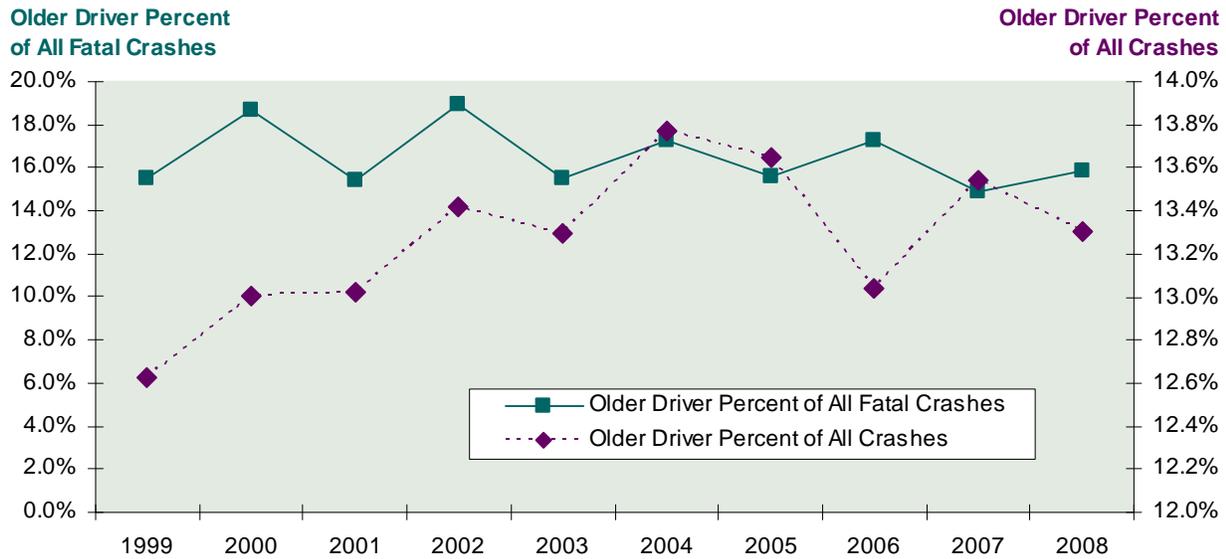


Table VI-10: Older Driver Crashes as a Percent of All Crashes

Year	Older Driver Crashes	Percent of All Crashes	Older Driver Fatal Crashes	Percent of Fatal Crashes
1999	2,662	12.6%	30	15.5%
2000	2,894	13.0%	38	18.7%
2001	2,844	13.0%	31	15.4%
2002	3,158	13.4%	44	19.0%
2003	3,080	13.3%	37	15.5%
2004	3,000	13.8%	36	17.2%
2005	3,053	13.6%	35	15.6%
2006	2,893	13.0%	39	17.3%
2007	2,956	13.5%	37	14.9%
2008	2,923	13.3%	33	15.9%
Chg 1 Year	-1.1%	-1.8%	-10.8%	+6.8%
Chg 5 Year	-2.4%	-1.2%	-10.3%	-1.4%

⁶ AASHTO, *Strategic Highway Safety Plan*, Washington, D.C., 2005.

Emphasis Areas #13, #14, #15 on the following pages are not identified as part of the current CHSP but are included in the FFY 2010 HSP.

HSP Emphasis Area # 13

Speed Control

Objective: Reduce speed involvement in crashes

Performance measures:

- Average number of speeding-related fatalities. Reduce the three-year average from 94 during 2008 to 85 by 2013. (N-1) *Corresponds to the NHTSA core outcome measure C-6.*
- Average percent of speeding-related fatal crashes. Reduce the five-year average from 37.9% during 2008 to 35% by 2013. (N-2)

Speed is associated with many fatal crashes and especially those with alcohol involvement. Speed trailers are one tool to attempt to find out specifics about location and times of speeding. The percentage of vehicles in fatal crashes that were exceeding the speed limit has been decreasing during the last three years, and is currently below the goal.

Figure VI-11 illustrates current age demographics for the State.

Figure XIII-1: Montana Speed in Fatal Crashes

Year	Fatalities		Fatal Crashes	
	Speeding-Related	Percent of All Fatalities	Speeding-Related	Percent of All Fatal Crashes
1999	86	39.1%	79	40.7%
2000	96	40.5%	84	41.4%
2001	99	43.0%	87	43.3%
2002	102	37.9%	88	37.9%
2003	113	43.1%	103	43.1%
2004	101	44.1%	88	42.1%
2005	96	38.2%	82	36.6%
2006	112	42.6%	94	41.6%
2007	96	34.7%	88	35.3%
2008	72	31.4%	70	33.7%
Chg 1 Yr	-25.0%	-9.3%	-20.5%	-4.8%
Chg 5 Yr	-30.5%	-22.5%	-23.1%	-15.3%

FFY 2010 HSP Countermeasures Eligible for NHTSA Funding:

1. *Selective Traffic Enforcement Program (STEP)*

The SHTSB will continue contracting with state, local and tribal law enforcement to conduct overtime traffic enforcement patrols known as the Selective Traffic Enforcement Program (STEP). This program will again focus on impaired driving and non-seatbelt usage. Speeding is also used as a trigger violation to counter these drivers. At least 85% of the state's population lives in areas where these law enforcement agencies participate in STEP overtime activities.

The Montana Highway Patrol (MHP) and local law enforcement agencies will continue operating on roads with a history of high fatalities caused mainly by impaired drivers and drivers not wearing their seat belts. Law enforcement agencies participating in STEP are required to conduct overtime patrols during national and state-sponsored occupant protection and impaired driving prevention mobilizations and in support of sustained enforcement activities.

STEP participants are selected based on county-level data for alcohol-related crashes and fatalities as well as non-seatbelt use in crashes. Special consideration will be given to tribal law enforcement agencies since Native Americans are overrepresented in traffic crashes and fatalities. This demographic comprises 6.2% of the state's population, yet in 2008, constituted 11.8% of the state's fatalities and 16% of the alcohol-related fatalities; 77% of fatalities were unbuckled.

2. *Roving Patrols*

SHTSB will continue funding the salaries and benefits of 5 troopers and 1 sergeant from the MHP to continue their patrols in high crash corridors jointly identified by MDT and the MHP. The corridors were identified because of the history of high fatalities caused by impaired driving and drivers not wearing their seatbelts. The MHP will also continue conducting patrols at special public events (rodeos, fairs, etc.) focusing their efforts on impaired drivers and drivers not wearing their safety belts.

Speed is often used as a trigger violation to stop those drivers not wearing their safety belts and driving impaired.

3. *Highway Safety Officer –Pilot Program*

The SHTSB will continue funding a full-time police officer through the Ronan Police Department to focus on traffic enforcement on US 93. This includes speeding, aggressive driving, non-seatbelt usage and impaired driving. The Ronan Police Department will supplement these efforts with radio and newspaper campaigns with traffic safety tips and reminders that law enforcement is "out there" enforcing traffic safety laws. The police department will distribute traffic safety materials through their crime prevention program for all demographics and strategically place their speed trailer in areas known for speed related traffic violations.

4. Radar Units

As in the past, the SHTSB will continue to purchase speed-related equipment for law enforcement. The primary pieces of equipment used to enforce speed laws will be radar guns. Speed is used as a trigger violation to catch those that drive impaired and/or not wearing their safety belts.

5. Traffic Safety Resource Officer (TSRO)

The SHTSB will continue funding a full-time Traffic Safety Resource Officer from the Montana Highway Patrol (MHP). The trooper is a resource for local law enforcement officers, tribal governments, prosecutors, judges and the public. This trooper provides training for MHP and local/tribal law enforcement, and is the point of contact for all MDT-SHTSB contracts with MHP. The TSRO focuses on a variety of traffic safety projects and goals, including impaired driving prevention and programs (SFST, DRE, and the Mobile Impaired Driving Assessment Center [MIDAC]); prevention of racial profiling; increasing occupant protection usage; traffic records management; and issues related to young drivers. The TSRO will work closely with the traffic safety resource prosecutor (TSRP) and MDT.

6. Traffic Safety Resource Prosecutor

The SHTSB will continue contracting with a newly hired prosecutor to train and work with city and county prosecutors, law enforcement and the court system to promote proper arrest, conviction, and sentencing of impaired drivers, as well as the importance of upholding seatbelt, child restraint and speeding citations.

The prosecutor will invite and encourage tribal prosecutors and judges to participate in the training sessions.

7. Driver Education Classes On/Near Reservations

The SHTSB will continue to fund a pilot project conducted by the Montana State University – Northern to increase the availability of driver education teachers for under-served Native American teen populations. The pilot program targets Native Americans living in and around Crow and Northern Cheyenne Indian reservations. These areas were identified by the MT Office of Public Instruction (OPI) as having the greatest need. If teachers from the southeastern region of Montana do not volunteer for this project, efforts will be made to recruit on or near other reservations. Once these teachers are in place, they will use Montana's driver education curriculum teaches students about the risks and penalties associated with driving impaired, speeding, and consequences of not wearing seatbelts.

Emphasis Area #14

Police Traffic Services

Objective: Assist Law Enforcement with more efficient enforcement activities.

Performance measures:

- Average number of fatalities. Reduce the three-year average from 257 during 2008 to 220 by 2012. (A-1) *Corresponds to the NHTSA core outcome measure C-1.*
- Total annual number of serious (incapacitating) injuries. Reduce from 1,336 during 2008 to 1,200 by 2013. (A-2) *Corresponds to the NHTSA core outcome measure C-2.*
- Annual fatality rate (per 100 Million Vehicle Miles of Travel). Reduce from 2.45 during 2007 to 2.00 by 2013. (A-3) *Corresponds to the NHTSA core outcome measure C-3.*
 - Annual urban fatality rate (per 100 Million Vehicle Miles of Travel). Reduce from 0.52 during 2007 to 0.45 by 2013. (A-3a)
 - Annual rural fatality rate (per 100 Million Vehicle Miles of Travel). Reduce from 3.05 during 2007 to 2.40 by 2013. (A-3b)
- Average number of pedestrian fatalities. Reduce the five-year average of 13 pedestrian fatalities during 2008 to 11 by 2013. (A-4) *Corresponds to the NHTSA core outcome measure C-10.*
- Annual statewide outboard, front seat occupant safety belt utilization for all roads. Increase from 79.2% during 2009 to 87% by 2013. (B-1)
- Annual statewide driver safety belt utilization for all roads. Increase from 79.1% during 2009 to 87% by 2013. (B-2) *Corresponds to the NHTSA core behavior measure B-1.*
- Average number of unrestrained occupant fatalities. Reduce the five-year average from 143 during 2008 to 135 by 2013. (B-3) *Corresponds to the NHTSA core outcome measure C-4.*
- Average percent of unrestrained occupant fatalities. Reduce the five-year average from 71.1% during 2008 to 67.5% by 2013. (B-4)
- Average number of fatalities in crashes involving an alcohol-impaired driver or motorcycle operator (BAC 0.08+). Reduce the three-year average from 105 during 2007 to 99 by 2013. (C-1) *Corresponds to the NHTSA core outcome measure C-5.*
- Average alcohol-impaired (driver BAC 0.08+) fatality rate (per 100 Million Vehicle Miles of Travel). Reduce the three-year average from 0.93 during 2007 to 0.88 by 2013. (C-2)
- Average number of alcohol- and drug-related fatalities (driver BAC 0.01+). Reduce the three-year average from 125 during 2007 to 110 by 2013. (C-3)

- Average number of alcohol- and drug-related fatalities (driver BAC 0.01+) as a percent of all traffic fatalities. Reduce the three-year average from 47.4% during 2007 to 42% by 2013. (C-4)
- Average Native American traffic fatalities. Reduce the five-year average of 40 during 2008 to 30 by 2013. (D-1)
- Average Native American traffic fatalities as a percent of all Montana traffic fatalities. Reduce the five-year average from 15.7% during 2008 to 13% by 2013. (D-2)
- Total annual single vehicle run-off-the-road crashes. Reduce single vehicle run-off-the-road crashes from 6,740 during 2008 to 6,000 single vehicle run-off-the-road crashes by 2013. (E-1)
- Average single vehicle run-off-the-road fatal crashes. Reduce the three-year average of single vehicle run-off-the-road fatal crashes from 137 during 2008 to 120 by 2013. (E-2)
- Implementation of specific strategies contained in Traffic Records Strategic Plan. (F-1)
- Average young driver crash rate (per 1,000 licenses). Reduce the three-year average of under 21 year old drivers involved in crashes from 118 per 1,000 licenses during 2008 to 115 by 2013. (G-1)
- Average young driver fatal crash rate (per 1,000 licenses). Reduce the three-year average of under 21 year old drivers involved in fatal crashes from 0.61 during 2008 to less than 0.57 by 2013. (G-2)
- Average number of drivers age 20 or younger involved in fatal crashes. Reduce the three-year average of drivers age 20 or younger involved in fatal crashes from 34 during 2008 to 28 by 2013. (G-3) *Corresponds to the NHTSA core outcome measure C-9.*
- Average fatalities in high crash locations. Reduce the five-year average of fatalities from 17 during 2008 to 15 by 2013. (H-1)
- Average incapacitating injuries in high crash locations. Reduce the five-year average of incapacitating injuries from 115 during 2008 to 100 by 2013. (H-2)
- Average crashes in high crash locations. Reduce the three-year average of crashes from 977 during 2008 to 925 by 2013. (H-3)
- Total annual crashes involving trucks. Reduce crashes involving trucks from 1,212 during 2008 to 1,150 crashes by 2013. (I-1)
- Average fatal crashes involving trucks. Reduce five-year average of fatal crashes involving trucks from 24 during 2008 to 20 by 2013. (I-2)
- Implementation of CHSP EMS strategies. (J-1)
- Average urban fatal crashes. Reduce urban fatal crashes from the five-year average of 25 in 2008 to 23 by 2013. (K-1)

- Average motorcycle fatal crashes. Reduce motorcycle fatal crashes from the five-year average of 29 during 2008 to 24 fatal crashes by 2013. (L-1)
- Average number of motorcyclist fatalities. Reduce motorcyclist fatalities from the five-year average of 30 during 2008 to 25 by 2013. (L-2) *Corresponds to the NHTSA core outcome measure C-7.*
- Average number of unhelmeted motorcyclist fatalities. Reduce the five-year average of unhelmeted motorcyclist fatalities from 17 during 2008 to 14 by 2013. (L-3) *Corresponds to the NHTSA core outcome measure C-8.*
- Average older driver crash rate (per 1,000 licensed drivers). Reduce older driver (aged 65 and above) crash rate from the three-year average of 25.0 in 2008 to 22.0 by 2013. (M-1)
- Average older driver fatal crash rate (per 1,000 licensed drivers). Reduce older driver (aged 65 and above) fatal crash rate from the three-year average of 0.36 in 2008 to 0.32 by 2013. (M-2)
- Average older driver crashes as a percent of all Montana crashes. Reduce the three-year average from 13.3% in 2008 to 13.0% by 2013. (M-3)
- Average older driver fatal crashes as a percent of all Montana fatal crashes. Reduce the three-year average from 16.0% in 2008 to 15.0% by 2013. (M-4)
- Average number of speeding-related fatalities. Reduce the three-year average from 94 during 2008 to 85 by 2013. (N-1) *Corresponds to the NHTSA core outcome measure C-6.*
- Average percent of speeding-related fatal crashes. Reduce the five-year average from 37.9% during 2008 to 35% by 2013. (N-2)

These measures will simply report Montana's progress in each of these activities. Setting goals are not required.

- Number of seat belt citations issued during grant-funded enforcement activities – 3,257 citations for FFY2008. (P-1) *Corresponds to the NHTSA activity measure A-1.*
- Number of impaired driving arrests made during grant-funded enforcement activities – 1,194 arrests for FFY2008. (P-2) *Corresponds to the NHTSA activity measure A-2.*
- Number of speeding citations issued during grant-funded enforcement activities – 10,891 citations for FFY2008. (P-3) *Corresponds to the NHTSA activity measure A-3.*

Law enforcements' limited budgets create a constant problem in acquiring the equipment needed to provide efficient public safety services. For example, some police vehicles often don't have preliminary breath testers, video cameras and even radar units. Equipment to support different methods of law enforcement, such as motorcycles in congested areas, or processing drivers for DUI's, can also increase efficiency and visibility.

