



Montana Department of  
**REVENUE**



Missoula City-County Health Dept.



*Success through partnerships*

# **MONTANA**

## Annual Report For Federal Fiscal Year 2014

*Prepared by*

Montana Department of Transportation -

State Highway Traffic Safety Section -

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Online at [www.mdt.mt.gov/safety/safetyprg.shtml](http://www.mdt.mt.gov/safety/safetyprg.shtml)





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December 19, 2014

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Subject: Montana 2014 Annual Report

MDT is pleased to submit the NHTSA Annual Report describing the projects we implemented in FFY 2014 with the goal of saving lives and reducing injuries. The Department funded traffic safety related programs using National Highway Traffic Safety Administration grant monies by continuing or implementing the following initiatives:

- MDT implemented a new media campaign entitled "Vision Zero, Zero Fatalities, Zero Injuries".
- Forty-eight state, local, and tribal law enforcement agencies participated in the Selective Traffic Enforcement Program (STEP) and the Montana Highway Patrol Strategic Enforcement Traffic Team (SETT). These agencies conducted impaired driving prevention and occupant protection enforcement overtime activities to help reduce traffic fatalities and injuries throughout the state.
- MDT created a Law Enforcement Liaison program that will utilize regional LE coordinators to assist in promoting the STEP program.
- Two Traffic Safety Resource Officer and Traffic Safety Resource Prosecutor increased training opportunities for prosecutors and law enforcement to ensure consistent detection, apprehension, and prosecution of impaired drivers.
- Montana's five DUI courts worked to improve the accountability and treatment for some of the state's hard core repeat DUI offenders.
- MDT implemented a Judicial Outreach Liaison which was the result of dedicated funding from NHTSA. The JOL is a companion project to the TSRP and TSRO projects.
- Thirteen Buckle Up Montana (BUMT) coalitions that serve at the grassroots level to increase seatbelt and child restraint usage. These coalitions provided support to 33 of Montana's 56 counties covering 46% of the state's population.
- The Safe on All Roads (SOAR) Native American education program continued to focus on impaired driving and seatbelt usage. All seven reservations have secured contracts for FFY 2015.
- And other programs highlighted in this report

MDT thanks you for the federal grant monies that have made this year's work possible. We appreciate your continued support for our highway safety program and for providing technical assistance to the State Highway Traffic Safety Section with the goal of reducing injuries and fatalities on our roads.

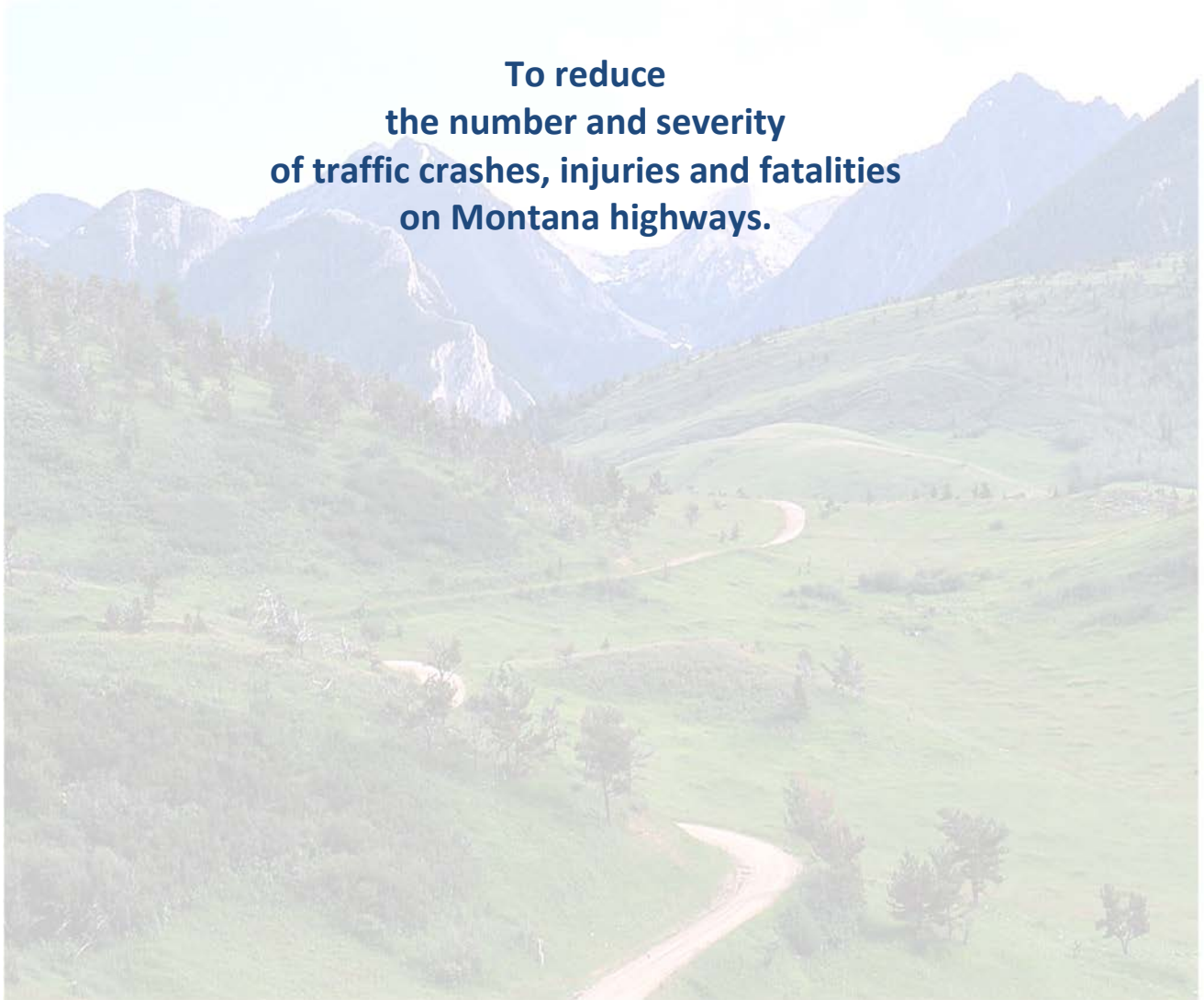
Sincerely,

Mike Tooley, Director  
Governor's Representative for Highway Safety

copies: Lynn Zanto, Administrator Planning Division  
Audrey Allums, Bureau Chief Grants Bureau  
Janet Kenny, Supervisor State Highway Traffic Safety Section

## *Mission and Vision Statement*

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