Major concerns have surfaced over increases in inattentive driving habits, especially distraction over electronic devices.

FFY 2010 HSP Countermeasures Eligible for NHTSA Funding:

1. *Selective Traffic Enforcement Program (STEP)*

The SHTSB will continue contracting with state, local and tribal law enforcement to conduct overtime traffic enforcement patrols known as the Selective Traffic Enforcement Program (STEP). This program will again focus on impaired driving and non-seatbelt usage. Speeding is also used as a trigger violation to counter these drivers. At least 85% of the state's population lives in areas where these law enforcement agencies participate in STEP overtime activities.

The Montana Highway Patrol (MHP) and local law enforcement agencies will continue operating on roads with a history of high fatalities caused mainly by impaired drivers and drivers not wearing their seat belts. Law enforcement agencies participating in STEP are required to conduct overtime patrols during national and state-sponsored occupant protection and impaired driving prevention mobilizations and in support of sustained enforcement activities.

STEP participants are selected based on county-level data for alcohol-related crashes and fatalities as well as non-seatbelt use in crashes. Special consideration will be given to tribal law enforcement agencies since Native Americans are overrepresented in traffic crashes and fatalities. This demographic comprises 6.2% of the state's population, yet in 2008, constituted 11.8% of the state's fatalities and 16% of the alcohol-related fatalities; 77% of fatalities were unbuckled.

MDT will continue to collaborate with the Montana Law Enforcement Academy on the inclusion of training to new recruits on how to detect impaired motorcycle riders. This training teaches officers to spot certain cues including motorcyclists having trouble dismounting, trouble with balance at a stop, inattentive to surroundings, weaving, etc. Officers apply the skills they learn from this course when conducting impaired driving related STEP overtime activities. MDT -SHTSB will reinforce this message via the STEP contract language and through MSPOA.

2. *Media support for STEP activities*

Using earned and paid media, a contracted media company will place law enforcement related radio, television, newspaper messages that reach at least 85% of the population. Placed messages will focus on safe driving behaviors, such as buckling up and driving sober, and will coincide with national and state mobilizations and sustained enforcement overtime activities.

3. *Roving Patrols***

The SHTSB will continue funding the salaries and benefits of 5 troopers and 1 sergeant from the MHP to continue their patrols in high crash corridors jointly identified by MDT and the MHP. The corridors were identified because of the history of high fatalities caused by impaired driving and drivers not wearing their seatbelts. The MHP will also continue conducting patrols at special public events (rodeos, fairs, rock concerts, etc.) focusing their efforts on impaired drivers and drivers not wearing their safety belts.

**Speed is often used as a trigger violation to stop those drivers not wearing their safety belts and driving impaired.

4. *Alive @ 25 Program*

The SHTSB will continue contracting with MHP to deliver 4-hour programs created by the National Safety Council that targets young drivers. The program teaches the hazards facing young drivers, encourages them to take responsibility for their driving behavior and to recognize when others in their age group are making poor judgments or taking unnecessary risks in a vehicle. This program enhances driving decisions and teaches on-the-spot defensive driving techniques. This program can complement current driver education courses or provide education for under-25 drivers that incur traffic violations. Presentations may be requested by such organizations as DARE, MADD, District Courts, Native American/reservation organizations, church groups, etc.

5. *Prevention of Racial Profiling Grant:*

Montana Sheriffs and Peace Officers Association (MSPOA) Prevention of Racial Profiling Liaison

MDT will continue contracting the Montana Sheriffs and Peace Officers Association (MSPOA) as the statewide prevention of racial profiling liaison. The liaison from this organization is responsible for reaching out to local law enforcement and community members to discuss racial profiling and biased-base policing issues, especially on or near reservations.

Local Law Enforcement Video Camera Equipment

MDT will continue providing in-car video cameras to law enforcement to help prove or refute allegations of racial profiling during traffic stops.

6. *Traffic Safety Resource Officer (TSRO)*

The SHTSB will continue funding one full-time Traffic Safety Resource Officer (TSRO) from the MT Highway Patrol. The trooper is a resource for local law enforcement officers, tribal governments, prosecutors, judges and the public. This person provides training for MHP and local/tribal law enforcement, and is a point of contact for all MDT-SHTSB contracts with MHP. The TSRO focuses on a variety of traffic safety projects and goals, including impaired driving prevention and programs (SFST, DRE, and the Mobile Impaired Driving Assessment Center [MIDAC]); prevention of racial profiling; increasing occupant protection usage; traffic records management; and issues related to young drivers. The TSRO will work closely with the newly hired traffic safety resource prosecutor (TSRP) and MDT.

7. *Highway Safety Officer –Pilot Program*

The SHTSB will continue finding a full-time police officer through the Ronan Police Department to focus on traffic enforcement on US 93, especially speeding, impaired driving, distracted and aggressive driving, and seat belt use. The Ronan Police Department will supplement these efforts with radio and newspaper campaigns with traffic safety tips

and reminders that law enforcement is “out there” enforcing traffic safety laws. The police department will distribute traffic safety materials through their crime prevention program for all demographics and strategically place their speed trailer in areas known for traffic violations.

8. Tribal Law Enforcement Liaison

The SHTSB will fund a full time Tribal Law Enforcement Liaison (TLEL) for the Rocky Boy’s reservation. This project will accompany the BIA project for electronic reporting of citation information. The TLEL will be responsible for coordinating efforts on six reservations to obtain crash information. This information will then be entered in to Cisco systems for dissemination to tribal and state entities.

9. DUI Task Force Facilitator

SHTSB will continue contracting an experienced DUI Task Force coordinator to facilitate an increase in the number of DUI task forces in the state and to provide technical assistance to both new and existing task forces. Technical assistance to the task forces includes the compilation and execution of their annual work plans, and promoting the use of proven/best practice strategies for the reduction of impaired driving. The facilitator acts as a liaison between MDT-SHTSB and the task forces.

10. Traffic Safety Resource Prosecutor

The SHTSB will continue contracting with an experienced prosecutor to train and work with city and county prosecutors, law enforcement and the court system to promote proper arrest, conviction, and sentencing of impaired drivers, as well as the importance of upholding seatbelt, child restraint and speeding citations.

The prosecutor will invite and encourage tribal prosecutors and judges to participate in the training sessions.

11. Equipment for law enforcement

As funding allows, the SHTSB will contract with tribal law enforcement, local police and sheriffs departments and MHP to purchase DUI related equipment as follows: preliminary breath testers (PBT's), speed radars, and video cameras. This equipment is necessary to aid in the detection and sentencing of impaired drivers.

In-car video systems will be made available to law enforcement agencies operating near reservations to help substantiate whether racial profiling does or does not exist during a traffic stop by law enforcement. This includes traffic stops of drivers suspected of being impaired.

12. Great Falls Police Department Motorcycles

The SHTSB will purchase three motorcycles for the Great Falls Police Department to use for traffic enforcement activities focusing on impaired drivers and non-seat belt usage. Motorcycles are more fuel efficient than the patrol cars and can easily maneuver in congested urban areas.

13. Forensics Equipment

(Enzyme Linked Immunosorbent Assay) ELISA

The SHTSB will fund the DOJ Forensics Lab to purchase equipment known as ELISA to detect and classify drugs at lower concentrations found in blood samples taken by Drug Recognition Experts (DRE's). This equipment will help provide law enforcement timely results of blood tests and increase the conviction rate of DUID offenders.

Solid Phase Extraction Instruments

The SHTSB will fund a Solid Phase Extraction Instrument requested by the DOJ Forensics Lab. This instrument automates analytical procedures that helps reduce the turn around time for blood alcohol and drug analysis. This will help Forensics keep up with their workload and improve the rate of DUI convictions.

14. Improve MMUCC Compliance and Electronic Uploads Associated with CTS-America Crash Module

MDT will collaborate with the Montana Highway Patrol as they transition from the MARS crash system to the CTS-America software. CTS-America is a consolidated software package that facilitates coordination between crash reporting, citation data entry, and computer-aided dispatch (CAD).

This change will improve Montana's MMUCC compliance and improve the timeliness of crash data entry and subsequent access by MDT-SHTSB.

15. Purchase of Software for Local Law enforcement crash module

This is the second phase of the Montana Highway Patrol's CTS-America crash module. This phase of the project is to replace the current crash system, Montana Accident Reporting System (MARS), with CTS. The CTS crash module will allow locals to report crashes on-line and send them directly to the Highway Patrol via the internet. This will provide local law enforcement the ability to eliminate paperwork and manual entry of statistics. The project will streamline crash reporting and decrease the amount of human errors.

16. Training for Law Enforcement on the Use of CTS-America

MDT will ensure that state, city, county and tribal law enforcement officers are trained on the proper use of the *CTS-America* software.

Purchase of Law Enforcement Electronic Ticketing System, CTS-America

These pilot programs will decrease the time spent filling out traffic citations, reduce errors on citations, and track problem areas/times that need increased enforcement. The program will give locals the opportunity to collect data electronically. This is a recommendation from the traffic records assessment to create uniformity on law enforcement data collection.

17. Law Enforcement Advanced DUI/DWI Reporting System (LEADRS)

This is a web-based reporting system for law enforcement to use when processing a DUI. LEADRS allows an officer to enter a suspect's data only once and the program automatically enters that information onto all necessary reporting forms. It is expected to be a 2-3 year process to develop and implement the program because all jurisdictions have to agree on uniform reporting forms.

18. Vehicle Bike Pedestrian Enforcement-One year Pilot

The SHTSB will implement a bike/pedestrian program to reduce fatal and incapacitating injury crashes in an urban area. This involves the purchase of two Mountain Bikes for law enforcement and pay for overtime enforcement hours.

19. Effective Standard Field Sobriety Testing (SFST)

SHTSB will contract with the Montana Highway Patrol to continue providing Standard Field Sobriety Testing (SFST) refresher training to local and tribal law enforcement statewide. This training is very important-- officer error during SFST testing of a DUI suspect is one of the leading causes of the rejection of DUI evidence in court.

20. Improve Detection of Drug-Impaired Drivers

The Drug Recognition Expert (DRE) program is slowly spreading across the state of Montana. There are currently five instructors and 23 certified DREs. Montana needs to increase the number of officers who are DRE-certified, both for field detection purposes and to serve as expert witnesses in court on drug-impaired DUI cases.

MHP's TSRO will be bringing Advanced Roadside Impaired Driving Education (ARIDE) to Montana during FFY 2010 and this will help to heighten law enforcement's awareness of the DRE program.

A DRE school is being planned for spring 2010 to help expand the program by adding additional DREs.

SHTSB will fund three drug recognition experts to attend DRE Instructor School to facilitate the recertification process for the state's DRE officers from local and tribal law enforcement agencies.

Annual training and recertifications are done according to IACP standards.

21. Encourage Participation in Professional Development and Training Activities

Tribal, state, and local officials may be reimbursed for travel, per diem; training costs for management, policy and procedure training that support highway safety impaired driving programs and projects. This includes funding travel expenses for:

- DUI Task Forces
- Law enforcement i.e. Drug Recognition Expert (DRE) Training
- Native Americans from the reservations attending forums hosted by the SHTSB

22. Law Enforcement Sensitivity Training

MDT will support tribal law enforcement in designing cultural sensitivity trainings. The SHTSB's Tribal Liaison will help tribal agencies design classroom instructions for training non-Native American law enforcement on individual culture and traditions of tribal law enforcement. MDT will help fund these training sessions by reimbursing agencies for the cost of meeting rooms and related expenses.

Emphasis Area #15

Planning & Administration

The *Planning and Administration* program area covers the operational costs of implementing the Governor's Highway Safety Plan (HSP). One-half of the costs for staff management services, travel, training and other personnel costs are provided by federal grants. The other ½ is matched by state funds from fuel tax revenue. These combined sources provide the full amount of our direct operating costs and related indirect costs.

Goal (0-1): Assure that the HSP is administered by a state highway safety agency suitably equipped, staffed and organized to carry out the state's traffic safety programs in the most efficient and effective manner possible. This includes integration of the HSP into the Comprehensive Highway Safety Plan and its implementation that continues meeting NHTSA federal requirements.

Measure: The State's Highway Traffic Safety Bureau (SHTSB) includes 8 full-time positions within the Montana Department of Transportation. This number includes the Grants Accounting position which is supervised by the Planning Division Financial Officer. The Accountant must dedicate 100% of their time supporting the SHTSB's financial needs. One of these positions also includes a part-time Accounting Technician that provides financial support to the Grants Accountant and administrative support to the entire SHTSB staff.

The office is equipped with and supported by the same technologies and services that are provided to all sections in the Department. The measure of success of our planning and administration efforts is the successful completion of the projects within the accompanying Performance Plan identified as part of the Comprehensive Highway Safety Planning process.

The SHTSB was transferred from the MDT Director's Office December 2006 to the Department's Planning Division. This reorganization ensures traffic safety related programs managed by the Bureau are properly integrated into the state's current Comprehensive Highway Safety Plan (CHSP) while at the same time meeting NHTSA federal requirements. The development and management of the CHSP is the responsibility of the MDT's Planning Division which is beneficial to the operational aspects of the SHTSB. In fact, FFY 2010 is the third year the HSP and the Performance Plans are currently integrated into the CHSP. Additionally all SHTSB positions are integrated into the Planning Division's job series. This ensures SHTSB personnel have the opportunity to participate in a career ladder like the other employees currently assigned to MDT's Planning Division.

Section 5.0 Implementation Process

The third process component of the Performance Plan is depicted below. It provides a graphic overview of the processes used to implement our annual plan.

<u>INFLUENCES</u>	<u>PROCESS</u>	<u>PARTICIPANTS</u>
MDT programs - Budget & Prog. Planning - State & Federal programs -	1) SHTSB solicits projects from agencies as appropriate in specific problem areas during and prior to annual highway safety and by other means i.e. MDT Website	- Police, Sheriffs - Judicial agencies - Local/state programs
Federal rules - State rules - HSP needs/results -	2) SHTSB provides problem area information and project details, rules	- Local agencies - State agencies - Bureau staff
Needs & data - Leverage - Rules, HSP-	3) SHTSB receives project proposals from state and local agencies	- State/local staff - Commissioners - Councilmen
HSP Rules	4) SHTSB reviews/negotiates projects based on Problem Identification, budget and traffic safety goals and objectives.	- SHTSB staff
HSP development	5) SHTSB & Planning Administrator makes recommendations to the GR who determines which proposals MDT funds	- SHTSB staff - Planning Administrator - GR
State & federal law - State & federal rules -	6) SHTSB negotiates with agencies final project objectives and costs	- SHTSB staff - State/local staff
Administration - State & federal rules -	7) Department reviews and approves agreements developed by SHTSB based upon proposals	- Administrator - Legal Services
State & federal rules -	8) SHTSB sends agreements to local agencies for local reviews & approvals; receives two signed copies of agreements back	- SHTSB staff - Local/State agencies
Governor's Rep (GR)	9) GR is final signatory of agreements; one copy sent back to local/state agencies to implement based upon date of GR's signature.	- GR - Local/State Agencies - SHTSB staff
State & federal rules -	10) SHTSB monitors progress of agreements at least quarterly	- SHTSB staff
State & federal rules - HSP goals -	11) SHTSB monitors project completion and authorizes monthly and final reimbursements	- SHTSB staff - Other MDT staff
Federal rules - Federal reviews -	12) SHTSB evaluates projects, programs, costs, results, and changes over the year and sends report to federal funding agencies	- SHTSB staff - Federal staff

The processes necessary to implement the Performance and Highway Safety Plans involve both in-house delivery and contracting services. These are defined as state and local countermeasures used to mitigate or abate traffic safety problems. Implementation is influenced primarily by results and by budgets, statutes, rules, policies and other local, state and federal plans and programs. Contracting parties include state and local, public and university officials, their staffs, along with private firms.

Section 6.0 Annual Report

An annual report is submitted within ninety days following the end of the Federal Fiscal Year (FFY) that runs from October 1st to September 30th. The report discusses the status of progress toward meeting the goals stated in the Performance Plan. The Annual Report notes traffic safety programs undertaken, projects funded, and expenditures made. It reports measurable changes realized within the general and the specific problem areas and presents evaluations of all paid media efforts. Finally, it discusses any important administrative and legislative changes that affect the overall program.

One strategic planning meeting is held each year around May involving representation from numerous states, local and federal agencies.

Additional meetings may be convened to review federal or state initiatives, secure technical assistance to further the plan's impacts, track progress or to monitor processes and expenditures. The State may request a management and program review or audit, or program area assessment at any time during the year. NHTSA conducts a management review of our program about every three years.

FFY 2010
HIGHWAY SAFETY PLAN
MONTANA

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SECTION 1

Regional Approval

Regional Approval

Approval is sought for Law Enforcement, Department of Justice Forensics Lab, and EMS related equipment that is purchased under contract with either state or local government.

Problem Area & Equipment

Estimated Unit Cost

02 Alcohol/Other Drugs

- | | |
|--|-----------|
| ▪ 1 Software for law enforcement crash module | \$115,000 |
| ▪ 1 Law Enforcement Advanced DUI/DUI Reporting System (LEADRS) | \$325,000 |
| ▪ 1 Enzyme Linked Immunosorbent Assay (ELISA) | \$69,000 |
| ▪ 1 Solid Phase Extraction Instrument | \$12,255 |
| ▪ 3 Motorcycles for Great Falls Police Department | \$45,000 |
| ▪ 1 Electronic ticketing system for Columbia Police Department | \$15,000 |

All items are purchased under a state and local term contract issued by the Montana Department of Administration or by a local agreement. The allocation process used for determining law enforcement equipment assistance is:

Payments to subgrantees who provide both occupant protection and impaired driving support will be funded with both alcohol and occupant protection funds. Speed is considered a trigger violation for the detection of impaired driving and enforcement of Montana's secondary seatbelt law that can be funded by either alcohol or occupant protection grants. Based on FFY 2009 citations through the end of the third quarter, 82.94% were impaired driving/speed related and 17.06% were occupant protection. Reimbursements for law enforcement overtime activities during FFY 2010 are not expected to exceed 80% alcohol and 20% occupant protection.

Regional Approval

Signature

Date

SECTION 2

Highway Safety Plan Countermeasures

Evaluation Measures

Budget Categories

Program Area 01 - Planning & Administration (P&A)

Performance Measures

Performance Measure & HSP Countermeasures:

O-1 Assure the Highway Safety Plan (HSP) covers the costs of implementing the Governor’s HSP & appropriate segments of the Comprehensive Safety Plan funded by NHTSA and FHWA Section 163 grant monies.

Task	Highway Safety Plan (HSP) Evaluation Measure		Milestones	Funding Sources	Amount
1	O-1	Salaries & benefits for SHTSB staff Funds supplies in support of program management activities.	FFY 2010	402PA	\$245,000
2	O-1	43.12% of staff travel, training, and supplies.	FFY 2010	402PA	\$10,000
3	O-1	43.12% of traffic safety stakeholders training & travel, operating supplies, GHSA membership dues, travel reimbursement for to attend meetings and trainings in support of traffic safety related programs such as the annual CHSP session.	FFY 2010	402PA	\$5,000
99	O-1	Indirect Cost Rate - 17.48% of direct costs as adjusted annually and approved by FHWA	FFY 2010	402PA	\$45,449

TOTAL P&A

Program Area 02 – Alcohol & Other Drugs

Performance Measures

General Traffic Safety

- A-1 Average number of fatalities. Reduce the three-year average from 257 during 2008 to 220 by 2012.
Corresponds to the NHTSA core outcome measure C-1.
- A-2 Total annual number of serious (incapacitating) injuries. Reduce from 1,336 during 2008 to 1,200 by 2013.
Corresponds to the NHTSA core outcome measure C-2.
- A-3 Annual fatality rate (per 100 Million Vehicle Miles of Travel). Reduce from 2.45 during 2007 to 2.00 by 2013.
Corresponds to the NHTSA core outcome measure C-3.
 - A-3a Annual urban fatality rate (per 100 Million Vehicle Miles of Travel). Reduce from 0.52 during 2007 to 0.45 by 2013.
 - A-3b Annual rural fatality rate (per 100 Million Vehicle Miles of Travel). Reduce from 3.05 during 2007 to 2.40 by 2013.
- A-4 Average number of pedestrian fatalities. Reduce the five-year average of 13 during 2008 to 11 by 2013.
Corresponds to the NHTSA core outcome measure C-10.

Emphasis Area #1: Safety Belt Use

- B-1 Annual statewide outboard front seat occupant protection safety belt utilization for all roads. Increase from 79.2% during 2009 to 87% by 2013.
- B-2 Annual statewide driver safety belt utilization for all roads. Increase from 79.1% during 2009 to 87% by 2013.
Corresponds to the NHTSA core behavior measure B-1.

Alcohol & Impaired Driving

- C-1 Average number of fatalities in crashes involving an alcohol-impaired driver or motorcycle operator (BAC 0.08+). Reduce the three-year average from 105 during 2007 to 99 by 2013.
Corresponds to the NHTSA core outcome measure C-5.

- C-2 Average alcohol-impaired (driver BAC 0.08+) fatality rate (per 100 Million Vehicle Miles of Travel). Reduce the three-year average from 0.93 during 2007 to 0.88 by 2013.
- C-3 Average number of alcohol- and drug-related fatalities (driver BAC 0.01+). Reduce the three-year average from 125 during 2007 to 110 by 2013.
- C-4 Average number of alcohol- and drug-related fatalities (driver BAC 0.01+) as a percent of all traffic fatalities. Reduce the three-year average from 47.4% during 2007 to 42% by 2013.

Native American Crashes

- D-1 Average Native American traffic fatalities. Reduce the five-year average of 40 during 2008 to 30 by 2013.
- D-2 Average Native American traffic fatalities as a percent of all Montana traffic fatalities. Reduce the five-year average from 15.7% during 2008 to 13% by 2013.

Single Vehicle Run-Off-the-Road Crashes

- E-1 Total annual single vehicle run-off-the-road crashes. Reduce single vehicle run-off-the-road crashes from 6,740 during 2008 to 6,000 single vehicle run-off-the-road crashes by 2013.
- E-2 Average single vehicle run-off-the-road fatal crashes. Reduce the three-year average of single vehicle run-off-the-road fatal crashes from 137 during 2008 to 120 by 2013.

Traffic Records Management

- F-1 Implementation of specific strategies contained in Traffic Records Strategic Plan.

Young Driver Crashes

- G-3 Average number of drivers age 20 or younger involved in fatal crashes. Reduce the three-year average of drivers age 20 or younger involved in fatal crashes from 34 during 2008 to 28 by 2013.
Corresponds to the NHTSA core outcome measure C-9.

High Crash Corridors/High Crash Locations

- H-1 Average fatalities in high crash locations. Reduce the five-year average of fatalities from 17 during 2008 to 15 by 2013.
- H-3 Average crashes in high crash locations. Reduce the three-year average of crashes from 977 during 2008 to 925 by 2013.

Emergency Medical Services

- J-1 Implementation of CHSP EMS strategies.

Urban Area Crashes

- K-1 Average urban fatal crashes. Reduce urban fatal crashes from the five-year average of 25 in 2008 to 23 by 2013.

Motorcycle Crashes

- L-1 Average motorcycle fatal crashes. Reduce motorcycle fatal crashes from the five-year average of 29 during 2008 to 24 fatal crashes by 2013.
- L-2 Average number of motorcyclist fatalities. Reduce motorcyclist fatalities from the five-year average of 30 during 2008 to 25 by 2013.
Corresponds to the NHTSA core outcome measure C-7.
- L-3 Average number of unhelmeted motorcyclist fatalities. Reduce the five-year average of unhelmeted motorcyclist fatalities from 17 during 2008 to 14 by 2013.
Corresponds to the NHTSA core outcome measure C-8.

Planning & Administration

- O-1 Assure the Highway Safety Plan (HSP) covers the costs of implementing the Governor's HSP & appropriate segments of the Comprehensive Safety Plan funded by NHTSA and FHWA Section 163 grant monies.

Activity Measures

These measures will simply report Montana's progress in each of these activities. Setting goals are not required.

- P-1 Number of seat belt citations issued during grant-funded enforcement activities – 3,257 citations for FFY2008.
Corresponds to the NHTSA activity measure A-1.
- P-2 Number of impaired driving arrests made during grant-funded enforcement activities – 1,194 arrests for FFY2008.
Corresponds to the NHTSA activity measure A-2.
- P-3 Number of speeding citations issued during grant-funded enforcement activities – 10,891 citations for FFY2008.
Corresponds to the NHTSA activity measure A-3.

Task	Highway Safety Plan (HSP) Evaluation Measure		Milestones	Funding Sources	Amount
1	A-1, A-2, A-3, A-4, C-1, C-2, C-3, C-4, 1	Staff salaries and benefits for the State Highway Traffic Safety Bureau personnel assigned impaired driving program management duties.	FFY 2009	402AL 410AL	\$75,000 \$45,000
2	A-1, A-2, A-3, A-4, C-1, C-2, C-3, C-4, O-1	Travel, per diem, supplies, and training costs for staff assigned to impaired driving programs.	FFY 2010	402AL	\$5,000
3	A-1, A-2, A-3, A-4, C-1, C-2, C-3, C-4	Reimbursement for travel, per diem, and training costs incurred by tribal, state, and local officials and community coalition members for meetings and training that supports highway safety impaired driving programs and projects. Includes travel expenses for: <ul style="list-style-type: none"> • DUI Task Forces • Law enforcement i.e. SFST and Drug Recognition Expert (DRE) Training • SOAR Program coordinators and interns • DUI Courts 	FFY 2010	402AL	\$25,000
4	B-1, B-2, C-1, C-2, C-3, C-4, D-1, D-2, E-1, E-2, H-1, H-3 K-1, L-1, L-2, L-3, P-1, P-2, P-3	Continued funding for the Selective Traffic Enforcement Program (STEP) for dedicated overtime traffic patrols. Law enforcement patrols will occur during national and state-identified impaired driving/riding mobilizations, and on a sustained basis throughout the year. Law enforcement will, as much as possible, spend 50% of their time enforcing impaired driving and 50% of their time enforcing seatbelt usage during the same traffic stop. Law enforcement often uses speeding as a trigger violation. MHP is committed to conducting safety spot checks in enforcement high crash corridors located in strategic areas throughout the state.	FFY 2010	402AL 410AL 410HV 402OP 405	\$50,000 \$400,000 \$169,500 N/A N/A

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 02 Alcohol and other drugs	Milestones	Funding Sources	Amount
		<p>STEP participants are selected based on county- and reservation-level data for alcohol-related crashes and fatalities as well as non-seatbelt use in crashes.</p> <p>The SHTSB will continue funding the Montana Sheriffs and Peace Officers Association (MSPOA) to manage the STEP subcontracts with the sheriffs' offices in less populated counties.</p>			
5	B-1, B-2, C-1, C-2, C-3, C-4, D-1, D-2, E-1, E-2, G-3, H-1, H-3, L-1, L-2, L-3, P-1, P-2, P-3	<p>Roving patrols conducted by the Montana Highway Patrol will supplement local law enforcement resources on enforcement high crash corridors, at special events, and other problem areas indicated by crash data.</p> <p>Funds will continue to cover the salaries/benefits and travel for five trooper positions and a sergeant position. This is the third and possibly final year of this program.</p> <p>Patrols will focus on impaired driving and riding and drivers not wearing their safety belts. Speed is often used as a trigger violation to stop those drivers not wearing their safety belts and driving impaired.</p>	FFY 2009 - 2010	410HV	\$535,000
6	B-1, B-2, C-1, C-2, C-3, C-4, D-1, D-2, E-1, E-2, G-3, H-1, H-3	<p>Fund one full-time Traffic Safety Resource Officer (TSRO) for the Montana Highway Patrol to focus on a variety of traffic safety projects and goals, including impaired driving prevention and programs; prevention of racial profiling; increasing occupant protection usage; traffic records management; and issues related to young drivers.</p> <p>The trooper will be an information and training resource for law enforcement, the judicial system, and the public.</p> <p>The position serves as the primary point of contact for all MDT-SHTSB contracts with MHP. The TSRO works closely with MDT's</p>	FFY 2009 - 2011	410AL 410FR	\$25,000 \$95,000

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 02 Alcohol and other drugs	Milestones	Funding Sources	Amount
		contracted traffic safety resource prosecutor (TSRP). Year one of the TSRO contract began April 1, 2009. This is the second fiscal year of a three-year contract.			
7	C-1, C-2, C-3, C-4, D-1, D-2, K-1	Contract with Montana Highway Patrol to continue providing statewide Standard Field Sobriety Testing (SFST) refresher training to state, local and tribal law enforcement.	FFY 2010	410AL	\$34,000
8	C-1, C-2, C-3, C-4, K-1	Fund three MHP drug recognition experts (DREs) to attend DRE Instructor School to facilitate the recertification process for the state's DRE law enforcement officers.	FFY 2010	410AL	\$10,000
9	C-1, C-2, C-3, C-4, K-1	Statewide Drug Recognition Expert (DRE) training provide by MHP to state and local law enforcement	FFY 2010	410AL	\$10,000
10	C-1, C-2, C-3, C-4, D-1, D-2, K-1, P-1, P-2, P-3	Fund tribal, police and sheriffs departments to purchase DUI related equipment (e.g. preliminary breath testers (PBTs) and in-car-video systems) to help in the identification and apprehension of impaired drivers.	FFY 2010	410AL 410FR	\$190,000 \$158,000
11	C-1, C-2, C-3, C-4, D-1, D-2, F-1	ELISA Instrument Purchase of the Enzyme Linked Immunosorbent Assay (ELISA) equipment. This forensics equipment is used for detecting & quantifying drugs in blood samples. Law enforcement depends upon the laboratory for timely results in DUID cases.	FFY 2010	410FR	\$69,000
12	C-1, C-2, C-3, C-4, D-1, D-2	Fund a Solid Phase extraction Instrument requested by the DOJ Forensics Lab. This equipment automates analytical procedures that reduce the turn-around time for blood alcohol and drug analysis. This will help Forensics keep up with their workload and improve the rate of DUI convictions.	FFY 2010	410FR	\$12,255
13	B-1, B-2, C-1, C-2, C-3, C-4, D-1, D-2, E-1, E,2, G-3,	Ronan Highway Safety Officer SHTSB will fund a full-time police officer through the Ronan Police Department to focus on traffic enforcement on US 93, especially	FFY 2009 - 2011	402SE 410AL	N/A \$45,000

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 02 Alcohol and other drugs	Milestones	Funding Sources	Amount
	H-1, H-3, P-1, P-2, P-3	<p>speeding, impaired driving, distracted and aggressive driving, and seat belt use.</p> <p>The Ronan Police Department will supplement these efforts with radio and newspaper campaigns. The police department will also distribute traffic safety materials through their crime prevention program for all demographics and strategically place their speed trailer in areas known for traffic violations.</p>			
14	B-1, B-2, C-1, C-2, C-3, C-4, K-1, P-1, P-2, P-3	<p>SHTSB will purchase three motorcycles for the Great Falls Police Department to use for traffic enforcement activities focusing on impaired drivers, seat belt and child restraint violators, speeding. The motorcycles are more fuel efficient than the patrol cars and can easily maneuver in congested urban areas.</p>	FFY 2009 - 2011	410AL	\$45,000
15	B-1, B-2, C-1, C-2, C-3, C-4, D-1, D-2, F-1, G-3	<p>Contract a traffic safety resource prosecutor (TSRP) to train and work with county prosecutors, law enforcement and the court system to promote proper arrest, conviction, and sentencing of impaired drivers.</p> <p>The same person will also work to enhance traffic safety in other areas, e.g. train prosecutors and judges on the importance of convicting drivers who have received seatbelt, child restraint, and speeding citations.</p> <p>Trainer will encourage tribal prosecutors and judges to participate.</p> <p>The contract began July 1, 2009.</p>	FFY 2009 - 2011	402TC	\$200,000
16	B-1, B-2, C-1, C-2, C-3, C-4, D-1, D-2	<p>SHTSB will fund an eight-member team from each of the applicant courts to attend a NHTSA-sponsored training on how to effectively implement a DUI court.</p> <p>The training covers the 10 guiding principles of the DUI court model, how to work with DUI offenders, and include an on-site</p>	FFY 2009	402AL	\$24,000

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 02 Alcohol and other drugs	Milestones	Funding Sources	Amount
		<p>visit to an operational DUI Court.</p> <p>The courts involved are unknown at this time; the solicitation/application process is underway.</p> <p>Each court will receive \$8,000 to defray travel, lodging, and per diem expenses.</p>			
17	C-1, C-2, C-3, C-4, F-1	<p>MDT Traffic Safety Web-Based Services MDT's brokerage system is currently under development and will continue in FFY 2010. This system will allow each individual data system in MDT to communicate with one major broker. The broker, once developed, will allow each system to communicate flawlessly, despite differences in technology. Eventually this brokerage system will be expanded to other state agencies that have databases consisting of traffic safety related information of interest to various stakeholders including law enforcement, DPHHS, Court Administration, DOJ, etc.</p> <p>This will facilitate detailed analysis of data from many different aspects of traffic-safety including, but not limited to: arrests, prosecution, and adjudication of traffic-safety related offenses such as DUI; emergency medical services response times; and roadway safety characteristics for all road users. This data will be used to help drive traffic-safety related programs.</p>	FFY 2008 - 2009	408	N/A
18	B-1, B-2, C-1, C-2, C-3, C-4, D-1, D-2	<p>Fund a DUI Task Force Facilitator to increase the number of DUI task forces in the state, and provide technical assistance to existing as well as new DUI task forces.</p> <p>Facilitator acts as liaison between MDT-SHTSB and the DUI task forces.</p> <p>Promotes the use of proven/best practice strategies through newsletters, regional meetings, and consultation.</p>	FFY 2009 - 2011	402AL 410AL	\$24,000 \$22,000

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 02 Alcohol and other drugs	Milestones	Funding Sources	Amount
19	C-1, C-2, C-3, C-4, G-3, K-1	Vehicle Bike Pedestrian Enforcement Implementation of a bike/pedestrian program to reduce fatal and incapacitating injury crashes in an urban area. Purchase two Mountain Bikes for law enforcement and pay for regular and overtime enforcement hours if funding allows.	FFY 2009 - 2011	402PS	\$5,000
20	C-1, C-2, C-3, C-4, D-1, D-2, G-3	Supplemental funding for DUI task forces (\$3,300 per task force) per guidelines at www.mdt.mt.gov/safety/docs/dui_taskforce_funding.pdf	FFY 2010	402AL	\$400,000
21	B-1, B-2, C-1, C-2, C-3, C-4, K-1	Continue implementing the DUI court model for high BAC and repeat DUI offenders at two locations, Kalispell and Billings . Increased accountability, along with treatment, more frequent testing, monitoring, and other services, are expected to help offenders break the cycle of drinking and driving. The Billings Court will have a capacity for 50 offenders, and the Kalispell Court will have a capacity for 25 offenders.	FFY 2009 - 2011	410FR	\$305,000
22	B-1, B-2, C-1, C-2, C-3, C-4, D-1, D-2	1st year funding request to fully implement up to three (3) DUI court models for high BAC and repeat DUI offenders in s with minority and small populations. MDT paid for these DUI court teams to attend training in 2009.	FFY 2009 - 2011	410FR	\$150,000
23	B-1, B-2, C-1, C-2, C-3, C-4, D-1, D-2	Continue pilot project to increase availability of driver's education for Native American youth-	FFY 2010	402AL 402OP	\$3,500 N/A
24	C-1, C-2, C-3, C-4, D-1, D-2, G-3, J-1	Alcohol Screening, Brief Intervention & Referral to Treatment (SBIRT) – screening for alcohol problems that identify individuals at-risk for developing a problem with alcohol or who may already have a serious problem with alcohol. When used in conjunction with a brief intervention or referral to a treatment program, alcohol screening can be a powerful tool for improving the public health. The project will continue in the emergency department of the state's level II trauma centers, and seek to expand to college health centers and other venues. The project will include training on how	FFY 2009 - 2010	402AL	\$1,000

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 02 Alcohol and other drugs	Milestones	Funding Sources	Amount
		to conduct and implement SBIRT, development and distribution of information cards that SBIRT personnel can use as a guide for “talking points” during screenings and interventions, and development and distribution of a Montana-based “how to” guide for hospitals, clinics, physician offices to use in screening and performing behavioral interventions.			
25	C-1, C-2, C-3, C-4, D-1, D-2	SHTSB will fund the Addictive & Mental Disorders Division of the Montana Department of Public Health & Human Services (DPHHS/AMDD) to implement <i>Prime for Life</i> as the sole curriculum offered in state-approved mandatory DUI offender education courses across Montana. Funding includes project coordination and travel for licensed addiction counselors to receive training on the <i>Prime for Life</i> curriculum.	FFY 2010	410FR	\$25,000
26	C-1, C-2, C-3, C-4, D-1, D-2	Continue funding the semi-annual train-the-trainers certification training for A.C.T. chemical dependency counselors. Funding permitting, SHTSB will provide travel reimbursement to representatives of a non-state-approved program that are pursuing certification as a state-approved program.	FFY 2010	402AL	\$5,000
27	B-1, B-2, C-1, C-2, C-3, C-4, D-1, D-2	Media production The contracted media company will develop law enforcement related radio, television, newspaper paid and earned media messages that reach at least 85% of the population. Messages will focus on impaired driving prevention in coordination with national and state mobilizations and sustained enforcement overtime activities. This will include development of effective media messages regarding the problems associated with impaired driving that air during televised coverage of the state’s two main university athletic teams, namely Montana State University Bobcats and the University of Montana Grizzlies.	FFY 2010	410AL 410FR	\$250,000 \$10,000

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 02 Alcohol and other drugs	Milestones	Funding Sources	Amount
28	B-1, B-2, C-1, C-2, C-3, C-4, D-1, D-2	<p>Paid Media (PM)</p> <p>The contracted media company will place law enforcement related radio, television, newspaper messages that reach at least 85% of the population.</p> <p>Placed messages will focus on impaired driving prevention in coordination with national and state mobilizations and sustained enforcement overtime activities.</p> <p>This will include development of effective media messages regarding the problems associated with impaired driving that air during televised coverage of the state's two main university athletic teams, namely Montana State University Bobcats and the University of Montana Grizzlies.</p>	FFY 2010	410PM	\$150,000
29	B-1, B-2, C-1, C-2, C-3, C-4, D-1, D-2	The media company will be contracted to conduct surveys at DMV stations FFY July 2010 following the May Mobilization Occupant Protection Campaign and FFY September 2010 following the Labor Day Impaired Driving Campaign. Both surveys will also include questions on speeding. Questions for these surveys are recommended by NHTSA to learn about the publics' perception of enforcement and media during these campaigns. These results of these surveys will be submitted to NHTSA via the FFY 2010 Annual Report.	FFY 2010	402AL 402OP 402SE	\$6,000 N/A N/A
30	B-1, B-2, C-1, C-2, C-3, C-4, D-1, D-2	SHTSB will contract with a media company to continue traffic safety messaging on all seven reservations. The contracted media company will continue subcontracting with Native American " Safe on All Roads " (SOAR) coordinators on each reservation to manage the projects.	FFY 2010	402AL 410AL 410PM	\$35,000 \$170,000 \$18,000
31	B-1, B-2, C-1, C-2, C-3, C-4, D-1, D-2, G-3	MDT SHTSB will produce reference and public information & education (PI&E) materials pertaining to impaired driving for use by safety professionals, DUI Task Forces, prosecutors, judges,	FFY 2010	402AL	\$7,500

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 02 Alcohol and other drugs	Milestones	Funding Sources	Amount
		trainers of the responsible alcohol sales & service curriculum, ACT Licensed Addiction/Chemical Dependency Counselors, educators, the SOAR Program, and others.			
32	B-1, B-2, C-1, C-2, C-3, C-4, D-1, D-2, E-1, E-2, G-3, L-1, L-2, L-3	<p>Safety caravan program Four or more interns go to various events around the state teaching the public about the importance of buckling up and not driving impaired. Includes demonstration of rollover simulator and displaying of crashed vehicle that had actually been involved in a rollover crash. The vehicle was driven by an impaired driving and killed an occupant that was not wearing a seatbelt.</p> <p>The Montana-made documentary, "Room-To-Live" DVD will be shown in conjunction with the crashed vehicle. This DVD is a documentary of two friends who were drinking and driving and became involved in a rollover that killed the unbuckled passenger.</p>	FFY 2009 – FFY 2011	402AL 402OP 163FHW A	\$40,000 N/A N/A
33	B-1, B-2, C-1, C-2, C-3, C-4, D-1, D-2, G-3	<p>SHTSB will partially fund Mariah's Challenge Leadership Conference, a three-day statewide leadership conference that will host nationally renowned keynote speakers, a youth and adult track, and is open to students in grades 7-10 and any interested adults.</p> <p>The conference is a proactive way to decrease teen drinking in Montana. The key focus of Mariah's Challenge is reducing underage drinking, preventing drinking and driving, promoting seatbelt use.</p> <p>MDT will provide a limited number of scholarships to qualified low-income students who would not be able to attend because of the conference registration and travel costs.</p> <p>SHTSB will also provide \$10,000 to Mariah's Challenge Foundation for their scholarship fund – scholarships are provided to high</p>	FFY 2009	402AL	\$10,000

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 02 Alcohol and other drugs	Milestones	Funding Sources	Amount
		school graduates who have taken and kept Mariah's Challenge, and applied for the scholarship.			
34	B-1, B-2, E-1, E-2, G-3	<p>Alive @ 25 Program SHTSB will contract with MHP to fund overtime for their officers to deliver 4-hour programs created by the National Safety Council.</p> <p>The program targets young drivers and teaches them about the hazards facing young drivers, encourages them to take responsibility for their driving behavior and to recognize when others in their age group are making poor judgments or taking unnecessary risks in a vehicle.</p>	FFY 2010	402AL	\$20,000
35	C-1, C-2, C-3, C-4, G-3	<p>Last Call Video Fund the Department of Revenue, Liquor Control Division to script, shoot and produce a video entitled Last Call for alcohol servers and sellers of alcohol. Video would be shown during responsible alcohol sales & service classes statewide.</p>	FFY 2010	410FR	\$25,000
36	C-1, C-2, C-3, C-4, D-1, D-2	<p>SCRAM equipment SCRAM® (Secure Continuous Remote Alcohol Monitor) is another tool for DUI and Drug courts to use with DUI offenders. The unit is applied to the offender's ankle and continuously monitors offenders for alcohol intake - as often as every half hour around the clock. This helps courts and agencies continuously monitor their alcohol offenders to ensure they're not drinking, and apply sanctions if they have. SCRAM provides an effective and reliable alternative (or addition) to random testing methods and/or incarceration. SCRAM units have a proven record of helping alcoholics become sober, hold jobs, and become productive members of the community. SCRAM units cost \$1,200 if purchased through the State term contract.</p>	FFY 2009-2011	410AL	\$48,000
37	C-1, C-2, C-3, C-4, F-1	<p>Law Enforcement Advanced DUI/DWI Reporting System (LEADRS) This is a web-based reporting system for law enforcement to use when processing a DUI. LEADRS allows an officer to enter a</p>	FFY 2009-2011	410AL 410FR	\$167,000 \$158,000

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 02 Alcohol and other drugs	Milestones	Funding Sources	Amount
		suspect's data only once and the program automatically enters that information onto all necessary reporting forms. It is expected to be a 2-3 year process to develop and implement the program because all jurisdictions have to agree on uniform reporting forms.			
38	C-1, C-2, C-3, C-4, D-1, D-2	Alcohol/SFST Assessment Assessment of Montana's overall DUI program by a team of national experts. This assessment will help support the work of the Senate Joint Resolution 39 that calls for a study of the state's DUI laws and impaired driving enforcement program.	FFY 2010-2011	410FR	\$25,000
39	C-1, C-2, C-3, C-4, F-1	Law enforcement electronics for Columbia Falls Police Department 1) Interior digital recorder system – better digital documentation of DUI field sobriety testing performed in the booking area is evidence that can be used by prosecutors to potentially increase convictions. 2) Electronic Ticketing System – would decrease the time spent filling out traffic citations, reduce errors on citations, and track problem areas/times that need increased enforcement. 3) Two more Mobile Data Terminals for police vehicles.	FFY 2010-2012	163FHW A	\$15,000
40	C-1, C-2, C-3, C-4, D-1, D-2, E-1, E-2, G-3, N-1	Long-term project to update mobile citation terminals for local law enforcement. This will allow local agencies to have in-car systems the same or similar to the hardware and software as the MHP.	FFY 2010 - 2012	408 410AL 1906	N/A \$1,000 \$1,000
41	C-1, C-2, C-3, C-4, D-1, D-2, E-1, E-2, F-1, G-3, N-1	MDT will fund a new FTE for the MHP to train local and tribal law enforcement on how to use of CTS America software formerly known as “SmartCop”.	FFY 2010 - 2011	408	N/A
42	C-1, C-2, C-3, C-4, F-1	Replace in-car video cameras for entire fleet of Montana Highway Patrol vehicles.	FFY 2010	408 410AL 1906	\$200,000 \$450,000 \$100,000
43	G-3, K-1	SHTSB will solicit a contractor to establish an educational program that addresses distracted driving to help avoid vehicle crashes.	FFY 2010	402OP	N/A

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 02 Alcohol and other drugs	Milestones	Funding Sources	Amount
44	G-3, K-1	Fund Missoula City-County Health Department to conduct an observational baseline distracted driving survey by applying the same techniques and principles that are used for observational seat belt surveys.	FFY 2010	402SA	\$5,000
99	C-1, C-2, C-3, C-4, O-1	Indirect Cost - 17.48% of direct costs for state fiscal year 2009 as adjusted annually on a State fiscal year basis and approved by FHWA	FFY 2009	402AL 402PS 402SA 402TC 410AL 410PM 410FR 410HV 408 1906 163FHW A	\$127,779 \$874 \$874 \$34,960 \$334,217 \$29,366 \$180,438 \$123,147 \$34,960 \$17,480 \$2,622

TOTAL ALCOHOL AND OTHER DRUGS

\$5,960,472

Program Area 03 – EMS/Trauma Systems

Performance Measures

General Traffic Safety

- A-1 Average number of fatalities. Reduce the three-year average from 257 during 2008 to 220 by 2012. *Corresponds to the NHTSA core outcome measure C-1.*
- A-2 Total annual number of serious (incapacitating) injuries. Reduce from 1,336 during 2008 to 1,200 by 2013. *Corresponds to the NHTSA core outcome measure C-2.*
- A-3 Annual fatality rate (per 100 Million Vehicle Miles of Travel). Reduce from 2.45 during 2007 to 2.00 by 2013. *Corresponds to the NHTSA core outcome measure C-3.*
 - (A-3a) Annual urban fatality rate (per 100 Million Vehicle Miles of Travel). Reduce from 0.52 during 2007 to 0.45 by 2013.
 - (A-3b) Annual rural fatality rate (per 100 Million Vehicle Miles of Travel). Reduce from 3.05 during 2007 to 2.40 by 2013.

Alcohol & Impaired Driving

- C-1 Average number of fatalities in crashes involving an alcohol-impaired driver or motorcycle operator (BAC 0.08+). Reduce the three-year average from 105 during 2007 to 99 by 2013. *Corresponds to the NHTSA core outcome measure C-5.*

Traffic Records Management

- F-1 Implementation of specific strategies contained in Traffic Records Strategic Plan.

Emergency Medical Services

- J-1 Implementation of CHSP EMS strategies.

Planning & Administration

- O-1 Assure the Highway Safety Plan (HSP) covers the costs of implementing the Governor's HSP & appropriate segments of the Comprehensive Safety Plan funded by NHTSA and FHWA Section 163 grant monies.

Task	Highway Safety Plan (HSP) Evaluation Measure		Milestones	Funding Sources	Amount
1	A-1, A-2, A-3, J-1, O-1	Staff salaries and benefits of State Highway Traffic Safety Bureau assigned EMS program management duties.	FFY 2010	402EM	\$500
2	A-1, A-2, A-3, J-1	Travel, per diem, and training costs for SHTSB personnel performing EMS related management and monitoring services. Fund supplies in support of program management activities.	FFY 2010	402EM	\$500
3	A-1, A-2, A-3, C-1, J-1	SHTSB will contract with DPHHS EMS to implement and track Alcohol Screening, Brief Intervention & Referral to Treatment (SBIRT) protocols in medical care facilities statewide. The program focuses on individuals at-risk for developing a problem with alcohol or who may already have a serious problem with alcohol.	FFY 2009 - 2010	402EM	\$1,000
4	F-1, J-1	The SHTSB will contract the DPHHS EMS to provide web-based data entry to the collector trauma register software. This will increase the amount and quality of data entry from smaller hospitals into the trauma register. This programming will replace paper based data collection with an abbreviated, web-based data entry screen; enable more accurate and timely reporting of all trauma cases, including cases caused by traffic crashes.	FFY 2008- 2009	408	\$4,000
99	J-1	Indirect Cost: 17.48% of direct costs for state fiscal year 2010. Adjusted annually on a state fiscal year basis and approved by FHWA.	FFY 2010	402EM 408	\$350 \$699

TOTAL EMERGENCY MEDICAL SERVICES

\$6,049

Program Area 04 – Motorcycle Crashes

Performance Measures

Alcohol & Impaired Driving

- C-1 Average number of fatalities in crashes involving an alcohol-impaired driver or motorcycle operator (BAC 0.08+). Reduce the three-year average from 105 during 2007 to 99 by 2013. *Corresponds to the NHTSA core outcome measure C-5.*
- C-2 Average alcohol-impaired (BAC 0.08+) fatality rate (per 100 Million Vehicle Miles of Travel). Reduce the three-year average from 0.93 during 2007 to 0.88 by 2013.
- C-3 Average number of alcohol- and drug-related fatalities (driver BAC 0.01+). Reduce the three-year average from 125 during 2007 to 110 by 2013.
- C-4 Average number of alcohol- and drug-related fatalities (driver BAC 0.01+) as a percent of all traffic fatalities. Reduce the three-year average from 47.4% during 2007 to 42% by 2013.

▪ **Motorcycle Crashes**

- L-1 Average motorcycle fatal crashes. Reduce motorcycle fatal crashes from the five-year average of 29 during 2008 to 24 fatal crashes by 2013.
- L-2 Average number of motorcyclist fatalities. Reduce motorcyclist fatalities from the five-year average of 30 during 2008 to 25 by 2013. *Corresponds to the NHTSA core outcome measure C-7.*
- L-3 Average number of unhelmeted motorcyclist fatalities. Reduce the five-year average of unhelmeted motorcyclist fatalities from 17 during 2008 to 14 by 2013. *Corresponds to the NHTSA core outcome measure C-8*

Task	Highway Safety Plan (HSP) Evaluation Measure		Milestones	Funding Sources	Amount
1	C-1, L-2, L-3	Staff salaries and benefits for the State Highway Traffic Safety Bureau personnel assigned impaired driving/riding program management duties.	FFY 2010	402MC	\$5,000
2	C-1, L-2,L-3	Travel, per diem, supplies, and training costs for staff assigned to impaired driving programs.	FFY 2010	402MC	\$2,500
3	C-1, C-2, C-3, C-4 L-1, L-2, L-3	SHTSB will coordinate with a contracted media company to develop and produce public information and education spots for the media that encourage helmet usage, participation in MMRS training sessions, and highlight the dangers of impaired riding, driver awareness of motorcycles on Montana's roadways and other motorcycle safety related messages.	FFY 2010	402MC	\$5,000
4	C-1, C-2, C-3, C-4 L-1, L-2, L-3	Continuation of a motor vehicle driver media campaign, possibly through MDT's motorcycle safety website, http://onesidedmatchups.com/ . This website will continue prominently displaying tips for motorists to be aware of motorcyclists. It also educates motorcyclists about a variety of other safety considerations, such as how to make themselves more visible to motorists, not driving impaired, and how to ride safely in an urban environment.	FFY 2010	2010	\$65,121
5	C-1, C-2, C-3, C-4	Continue finding a DUI Task Force Facilitator to increase the number of DUI task forces in the state, and provide technical assistance to existing as well as new DUI task forces. Facilitator acts as liaison between MDT-SHTSB and the DUI task forces.	FFY 2010	402AL	N/A
6	C-1, C-2, C-3 C-4, L-1, L-2, L-3	Continued funding of the Selective Traffic Enforcement Program (STEP) for dedicated overtime traffic patrols. Law enforcement patrols will occur during national and state-identified impaired driving/riding mobilizations, and on a sustained basis throughout the year.	FFY 2010	402AL 402OP 405OP 410FR 410HV	N/A

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 04 Motorcycle Crashes	Milestones	Funding Sources	Amount
		<p>Law enforcement will, as much as possible, spend 50% of their time enforcing impaired driving and 50% of their time enforcing seatbelt usage during the same traffic stop. Law enforcement often uses speeding as a trigger violation.</p> <p>MHP is committed to conducting safety spot checks in enforcement high crash corridors located in strategic areas throughout the state.</p> <p>STEP participants are selected based on county- and reservation-level data for alcohol-related crashes and fatalities as well as non-seatbelt use in crashes.</p> <p>The SHTSB will continue funding the Montana Sheriffs and Peace Officers Association (MSPOA) to manage the STEP subcontracts with the sheriffs' offices in less populated counties.</p>			
7	C-1, C-2, C-3, C-4 L-1, L-2, L-3	<p>Roving patrols conducted by the Montana Highway Patrol will continue supplementing local law enforcement resources on enforcement high crash corridors, at special events, and other problem areas indicated by crash data.</p> <p>Funds will continue to cover the salaries/benefits and travel for five trooper positions and a sergeant position. The intent is to fund the roving patrols for two more years.</p> <p>Patrols will focus on impaired driving, including motorcycle related impaired driving, and drivers not wearing their safety belts. Speed is often used as a trigger violation to stop those drivers not wearing their</p>	FFY 2010	410AL 410HV	N/A N/A

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 04 Motorcycle Crashes	Milestones	Funding Sources	Amount
		safety belts and driving impaired.			
8	C-1, C-2, C-3, C-4	<p>Continue funding one full-time Traffic Safety Resource Officer (TSRO) for the Montana Highway Patrol to focus on a variety of traffic safety projects and goals, including impaired driving prevention and programs, prevention of racial profiling, increasing occupant protection usage, traffic records management, and issues related to young drivers.</p> <p>This trooper is an information and training resource for law enforcement, the judicial system, and the public.</p> <p>The position serves as the point of contact for all MDT-SHTSB contracts with MHP. The TSRO will work closely with MDT's newly hired contracted traffic safety resource prosecutor (TSRP).</p>	FFY 2010	410FR	N/A
9	C-1, C-2, C-3, C-4 L-1, L-2, L-3	<p>SHTSB will continue funding a full-time police officer from the Ronan Police Department to focus on traffic enforcement on US 93, especially speeding, impaired driving, distracted and aggressive driving, and seat belt use.</p> <p>The Ronan Police Department will supplement these efforts with radio and newspaper campaigns. The police department will also distribute traffic safety materials through their crime prevention program for all demographics.</p>	FFY 2010	402SE 410AL	N/A N/A
10	C-1, C-2, C-3, C-4, K-1, L-1, L-2, L-3	MDT SHTSB has reference and public information & education (PI&E) materials produced that support motorcycle related traffic safety education.	FFY 2010	2010	\$20,000

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 04 Motorcycle Crashes	Milestones	Funding Sources	Amount
99		Indirect Cost - 17.48% for state fiscal year 2010. Adjusted annually on a State Fiscal Year basis and approved by FHWA.	FFY 2010	402MC 2010	\$2,185 \$14,879

TOTAL MOTORCYCLE CRASHES

\$114,685

Program Area 05 – Occupant Protection

Performance Measures

Emphasis Area #1: Safety Belt Use

- B-1 Annual statewide outboard, front seat occupant safety belt utilization for all roads. Increase from 79.2% during 2009 to 87% by 2013.
- B-2 Annual statewide driver safety belt utilization for all roads. Increase from 79.1% during 2009 to 87% by 2013. *Corresponds to the NHTSA core behavior measure B-1.*
- B-3 Average number of unrestrained occupant fatalities. Reduce the five-year average from 143 during 2008 to 135 by 2013. *Corresponds to the NHTSA core outcome measure C-4.*
- B-4 Average percent of unrestrained occupant fatalities. Reduce the five-year average from 71.1% during 2008 to 67.5% by 2013.

Emphasis Area #2: Alcohol & Drug Impaired Driving

- C-1 Average number of fatalities in crashes involving an alcohol-impaired driver or motorcycle operator (BAC 0.08+). Reduce the three-year average from 105 during 2007 to 99 by 2013. *Corresponds to the NHTSA core outcome measure C-5.*
- C-2 Average alcohol-impaired (driver BAC 0.08+) fatality rate (per 100 Million Vehicle Miles of Travel). Reduce the three-year average from 0.93 during 2007 to 0.88 by 2013.
- C-3 Average number of alcohol- and drug-related fatalities (driver BAC 0.01+). Reduce the three-year average from 125 during 2007 to 110 by 2013.
- C-4 Average number of alcohol- and drug-related fatalities (driver BAC 0.01+) as a percent of all traffic fatalities. Reduce the three-year average from 47.4% during 2007 to 42% by 2013.

Emphasis Area #3: Native American Crashes

- D-1 Average Native American traffic fatalities. Reduce the five-year average of 40 during 2008 to 30 by 2013.
- D-2 Average Native American traffic fatalities as a percent of all Montana traffic fatalities. Reduce the five-year average from 15.7% during 2008 to 13% by 2013.

Emphasis Area #4: Single Vehicle Run-Off-the-Road Crashes

- E-1 Total annual single vehicle run-off-the-road crashes. Reduce single vehicle run-off-the-road crashes from 6,740 during 2008 to 6,000 single vehicle run-off-the-road crashes by 2013.
- E-2 Average single vehicle run-off-the-road fatal crashes. Reduce the three-year average of single vehicle run-off-the-road fatal crashes from 137 during 2008 to 120 by 2013.

Emphasis Area #6: Young Drivers

- G-1 Average young driver crash rate (per 1,000 licenses). Reduce the three-year average of under 21 year old drivers involved in crashes from 118 per 1,000 licenses during 2008 to 115 by 2013.
- G-2 Average young driver crash rate (per 1,000 licenses). Reduce the three-year average of under 21 year old drivers involved in fatal crashes from 0.61 during 2008 to less than 0.57 by 2013.
- G-3 Average number of drivers age 20 or younger involved in fatal crashes. Reduce the three-year average of drivers age 20 or younger involved in fatal crashes from 34 during 2008 to 28 by 2013. *Corresponds to the NHTSA core outcome measure C-9.*

Emphasis Area #7: High Crash Corridors/High Crash Locations

- H-1 Average fatalities in high crash locations. Reduce the five-year average of fatalities from 17 during 2008 to 15 by 2013.
- H-2 Average incapacitating injuries in high crash locations. Reduce the five-year average of incapacitating injuries from 115 during 2008 to 100 by 2013.
- H-3 Average crashes in high crash locations. Reduce the three-year average of crashes from 977 during 2008 to 925 by 2013.

Emphasis Area #8: Truck Crashes

- I-1 Total annual crashes involving trucks. Reduce crashes involving trucks from 1,212 during 2008 to 1,150 crashes by 2013.
- I-2 Average fatal crashes involving trucks. Reduce five-year average of fatal crashes involving trucks from 24 during 2008 to 20 by 2013.

Emphasis Area #10: Urban Area Crashes

- K-1 Average urban fatal crashes. Reduce urban fatal crashes from the five-year average of 25 in 2008 to 23 by 2013.

Emphasis Area #13: Speed Control

- N-1 Average number of speeding-related fatalities. Reduce the three-year average from 94 during 2008 to 85 by 2013. *Corresponds to the NHTSA core outcome measure C-6.*
- N-2 Average percent of speeding-related fatal crashes. Reduce the five-year average from 37.9% during 2008 to 35% by 2013.

Task	Highway Safety Plan (HSP) Evaluation Measures	HSP Countermeasures: 05 Occupant Protection	Milestones	Funding Sources	Amount
1	B-1, B-2, B-3, B-4	Staff salaries and benefits for State Highway Traffic Safety Bureau personnel assigned occupant protection program management duties.	FFY 2010	402OP	\$82,000
2	B-1, B-2, B-3, B-4	Funds travel, per diem, and training costs for staff assigned to occupant protection programs including child safety seat instruction and supplies in support of program management activities.	FFY 2010	402OP	\$6,000
3	B-1, B-2, B-3, B-4	<p>Reimbursement for travel, per diem, and training costs incurred by tribal, state, and local officials and community coalition members for management, policy and procedure trainings that support highway safety occupant protection programs and projects.</p> <p>Includes travel expenses for:</p> <ul style="list-style-type: none"> • CPS Instructors/Technicians • Community coalition members • Safe On All Roads (SOAR) Program coordinators and interns in support of Native American traffic safety programs 	FFY 2010	402OP	\$2,500
4	B-1, B-2, B-3, B-4; C-1, C-2, C-3, C-4; D-1, D-2; E-1, E-2; G-1, G-2, G-3; H-1, H-2, H-3; I-1, I-2; K-1; N-1, N-2	<p>Selective Traffic Enforcement Program (STEP):</p> <p>Continued funding for the Selective Traffic Enforcement Program (STEP) for dedicated overtime traffic patrols. Law enforcement patrols will occur during national and state-identified impaired driving/riding mobilizations, and on a sustained basis throughout the year.</p> <p>Law enforcement will, as much as possible, spend 50% of their time enforcing impaired driving and 50% of their time enforcing seatbelt usage during the same traffic stop. Law enforcement often uses speeding as a trigger violation.</p> <p>MHP is committed to conducting safety spot checks in enforcement high crash corridors located in strategic areas throughout the state.</p> <p>STEP participants are selected based on county-and reservation-level</p>	FFY 2010	402AL 402OP 405OP 410FR 410HV	N/A \$175,00 0 \$135,00 0 N/A N/A

Task	Highway Safety Plan (HSP) Evaluation Measures	HSP Countermeasures: 05 Occupant Protection	Milestones	Funding Sources	Amount
		<p>data for alcohol-related crashes and fatalities as well as non-seatbelt use in crashes.</p> <p>The SHTSB will continue funding the Montana Sheriffs and Peace Officers Association (MSPOA) to manage the STEP subcontracts with the sheriffs' offices in less populated counties.</p>			
5	B-1, B-2, B-3, B-4; C-1, C-2, C-3, C-4; D-1, D-2; E-1, E-2; G-1, G-2, G-3; H-1, H-2, H-3; I-1, I-2; K-1; N-1, N-2	<p>Roving patrols conducted by the Montana Highway Patrol will continue supplementing local law enforcement resources on enforcement high crash corridors, at special events, and other problem areas based upon current crash data.</p> <p>Funds will continue to cover the salaries/benefits and travel for five trooper positions and a sergeant position. The intent is to fund the roving patrols for one or more year.</p> <p>Patrols will focus on impaired driving and drivers not wearing their safety belts. Speed is often used as a trigger violation to stop those drivers not wearing their safety belts and driving impaired.</p>	FFY 2010	410HV	N/A
6	B-1, B-2, B-3, B-4; C-1, C-2, C-3, C-4; D-1, D-2; E-1, E-2; G-1, G-2, G-3; H-1, H-2, H-3; I-1, I-2; K-1; N-1, N-2	<p>Media Production</p> <p>The contracted media company will develop law enforcement related radio, television, newspaper media messages that reach at least 85% of the population.</p> <p>Messages will focus on occupant protection in coordination with national and state mobilizations and sustained enforcement overtime activities.</p> <p>This will include development of effective media messages regarding the problems associated the benefits of seat belt use that air during televised coverage of the state's two main university athletic teams: Montana State University Bobcats and the University of Montana Grizzlies.</p>	FFY 2010	402OP	\$150,000
7	B-1, B-2, B-3,	Paid Media (PM)	FFY 2009	405PM	\$55,000

Task	Highway Safety Plan (HSP) Evaluation Measures	HSP Countermeasures: 05 Occupant Protection	Milestones	Funding Sources	Amount
	B-4; C-1, C-2, C-3, C-4; D-1, D-2; E-1, E-2; G-1, G-2, G-3; H-1, H-2, H-3; I-1, I-2; K-1; N-1, N-2	<p>The contracted media company will place law enforcement related radio, television, newspaper messages that reach at least 85% of the population.</p> <p>Placed messages will focus on occupant protection and impaired driving prevention in coordination with national and state mobilizations and sustained enforcement overtime activities.</p> <p>This will include development of effective media messages regarding the problems associated with non-seatbelt usage and impaired driving that air during televised coverage of the state’s two main university athletic teams, namely Montana State University Bobcats and the University of Montana Grizzlies.</p>			
8	B-1, B-2, B-3, B-4; D-1, D-2; E-1, E-2; G-1, G-2, G-3; H-1, H-2, H-3; I-1, I-2; K-1	MDT will contract with a media company to continue traffic safety messaging on Montana’s seven Indian reservations. The contracted media company will continue subcontracting with Native American “Safe on All Roads” coordinators on each reservation to manage impaired driving and occupant protection media projects.	FFY 2010	402OP	\$175,000
9	B-1, B-2, C-1, C-2, C-3, C-4, D-1, D-2	The media company will be contracted to conduct surveys at DMV stations FFY July 2010 following the May Mobilization Occupant Protection Campaign and FFY September 2010 following the Labor Day Impaired Driving Campaign. Both surveys will also include questions on speeding. Questions for these surveys are recommended by NHTSA to learn about the publics' perception of enforcement and media during these campaigns. These results of these surveys will be submitted to NHTSA via the FFY 2010 Annual Report.	FFY 2010	402OP 402AL 402SE	\$6,000 N/A N/A

Task	Highway Safety Plan (HSP) Evaluation Measures	HSP Countermeasures: 05 Occupant Protection	Milestones	Funding Sources	Amount
10	B-1, B-2, B-3, B-4; G-1, G-2, G-3; K-1	<p>MDT will contract an organization to provide programmatic and fiscal management of community coalitions that work to increase seatbelt use and proper usage of child restraint systems.</p> <p>Programs will be data-driven and target high-risk population groups as well as locations/corridors with a high incidence of unbelted fatal and injury crashes and population groups.</p> <p>In addition to public information and education (PI&E) campaigns, coalitions will provide support to local law enforcement during national and state-sponsored mobilizations, and will participate in national Child Passenger Safety Week and Seatbelt Saturday.</p> <p>Coalitions will encourage participation by Native Americans and support and collaborate with the SOAR program on the reservations to increase seatbelt use and reduce impaired driving.</p>	FFY 2009 - 2011	402OP	\$300,000
11	B-1, B-2, B-3, B-4; D-1, D-2; E-1, E-2; G-1, G-2, G-3; I-1, I-2; K-1	<p>SHTSB will produce reference and public information & education (PI&E) materials pertaining to occupant protection safety for use by Child Passenger Safety (CPS) technicians and instructors, DUI Task Forces, prosecutors, community coalition members, the SOAR Program, and other stakeholders.</p> <p>PI&E materials include information that targets young drivers, child passenger safety, and other occupant protection related subjects. Includes development of PI&E materials that focuses on pickup truck drivers and the problems associated with the lack of seatbelt usage during rollovers.</p>	FFY 2010	402OP	\$10,000
12	B-1, B-2, B-3, B-4; C-1, C-2, C-3, C-4; D-1, D-2; G-1, G-2, G-3	Continue to fund a pilot project conducted by MSU-Northern to increase the availability of driver education teachers for under-served teen populations. This program targets Native Americans living in and around the reservations identified by the MT Office of Public Instruction as having the greatest need.	FFY 2010	402AL 402OP	N/A \$3,500

Task	Highway Safety Plan (HSP) Evaluation Measures	HSP Countermeasures: 05 Occupant Protection	Milestones	Funding Sources	Amount
13	B-1, B-2, B-3, B-4; C-1, C-2, C-3, C-4; G-1, G-2, G-3	SHTSB will solicit a contractor to establish an educational program that addresses distracted driving to help avoid vehicle crashes.	FFY 2010	402OP	\$15,000
14	B-1, B-2, B-3, B-4; C-1, C-2, C-3, C-4; E-1, E-2; K-1; N-1, N-2; I-1, I-2;	<p>Safety caravan program</p> <p>Four or more interns go to various events around the state teaching the public about the importance of buckling up and not driving impaired. Includes demonstration of rollover simulator and displaying of crashed vehicle that had actually been involved in rollover crash . The vehicle was driven by an impaired driving and killed an occupant that was not wearing a seatbelt.</p> <p>The Montana-made documentary, "Room-To-Live" DVD will be shown in conjunction with the crashed vehicle. This DVD is a documentary of two friends who were drinking and driving and became involved in a rollover that killed the unbuckled passenger.</p>	FFY 2009 – FFY 2011	402OP 163FHWA	\$80,000 \$120,000
15	B-1, B-2, B-3, B-4; C-1, C-2, C-3, C-4; D-1, D-2; E-1, E-2; H-1, H-2, H-3; G-1, G-2, G-3; H-1, H-2, H-3; I-1, I-2; K-1; N-1, N-2	<p>SHTSB will fund a full-time highway safety officer through the Ronan Police Department to focus on traffic enforcement on US 93, especially speeding, impaired driving, distracted and aggressive driving, and seat belt use.</p> <p>The Ronan Police Department will supplement these efforts with radio and newspaper campaigns. The police department will also distribute traffic safety materials through their crime prevention program for all demographics and strategically place their speed trailer in areas known for traffic violations.</p>	FFY 2009 - 2011	402SE 410AL	N/A
16	B-1, B-2, B-3, B-4; C-1, C-2, C-3, C-4; D-1, D-2; E-1, E-2; G-1, G-2, G-3; H-1, H-2, H-3;	SHTSB will purchase three motorcycles for the Great Falls Police Department to use for traffic enforcement activities focusing on impaired drivers, seat belt and child restraint violators, speeding, aggressive driving and distracted drivers. The motorcycles are more fuel efficient than the patrol cars and can easily maneuver in congested urban areas.	FFY 2010 - 2011	410AL	N/A

Task	Highway Safety Plan (HSP) Evaluation Measures	HSP Countermeasures: 05 Occupant Protection	Milestones	Funding Sources	Amount
	I-1, I-2; K-1; N-1, N-2				
17	B-1, B-2, C-1, C-2, C-3, C-4, D-1, D-2, F-1, G-3	<p>Contract a traffic safety resource prosecutor (TSRP) to train and work with county prosecutors, law enforcement and the court system to promote proper arrest, conviction, and sentencing of impaired drivers.</p> <p>The same person will also work to enhance traffic safety in other areas, e.g. train prosecutors and judges on the importance of convicting drivers who have received seatbelt, child restraint, and speeding citations.</p> <p>Trainer will encourage tribal prosecutors and judges to participate.</p> <p>This is the first year of a 3 year agreement at this amount.</p>	FFY 2009 - 2011	402TC	N/A
18	B-1, B-2, B-3, B-4; C-1, C-2, C-3, C-4; D-1, D-2; E-1, E-2; 1, G-2, G-3; H-1, H-2, H-3; I-1, I-2; K-1, N-1, N-2	<p>Fund one full-time Traffic Safety Resource Officer (TSRO) for the Montana Highway Patrol to focus on a variety of traffic safety projects and goals, including impaired driving prevention and programs; prevention of racial profiling; increasing occupant protection usage; traffic records management; and issues related to young drivers.</p> <p>The trooper will be an information and training resource for law enforcement, the judicial system, and the public.</p> <p>The position would serve as the point of contact for all MDT-SHTSB contracts with MHP. The TSRO will work closely with MDT's contracted traffic safety resource prosecutor (TSRP).</p> <p>This is the second of a 3 year contract.</p>	FFY 2009 - 2011	410FR	N/A

Task	Highway Safety Plan (HSP) Evaluation Measures	HSP Countermeasures: 05 Occupant Protection	Milestones	Funding Sources	Amount
19	B-1, B-2, B-3, B-4; C-1, C-2, C-3, C-4; E-1, E-2; G-1, G-2, G-3	<i>Alive @ 25 Program</i> SHTSB will continue contracting with the MHP to deliver these 4-hour programs created by the National Safety Council. The program targets young drivers and teaches them about the hazards facing young drivers, encourages them to take responsibility for their driving behavior and to recognize when others in their age group are making poor judgments or taking unnecessary risks in a vehicle.	FFY 2010	402AL	N/A
20	B-1, B-2, B-3, B-4; G-1, G-2, G-3	SHTSB will contract with the Help Committee and Boys & Girls Club of the Hi-Line Tween Traffic Safety Project to implement and evaluate an education program targeting increased safety belt use and back seat use among tweens (8-13 year olds). This program includes pre and post observational surveys to measure success.	FFY 2010	402OP	\$15,000
21	B-1, B-2, B-3, B-4; C-1, C-2; E-1, E-2; G-1, G-2, G-3;	SHTSB will contract with the Traffic Safety Youth Coalition to organize a youth coalition of older children in Madison County that will educate their peers and also younger children about traffic safety topics: seat belt use, distracted driving, speed, single vehicle run-off-the-road crashes. Includes "Safety Bug" educational campaign for k-3 grade and grades 4-6.	FFY 2010	402OP	\$6,400
22	C-1, C-2, C-3, C-4, D-1, D-2, E-1, E-2, G-3, N-1	Long-term project to update mobile citation terminals for local law enforcement. This will allow local agencies to have in-car systems the same or similar to the hardware and software as the MHP.	FFY 2010 - 2012	408 410	N/A
23	B-1, B-2, B-3, B-4, C-1, C-2, C-3, C-4, D-1, D-2, K-1, L-2 L-3, N-1	SHTSB will contract with tribal law enforcement, local police and sheriffs departments to purchase speed radars . Speed is a trigger violation for stopping unbuckled drivers.	FFY 2010	402SE	\$175,000
24	B-1, B-2, B-3, B-4	Stipends for participants who travel more than 50 miles each way to attend child passenger safety (CPS) trainings , including: <ul style="list-style-type: none"> o those who attend the 4-day CPS technician certification classes o those who attend the annual tech/instructor update for 	FFY 2010	402CR	\$35,000

Task	Highway Safety Plan (HSP) Evaluation Measures	HSP Countermeasures: 05 Occupant Protection	Milestones	Funding Sources	Amount
		<ul style="list-style-type: none"> ○ recertification CEU's ○ instructors who teach and/or mentor instructor candidates at 4-day CPS training events ○ instructors who conduct 1-day CPS recertification courses ○ Funding for child restraints to serve those who are unable to afford them 			
25	B-1, B-2, B-3, B-4; E-1, E-2	SHTSB will solicit a contractor to conduct Statewide CPS Awareness Presentations. The contractor will address traffic safety advocates with CPS and Occupant Protection messages . A variety of venues will be used around the state such as conventions, association meetings, etc.	FFY 2010	402CR	\$12,000
26	B-1, B-2, B-3, B-4	SHTSB will contract with a Child Passenger Safety Training Instructor (CPS) to instruct at two 4-day CPS trainings within Montana - maximum of 100 hours.	FFY 2010	402CR	\$2,500
27	B-1, B-2, B-3, B-4; I-1, I-2	SHTSB will collaborate with the Montana Motor Carriers Association (MMCA) to fund a statewide seat belt campaign targeting the drivers of large trucks. MMCA will develop a detailed program with three key objectives: a comprehensive truck driver seat belt safety message and delivery; post these messages on the internet for 24/7 access; and disseminate the information to various agencies, companies and locales involved in the trucking industry.	FFY 2010	402OP	\$20,000
99	B-1, B-2, B-3, B-4; C-1, C-2, C-3, C-4; D-1, D-2; E-1, E-2; G-1, G-2, G-3; H-1, H-2, H-3; I-1, I-2; K-1; N-1, N-2	Indirect Cost - 17.48% for state fiscal year 2010. Adjusted annually on a state fiscal year basis and approved by FHWA.	FFY 2009	402OP 402SE 402CR 405OP 405PM 163FHWA	\$182,911 1 \$30,590 \$8,653 \$23,600 \$9,614 \$20,976

TOTAL OCCUPANT PROTECTION

\$1,858,990

Program Area 06 – Speed Control

Performance Measures

Safety Belt Use

- B-1 Annual statewide outboard, front seat occupant safety belt utilization for all roads. Increase from 79.2% during 2009 to 87% by 2013.
- B-2 Annual statewide driver safety belt utilization for all roads. Increase from 79.1% during 2009 to 87% by 2013. *Corresponds to the NHTSA core behavior measure B-1.*
- B-3 Average number of unrestrained occupant fatalities. Reduce the five-year average from 143 during 2008 to 135 by 2013. *Corresponds to the NHTSA core outcome measure C-4.*
- B-4 Average percent of unrestrained occupant fatalities. Reduce the five-year average from 71.1% during 2008 to 67.5% by 2013.

Alcohol & Impaired Driving

- C-1 Average number of fatalities in crashes involving an alcohol-impaired driver or motorcycle operator (BAC 0.08+). Reduce the three-year average from 105 during 2007 to 99 by 2013. *Corresponds to the NHTSA core outcome measure C-5.*
- C-2 Average alcohol-impaired fatality (driver BAC 0.08+) rate (per 100 Million Vehicle Miles of Travel). Reduce the three-year average from 0.93 during 2007 to 0.88 by 2013.
- C-3 Average number of alcohol- and drug-related fatalities (driver BAC 0.01+). Reduce the three-year average from 125 during 2007 to 110 by 2013.
- C-4 Average number of alcohol- and drug-related fatalities (driver BAC 0.01+) as a percent of all traffic fatalities. Reduce the three-year average from 47.4% during 2007 to 42% by 2013.

Urban Area Crashes

- K-1 Average urban fatal crashes. Reduce urban fatal crashes from the five-year average of 25 in 2008 to 23 by 2013.

Motorcycle Crashes

- L-1 Average motorcycle fatal crashes. Reduce motorcycle fatal crashes from the five-year average of 29 during 2008 to 24 fatal crashes by 2013.

- L-2 Average number of motorcyclist fatalities. Reduce motorcyclist fatalities from the five-year average of 30 during 2008 to 25 by 2013. *Corresponds to the NHTSA core outcome measure C-7.*
- L-3 Average number of unhelmeted motorcyclist fatalities. Reduce the five-year average of unhelmeted motorcyclist fatalities from 17 during 2008 to 14 by 2013. *Corresponds to the NHTSA core outcome measure C-8.*

Speed Control

- N-1 Average number of speeding-related fatalities. Reduce the three-year average from 94 during 2008 to 85 by 2013. *Corresponds to the NHTSA core outcome measure C-6.*
- N-2 Average percent of speeding-related fatal crashes. Reduce the five-year average from 37.9% during 2008 to 35% by 2013.

Task	Highway Safety Plan (HSP) Evaluation Measure		Milestones	Funding Sources	Amount
1	B-1, B-2, B-3, B-4, C-1, C-2, C-3, C-4, K-1, L-1, L-2, L-3, N-1, N-1	<p>Continued funding for the Selective Traffic Enforcement Program (STEP) for dedicated overtime traffic patrols. Law enforcement patrols will occur during national and state-identified impaired driving/riding mobilizations, and on a sustained basis throughout the year.</p> <p>Law enforcement will, as much as possible, spend 50% of their time enforcing impaired driving and 50% of their time enforcing seatbelt usage during the same traffic stop. Law enforcement often uses speeding as a trigger violation.</p> <p>MHP is committed to conducting safety spot checks in enforcement high crash corridors located in strategic areas throughout the state.</p> <p>STEP participants are selected based on county- and reservation-level data for alcohol-related crashes and fatalities as well as non-seatbelt use in crashes.</p> <p>The SHTSB will continue funding the Montana Sheriffs and Peace Officers Association (MSPOA) to manage the STEP subcontracts with the sheriffs' offices in less populated counties.</p>	FFY 2010	402AL 402OP 405OP 410FR 410HV	N/A
2	B-1, B-2, B-3, B-4, C-1, C-2, C-3, C-4, K-1, L-1, L-2, L-3, N-1, N-1	<p>Roving patrols conducted by the Montana Highway Patrol will supplement local law enforcement resources on enforcement high crash corridors, at special events, and other problem areas based upon current crash data.</p> <p>Funds will continue to cover the salaries/benefits and travel for five trooper positions and a sergeant position. The intent is to fund the roving patrols for one more year.</p> <p>Patrols will focus on impaired driving and riding and</p>	FFY 2010	410FR 410HV	N/A

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 06 Speed Control	Milestones	Funding Sources	Amount
		drivers not wearing their safety belts. Speed is often used as a trigger violation to stop those drivers not wearing their safety belts and driving impaired.			
3	B-1, B-2, B-3, B-4, C-1, C-2, C-3, C-4, K-1, L-1, L-2, L-3, N-1, N-1	<p>SHTSB will continue finding a full-time police officer from the Ronan Police Department to focus on traffic enforcement on US 93, especially speeding, impaired driving, distracted and aggressive driving, and seat belt use.</p> <p>The Ronan Police Department will supplement these efforts with radio and newspaper campaigns. The police department will also distribute traffic safety materials through their crime prevention program for all demographics and strategically place their speed trailer in areas known for traffic violations.</p>	FFY 2009 - 2011	402SE 410AL	\$7,500 N/A
4	B-1, B-2, B-3, B-4, C-1, C-2, C-3, C-4, K-1, L-1, L-2, L-3, N-1, N-1	<p>Continue with the newly contracted traffic safety resource prosecutor (TSRP) to train and work with county prosecutors, law enforcement and the court system to promote proper arrest, conviction, and sentencing of impaired drivers.</p> <p>The same person will also work to enhance traffic safety in other areas, e.g. train prosecutors and judges on the importance of convicting drivers who have received seatbelt, child restraint, and speeding citations.</p> <p>The TRSP will encourage tribal prosecutors and judges to participate.</p>	FFY 2009 - 2011	402AL	N/A
5	N-1, N-2	SHTSB will continue funding a pilot project conducted by the Montana State University - Northern to increase availability of driver education instructors for under-served teen populations on the Native American	FFY 2010	402AL 402OP	N/A

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 06 Speed Control	Milestones	Funding Sources	Amount
		reservations identified by the MT Office of Public Instruction having the greatest need. Driver education includes the dangers of speeding, not wearing seatbelts and driving impaired.			
6	B-1, B-2, B-3, B-4, C-1, C-2, C-3, C-4, K-1, L-1, L-2, L-3, N-1, N-1	Continue funding one full-time Traffic Safety Resource Officer (TRSO) from the MHP to focus on a variety of traffic safety projects including impaired driving prevention, prevention of racial profiling, importance of speed control, traffic records, and young drivers. The position serves as a point of contact for all MHP-SHTSB contacts with MDT.	FFY 2009 - FFR 2011	410AL	N/A
7	B-1, B-2, B-3, B-4, C-1, C-2, C-3, C-4, K-1, L-1, L-2, L-3, N-1, N-1	Fund tribal, police and sheriffs departments, and MHP to purchase DUI related equipment such as preliminary breath testers (PBT's), speed radars, in car video systems to identify and apprehend impaired drivers.	FFY 2010	410AL	N/A
8	B-1, B-2, B-3, B-4, C-1, C-2, C-3, C-4, K-1, L-1, L-2, L-3, N-1, N-1	MDT SHTSB will continue with the production of reference and public information & education (PI&E) materials pertaining to the safety gained by reducing speed and aggressive driving for use by law enforcement, Child Passenger Safety (CPS) technicians and instructors, DUI Task Forces, prosecutors, community coalition members, the SOAR Program, and other stakeholders.	FFY 2010	402SE	\$5,000
9	B-1, B-2, B-3, B-4, C-1, C-2, C-3, C-4, D-1, D-2, G-1, G-2, K-1	Fund MHP to replace all in-car videos systems to increase the detection and adjudication of DUI/DUID's.	FFY 2010	410	N/A
10	C-1, C-2, C-3, C-4, D-1, D-2, E-1, E-2, G-3, N-1	Long-term project to update mobile citation terminals for local law enforcement. This will allow local agencies to have in-car systems the same or similar to the hardware and software as the MHP. Local law enforcement agencies that decide to purchase a version of the CTS America system will have the necessary hardware in place to support it.	FFY 2010 - 2012	410	N/A

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 06 Speed Control	Milestones	Funding Sources	Amount
11	B-1, B-2, C-1, C-2, C-3, C-4, D-1, D-2	The media company will be contracted to conduct surveys at DMV stations FFY July 2010 following the May Mobilization Occupant Protection Campaign and FFY September 2010 following the Labor Day Impaired Driving Campaign. Both surveys will also include questions on speeding. Questions for these surveys are recommended by NHTSA to learn about the publics' perception of enforcement and media during these campaigns. These results of these surveys will be submitted to NHTSA via the FFY 2010 Annual Report.	FFY 2010	402AL 402OP 402SE	N/A N/A \$6,000
99	B-1, B-2, B-3, B-4, C-1, C-2, C-3, C-4, K-1, L-1, L-2, L-3, N-1, N-1	Indirect Cost - 17.48% of direct costs for state fiscal year 2010 and adjusted annually on a State fiscal year basis and approved by FHWA.	FFY 2009	402SE	\$3,234

TOTAL SPEED CONTROL

\$21,734

Program Area 07 –Police Traffic Services

Performance Measures

General Traffic Safety

- A-1 Average number of fatalities. Reduce the three-year average from 257 during 2008 to 220 by 2012. *Corresponds to the NHTSA core outcome measure C-1.*
- A-2 Total annual number of serious (incapacitating) injuries. Reduce from 1,336 during 2008 to 1,200 by 2013. *Corresponds to the NHTSA core outcome measure C-2.*
- A-3 Annual fatality rate (per 100 Million Vehicle Miles of Travel). Reduce from 2.45 during 2007 to 2.00 by 2013. *Corresponds to the NHTSA core outcome measure C-3.*
 - (A-3a) Annual urban fatality rate (per 100 Million Vehicle Miles of Travel). Reduce from 0.52 during 2007 to 0.45 by 2013.
 - (A-3b) Annual rural fatality rate (per 100 Million Vehicle Miles of Travel). Reduce from 3.05 during 2007 to 2.40 by 2013.
- A-4 Average number of pedestrian fatalities. Reduce the five-year average of 13 pedestrian fatalities during 2008 to 11 by 2013. *Corresponds to the NHTSA core outcome measure C-10.*

Safety Belt Use

- B-1 Annual statewide outboard, front seat occupant safety belt utilization for all roads. Increase from 79.2% during 2009 to 87% by 2013.
- B-2 Annual statewide driver safety belt utilization for all roads. Increase from 79.1% during 2009 to 87% by 2013. *Corresponds to the NHTSA core behavior measure B-1.*
- B-3 Average number of unrestrained occupant fatalities. Reduce the five-year average from 143 during 2008 to 135 by 2013. *Corresponds to the NHTSA core outcome measure C-4.*
- B-4 Average percent of unrestrained occupant fatalities. Reduce the five-year average from 71.1% during 2008 to 67.5% by 2013.

Alcohol & Impaired Driving

- C-1 Average number of fatalities in crashes involving an alcohol-impaired driver or motorcycle operator (BAC 0.08+). Reduce the three-year average from 105 during 2007 to 99 by 2013. *Corresponds to the NHTSA core outcome measure C-5.*
- C-2 Average alcohol-impaired (driver BAC 0.08+) fatality rate (per 100 Million Vehicle Miles of Travel). Reduce the three-year average from 0.93 during 2007 to 0.88 by 2013.
- C-3 Average number of alcohol- and drug-related fatalities (driver BAC 0.01+). Reduce the three-year average from 125 during 2007 to 110 by 2013.
- C-4 Average number of alcohol- and drug-related fatalities (driver BAC 0.01+) as a percent of all traffic fatalities. Reduce the three-year average from 47.4% during 2007 to 42% by 2013.

Native American Crashes

- D-1 Average Native American traffic fatalities. Reduce the five-year average of 40 during 2008 to 30 by 2013.
- D-2 Average Native American traffic fatalities as a percent of all Montana traffic fatalities. Reduce the five-year average from 15.7% during 2008 to 13% by 2013.

Single Vehicle Run-Off-the-Road Crashes

- E-1 Total annual single vehicle run-off-the-road crashes. Reduce single vehicle run-off-the-road crashes from 6,740 during 2008 to 6,000 single vehicle run-off-the-road crashes by 2013.
- E-2 Average single vehicle run-off-the-road fatal crashes. Reduce the three-year average of single vehicle run-off-the-road fatal crashes from 137 during 2008 to 120 by 2013.

Traffic Records Management

- F-1 Implementation of specific strategies contained in Traffic Records Strategic Plan.

Young Driver Crashes

- G-1 Average young driver crash rate (per 1,000 licenses). Reduce the three-year average of under 21 year old drivers involved in crashes from 118 per 1,000 licenses during 2008 to 115 by 2013.
- G-2 Average young driver fatal crash rate (per 1,000 licenses). Reduce the three-year average of under 21 year old drivers involved in fatal crashes from 0.61 during 2008 to less than 0.57 by 2013.

- G-3 Average number of drivers age 20 or younger involved in fatal crashes. Reduce the three-year average of drivers age 20 or younger involved in fatal crashes from 34 during 2008 to 28 by 2013. *Corresponds to the NHTSA core outcome measure C-9.*

High Crash Corridors/High Crash Locations

- H-1 Average fatalities in high crash locations. Reduce the five-year average of fatalities from 17 during 2008 to 15 by 2013.
- H-2 Average incapacitating injuries in high crash locations. Reduce the five-year average of incapacitating injuries from 115 during 2008 to 100 by 2013.
- H-3 Average crashes in high crash locations. Reduce the three-year average of crashes from 977 during 2008 to 925 by 2013.

Truck Crashes

- I-1 Total annual crashes involving trucks. Reduce crashes involving trucks from 1,212 during 2008 to 1,150 crashes by 2013.
- I-2 Average fatal crashes involving trucks. Reduce five-year average of fatal crashes involving trucks from 24 during 2008 to 20 by 2013.

Emergency Medical Services

- J-1 Implementation of CHSP EMS strategies.

Urban Area Crashes

- K-1 Average urban fatal crashes. Reduce urban fatal crashes from the five-year average of 25 in 2008 to 23 by 2013.

Motorcycle Crashes

- L-1 Average motorcycle fatal crashes. Reduce motorcycle fatal crashes from the five-year average of 29 during 2008 to 24 fatal crashes by 2013.
- L-2 Average number of motorcyclist fatalities. Reduce motorcyclist fatalities from the five-year average of 30 during 2008 to 25 by 2013. *Corresponds to the NHTSA core outcome measure C-7.*
- L-3 Average number of unhelmeted motorcyclist fatalities. Reduce the five-year average of unhelmeted motorcyclist fatalities from 17 during 2008 to 14 by 2013. *Corresponds to the NHTSA core outcome measure C-8.*

Speed Control

- N-1 Average number of speeding-related fatalities. Reduce the three-year average from 94 during 2008 to 85 by 2013.
Corresponds to the NHTSA core outcome measure C-6.
- N-2 Average percent of speeding-related fatal crashes. Reduce the five-year average from 37.9% during 2008 to 35% by 2013.

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 07 Police Traffic Services	Milestones	Funding Sources	Amount
1	A-1, A-2, A-3, A-4, B-1, B-2, B-3, B-4, C-1, C-2, C-3, C-4, D-1, D-2, E-1, E-2, F-1, G-1, G-2, G-3, H-1, H-2, H-3, I-1, I-2, J-1, K-1, L-1, L-2, L-3, N-1, N-2	Staff salaries and benefits for State Highway Traffic Safety Bureau Personnel assigned Police Traffic Services related duties.	FFY 2010	402PT 1906	\$55,000 \$7,500
2	A-1, A-2, A-3, A-4, B-1, B-2, B-3, B-4, C-1, C-2, C-3, C-4, D-1, D-2, E-1, E-2, F-1, G-1, G-2, G-3, H-1, H-2, H-3, I-1, I-2, J-1, K-1, L-1, L-2, L-3, N-1, N-2	Travel, per diem, supplies, and training costs for staff assigned to impaired driving & prevention of racial profiling programs.	FFY 2010	402PT 1906	\$2,500 \$4,188
3	A-1, A-2, A-3, A-4, B-1, B-2, B-3, B-4, C-1, C-2, C-3, C-4, D-1, D-2, E-1, E-2, F-1, G-1, G-2, G-3, H-1, H-2, H-3, I-1, I-2, J-1, K-1, L-1, L-2, L-3, N-1, N-2	<p>Reimbursement for travel, per diem, and training costs incurred by tribal, state, and local officials and community coalition members for meetings and training that supports police traffic services and the goals and objectives of the states Highway Safety Plan.</p> <p>Includes travel expenses for:</p> <ul style="list-style-type: none"> • DUI Task Forces • Law enforcement i.e. SFST and Drug Recognition Expert (DRE) Training • SOAR Program coordinators and interns • DUI Courts 	FFY 2010	402PT	\$2,500

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 07 Police Traffic Services	Milestones	Funding Sources	Amount
4	A-1, A-2, A-3, A-4, B-1, B-2, B-3, B-4, C-1, C-2, C-3, C-4, D-1, D-2, E-1, E-2, F-1, G-1, G-2, G-3, H-1, H-2, H-3, I-1, I-2, J-1, K-1, L-1, L-2, L-3, N-1, N-2	<p>Continued funding for the Selective Traffic Enforcement Program (STEP) for dedicated overtime traffic patrols conducted by local law enforcement and the MHP. Law enforcement patrols will occur during national and state-identified impaired driving/riding mobilizations, and on a sustained basis throughout the year.</p> <p>Law enforcement will, as much as possible, spend 50% of their time enforcing impaired driving and 50% of their time enforcing seatbelt usage during the same traffic stop. Law enforcement often uses speeding as a trigger violation.</p> <p>MHP is committed to conducting safety spot checks in enforcement high crash corridors located in strategic areas throughout the state.</p> <p>STEP participants are selected based on county- and reservation-level data for alcohol-related crashes and fatalities as well as non-seatbelt use in crashes.</p> <p>The SHTSB will continue funding the Montana Sheriffs and Peace Officers Association (MSPOA) to manage the STEP subcontracts with the sheriffs' offices in less populated counties.</p>	FFY 2010	402AL 402OP 405OP 410FR 410HV	N/A
5	A-1, A-2, A-3, A-4, B-1, B-2, B-3, B-4, C-1, C-2, C-3, C-4, D-1, D-2, E-1, E-2, F-1, G-1, G-2, G-3, H-1, H-2, H-3, I-1, I-2, J-1, K-1, L-1, L-2, L-3, N-1, N-2	<p>Roving patrols conducted by the Montana Highway Patrol will continue supplementing local law enforcement resources on enforcement high crash corridors, at special events, and other problem areas based upon current crash data.</p> <p>Funds from MDT will continue to pay the salaries/benefits and travel for five trooper positions and a sergeant position in support of this project.</p> <p>Patrols will continue to focus on impaired driving and riding and drivers not wearing their safety belts. Speed is often used as a trigger violation to stop those drivers not wearing their safety belts and driving impaired.</p>	FFY 2010 – 2011	410FR 410HV	N/A

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 07 Police Traffic Services	Milestones	Funding Sources	Amount
6	A-1, A-2, A-3, A-4, B-1, B-2, B-3, C-1	<p>Continue funding one full-time Traffic Safety Resource Officer (TSRO) from the Montana Highway Patrol to focus on a variety of traffic safety projects and goals, including impaired driving prevention and programs; prevention of racial profiling; increasing occupant protection usage; traffic records management; and issues related to young drivers.</p> <p>The trooper is an information and training resource for law enforcement, the judicial system, and the public.</p> <p>The position serves as the point of contact for all MDT-SHTSB contracts with MHP. The TSRO will work closely with MDT's newly hired contracted traffic safety resource prosecutor (TSRP).</p> <p>(cont.) This is the second of a 3 year contract.</p>	FFY 2009 – 2011	410FR	N/A
7	A-1, A-2, A-3, A-4, B-1, B-2, B-3, B-4, C-1, C-2, C-3, C-4, D-1, D-2, E-1, E-2, F-1, G-1, G-2, G-3, H-1, H-2, H-3, I-1, I-2, J-1, K-1, L-1, L-2, L-3, N-1, N-2	<p>SHTSB will continue funding a full-time police officer through the Ronan Police Department to focus on traffic enforcement on US 93, especially speeding, impaired driving, distracted and aggressive driving, and seat belt use.</p> <p>The Ronan Police Department will supplement these efforts with radio and newspaper campaigns. The police department will also distribute traffic safety materials through their crime prevention program for all demographics and strategically place their speed trailer in areas known for traffic violations.</p>	FFY 2009 – 2011	410AL 402SE	N/A
8	B-1, B-2, B-3, B-4, C-1, C-2, C-3, C-4, D-1, D-2, G-1, G-2, G-3	<p><i>Alive @ 25 Program</i></p> <p>SHTSB will continue contracting with the MHP to deliver these 4-hour programs created by the National Safety Council.</p> <p>This program targets young drivers and teaches them about the hazards facing young drivers, encourages them to take responsibility for their driving behavior and to recognize when others in their age group are making poor judgments or taking unnecessary risks in a vehicle.</p>	FFY 2010	402AL	N/A
9	C-1, C-2, C-3,	Continue funding a DUI Task Force Facilitator to increase the number	FFY 2010	402AL	N/A

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 07 Police Traffic Services	Milestones	Funding Sources	Amount
	C-4, G-1, G-2	<p>of DUI task forces in the state, and provide technical assistance to existing task forces as well as new DUI task forces.</p> <p>Facilitator acts as liaison between MDT-SHTSB and the DUI task forces.</p> <p>(cont.) Promotes the use of proven/best practice strategies through newsletters, regional meetings, and consultation.</p>			
10	B-1, B-2, B-3, B-4, C-1, C-2, C-3, C-4, D-1, D-2, K-1, L-2, L-3, N-1	<p>Contract a traffic safety resource prosecutor (TRSP) to train and work with county prosecutors, law enforcement and the court system to promote proper arrest, conviction, and sentencing of impaired drivers.</p> <p>The same person will also work to enhance traffic safety in other areas, e.g. train prosecutors and judges on the importance of convicting drivers who have received seatbelt, child restraint, and speeding citations.</p> <p>The TRSP will encourage tribal prosecutors and judges to participate in training program.</p> <p>This is the first year of a 3 year agreement at this amount.</p>	FFY 2009 – 2011	402AL	N/A
11	B-1, B-2, B-3, B-4, C-1, C-2, C-3, C-4, D-1, D-2, K-1, L-2 L-3, N-1	Fund tribal, police and sheriffs departments to purchase DUI related equipment preliminary breath testers (PBT's), speed radars, in-car-video systems) to help in the identification and apprehension of impaired drivers.	FFY 2010	410AL	N/A
12	A-4	<p>Vehicle Bike Pedestrian Enforcement</p> <p>Implementation of a bike/pedestrian program to reduce fatal and incapacitating injury crashes in an urban area. Purchase two Mountain Bikes for law enforcement and pay for overtime enforcement hours.</p>	FFY 2010	402PS	N/A
13	C-1, C-2, C-3, C-4	Fund the DOJ Forensics Lab to purchase ELISA (enzyme linked Immunosorbent assay) equipment to detect and classify drugs at lower concentrations found in blood samples. This equipment will help provide law enforcement timely results of blood tests and increase the conviction rate of DUIID offenders.	FFY 2010	410FR	N/A

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 07 Police Traffic Services	Milestones	Funding Sources	Amount
14	C-1, C-2, C-3, C-4	Fund a Solid Phase extraction Instrument requested by the DOJ Forensics Lab. This equipment automates analytical procedures that reduce the turn around time for blood alcohol and drug analysis. This will help Forensics keep up with their workload and improve the rate of DUI convictions.	FFY 2010	410FR	N/A
15	B-1, B-2, B-3, B-4, C-1, C-2, C-3, C-4, D-1, D-2, G-1, G-2, K-1	SHTSB will fund the Great Falls Police Department to purchase 3 motorcycles to support traffic enforcement activities in congested urban areas. They will focus efforts on impaired drivers, seat belt and child restraint violators, speeding, aggressive driving and distracted drivers when using these motorcycles.	FFY 2010 - 2011	410AL	N/A
16	C-1, C-2, C-3, C-4, D-1, D-2, E-1, E-2, G-3, N-1	Long-term project to update mobile citation terminals for local law enforcement. This will allow local agencies to have in-car systems the same or similar to the hardware and software as the MHP. Local law enforcement agencies that decide to purchase a version of the CTS America system will have the necessary hardware in place to support it.	FFY 2010 - 2012	410AL	N/A
17	B-1, B-2, B-3, B-4, C-1, C-2, C-3, C-4, D-1, D-2, G-1, G-2, K-1	Fund MHP to replace all in-car videos systems to increase the detection and adjudication of DUI/DUID's.	FFY 2010	410AL	N/A
18	C-1, C-2, C-3, C-4, D-1, D-2, E-1, E-2, G-3, N-1	Law Enforcement Electronics for Columbia Falls Police Department. Includes: <ol style="list-style-type: none"> 1. Interior digital recorder system to improve documentation of DUI field sobriety testing performed in booking area. The objective is to increase impaired driving convictions. 2. Electronic Ticketing System - would decrease the time spent filing out traffic citations, reduce errors on citations, and track areas/times that need increased enforcement. 3. Two mobile data terminals for police department vehicles 	FFY 2010	410FR	N/A
19	C-1, C-2, C-3, C-4, D-1, D-2, E-1, E-2, F-1, G-3, N-1	Purchase software for local law enforcement crash module which is the second phase of the MHP's CTS-America crash module. This phase of the project will replace the current crash system Montana Accident Reporting System (MARS) with CTS. The CTS crash module will allow	FFY 2010-2011	408 1906	\$115,000 \$28,000

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 07 Police Traffic Services	Milestones	Funding Sources	Amount
		local law enforcement to report crashes on-line and send them directly to the MHP via the internet. This will provide local law enforcement the ability to eliminate paperwork and manual entry of statistics. This will help streamline crash reporting and decrease the amount of human errors.			
20	C-1, C-2, C-3, C-4	Contract with Montana Highway Patrol to continue providing statewide Standard Field Sobriety Testing (SFST) refresher training to local and tribal law enforcement.	FFY 2010	410AL	N/A
21	B-1, B-2, B-3, B-4, C-1, C-2, C-3, C-4, D-1, D-2, K-1, L-2, L-3, N-1	Fund three drug recognition experts (DRE's) to attend DRE Instructor School that will help facilitate the recertification process for the state's DRE officers.	FFY 2010	402AL	N/A
22	B-1, B-2, B-3, B-4, C-1, C-2, C-3, C-4, D-1, D-2, K-1, L-2, L-3, N-1	Statewide Drug Recognition Expert (DRE) training provided by MHP to state and local law enforcement.	FFY 2010	410AL	N/A
23	C-1, C-2, C-3, C-4, D-1, D-2, E-1, E-2, F-1, G-3, N-1	MDT will fund an FTE from the MHP to train local and tribal law enforcement on how to use of CTS America software formerly known as "SmartCop".	FFY 2010 - 2011	408	\$87,000
24	C-1, C-2, C-3, C-4, D-1, D-2, F-1	Fund a full time tribal resource officer to work for the Grants Coordinator on Rocky Boys Reservation. The tribal resource officer will compile crash data from other reservations and provide it to MDT. This position will also advocate traffic safety programs on the Rocky Boys Reservation and facilitate communication with other tribes about traffic safety.	FFY 2010 - 2010	1906	\$35,000
25	D-1, D-2	MDT will support tribal law enforcement on the development and implementation of cultural sensitivity trainings. The SHTSB's Tribal Liaison will assist tribal agencies to design classroom instructions for training non-Native American law enforcement on individual culture and traditions of tribal law enforcement. MDT will also help fund these training sessions by reimbursing agencies for the cost of meeting rooms	FFY 2010	1906	\$70,000

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 07 Police Traffic Services	Milestones	Funding Sources	Amount
		and related expenses.			
26	C-1, C-2, C-3, C-4, D-1, D-2, E-1, E-2, F-1, G-3, N-1	Continue Montana Sheriffs and Peace Officers Association (MSPOA) contract for reaching out to local law enforcement and community members to discuss racial profiling and biased-base policing issues, especially on or near reservations. MSPOA is collecting surveys of law enforcement around the state checking their compliance with Montana's current prevention of racial profiling law. This is the second year of a three year project to be funded with this amount.	FFY 2009 - 2010	1906	\$95,000
27	D-1, D-2	Continue funding of maintenance agreements for CISCO crash data system located on Native American reservations	FFY 2010	1906 402TR	\$6,000 \$6,000
28	C-1, C-2, C-3, C-4, D-1, D-2, E-1, E-2, F-1, G-3, N-1	Public perception surveys regarding racial profiling. SHTSB will contract with a University to conduct surveys in conjunction with Town Hall meetings. Have a University conduct survey and analyze data.	FFY 2010	1906	\$50,000
29	A-1, A-2, A-3, A-4, B-1, B-2, B-3, B-4, C-1, C-2, C-3, C-4, D-1, D-2, E-1, E-2, F-1, G-1, G-2, G-3, H-1, H-2, H-3, I-1, I-2, J-1, K-1, L-1, L-2, L-3, (cont.) N-1, N-2	MDT SHTSB have reference and public information & education (PI&E) materials produced that support enforcement of Montana's racial profiling prevention laws and practices for use by traffic safety professionals, DUI Task Forces, prosecutors, judges, trainers of the responsible alcohol sales & service curriculum, ACT Licensed Addiction/Chemical Dependency Counselors, educators, the SOAR Program, and others.	FFY 2010	1906	\$20,000
30	99	Indirect cost- 17.48% for state fiscal year 2010. Adjusted annually on a state fiscal year basis and approved by FHWA.	FFY2010	408 402PT 402TR 1906	\$35,309 \$10,489 \$1,049 \$55,182

TOTAL POLICE TRAFFIC SERVICES

\$685,717

Program Area 08 – Traffic Records

Performance Measures

Emphasis Area #2: Alcohol & Drug Impaired Driving

- C-1 Average number of fatalities in crashes involving an alcohol-impaired driver or motorcycle operator (BAC 0.08+). Reduce the three-year average from 105 during 2007 to 99 by 2013. *Corresponds to the NHTSA core outcome measure C-5.*
- C-2 Average alcohol-impaired (driver BAC 0.08+) fatality rate (per 100 Million Vehicle Miles of Travel). Reduce the three-year average from 0.93 during 2007 to 0.88 by 2013.
- C-3 Average number of alcohol- and drug-related fatalities (driver BAC 0.01+). Reduce the three-year average from 125 during 2007 to 110 by 2013.
- C-4 Average number of alcohol- and drug-related fatalities (driver BAC 0.01+) as percent of traffic fatalities. Reduce the three-year average from 47.4% during 2007 to 42% by 2013.

Emphasis Area #4: Native American Crashes

- D-1 Average Native American fatalities. Reduce the five-year average of 40 during 2008 to 30 by 2013.
- D-2 Average Native American traffic fatalities as a percent of all Montana traffic fatalities. Reduce the five-year average from 15.7% during 2008 to 13% by 2013.

Emphasis Area #5: Traffic Records Management

- F-1 Implementation of specific strategies contained in the Traffic Records Strategic Plan.

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 08 Traffic Records	Milestones	Funding Sources	Amount
1	C-1, C-2, C-3, C-4, D-1, D-2, F-1	Staff salaries and benefits of State Highway Traffic Safety Bureau personnel assigned traffic records duties.	FFY 2010	402TR 408	\$70,000 \$12,000
2	C-1, C-2, C-3, C-4, D-1, D-2, F-1	Travel, per diem, and training costs for SHTSB personnel performing traffic records related management and monitoring services.	FFY 2010	402TR	\$2,500
3	C-1, C-2, C-3, C-4, D-1, D-2, F-1	Fund a full time tribal resource officer to work for the Grants Coordinator on Rocky Boys Reservation. The tribal resource officer will compile crash data from other reservations and provide it to MDT. This position will also advocate traffic safety programs on the Rocky Boys Reservation and facilitate communication with other tribes about traffic safety.	FFY 2010 - 2010	1906	N/A
4	C-1, C-2, C-3, C-4, F-1	Purchase software for local law enforcement crash module which is the second phase of the MHP's CTS-America crash module. This phase of the project will replace the current crash system Montana Accident Reporting System (MARS) with CTS. The CTS crash module will allow local law enforcement to report crashes on-line and send them directly to the MHP via the internet. This will provide local law enforcement the ability to eliminate paperwork and manual entry of statistics. This will help streamline crash reporting and decrease the amount of human errors.	FFY 2009 - 2010	408	N/A
5	C-1, C-2, C-3, C-4, F-1	Update mobile citation terminals for local law enforcement. This will allow these local agencies to have in-car systems the same or similar to the hardware and software as the MHP. Local law enforcement agencies that decide to purchase a version of the CTS America system will have the necessary hardware in place to support it.	FFY 2010 - FFY 2011	408	\$55,000
6	C-1, C-2, C-3, C-4, D-1, D-2, F-1	MDT Traffic Safety Web-Based Services: MDT's brokerage system is currently under development and continues in FFY 2010. This system allows each individual data system in MDT to communicate with one major broker. The broker once developed will allow each	FFY 2010	408	\$275,000

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 08 Traffic Records	Milestones	Funding Sources	Amount
		system to communicate flawlessly despite differences in technology. This brokerage system will eventually be expanded to other state agencies that have data bases consisting of traffic related information of interest to various stakeholders including law enforcement, MT Department of Health and Human Services, Court Administration, MT Department of Justice, etc.			
7	C-1, C-2, C-3, C-4, D-1, D-2, F-1	MDT ISD staff project manager and data architect work part-time by sharing one FTE: - One position assists SHTSB in managing the Section 408 traffic records program. - The other position is an Architect exploring the integration of the traffic records system.	FFY 2009	402TR	\$85,000
8	D-1, D-2	Continue funding of maintenance agreements for CISCO crash data system located on Native American reservations.	FFY 2010	402TR 1906	N/A
99	C-1, C-2, C-3, C-4, D-1, D-2, F-1	Indirect Cost - 17.48% of direct costs for state fiscal year 2010 and adjusted annually on a State Fiscal Year basis and approved by FHWA.	FFY 2010	402TR 408	\$12,675 \$74,640

TOTAL TRAFFIC RECORDS

\$586,815

Section 03

HS217 COST SUMMARY

National Highway Traffic Safety Administration
Federal Highway Administration

HIGHWAY SAFETY PROGRAM COST SUMMARY

State MT Number 2010-01 Date August 21, 2009

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local	Current Balance
			Previous Balance	Increase/(Decrease)		
402-10		\$2,377,960	\$1,212,832	\$1,761,000	\$1,240,000	\$2,973,832
405-10		\$500,000	\$15,590	\$207,624	\$0	\$223,214
408-10		\$245,650	\$978,608	\$0	\$0	\$978,608
410-10		\$2,245,000	\$1,269,063	\$3,214,860	\$0	\$4,483,923
2010-10		\$0	\$0	\$100,000	\$0	\$100,000
1906-10		\$125,000	\$489,525	\$0	\$0	\$489,525
Total NHTSA		\$5,473,976	\$3,965,618	\$5,283,484	\$1,240,000	\$9,249,102
Total FHWA		\$43,750	\$158,598	\$0	\$158,598	\$158,598
Total NHTSA & FHWA		\$5,517,726	\$4,124,216	\$5,283,484	\$1,398,598	\$9,407,700

State Official Authorized Signature:
 NAME: [Signature]
 TITLE: Governor's Representative for Highway Traffic Safety
 DATE: 8/28/09

Federal Official Authorized Signature:
 NHTSA - NAME: _____
 TITLE: _____
 DATE: _____
 Effective Date: _____

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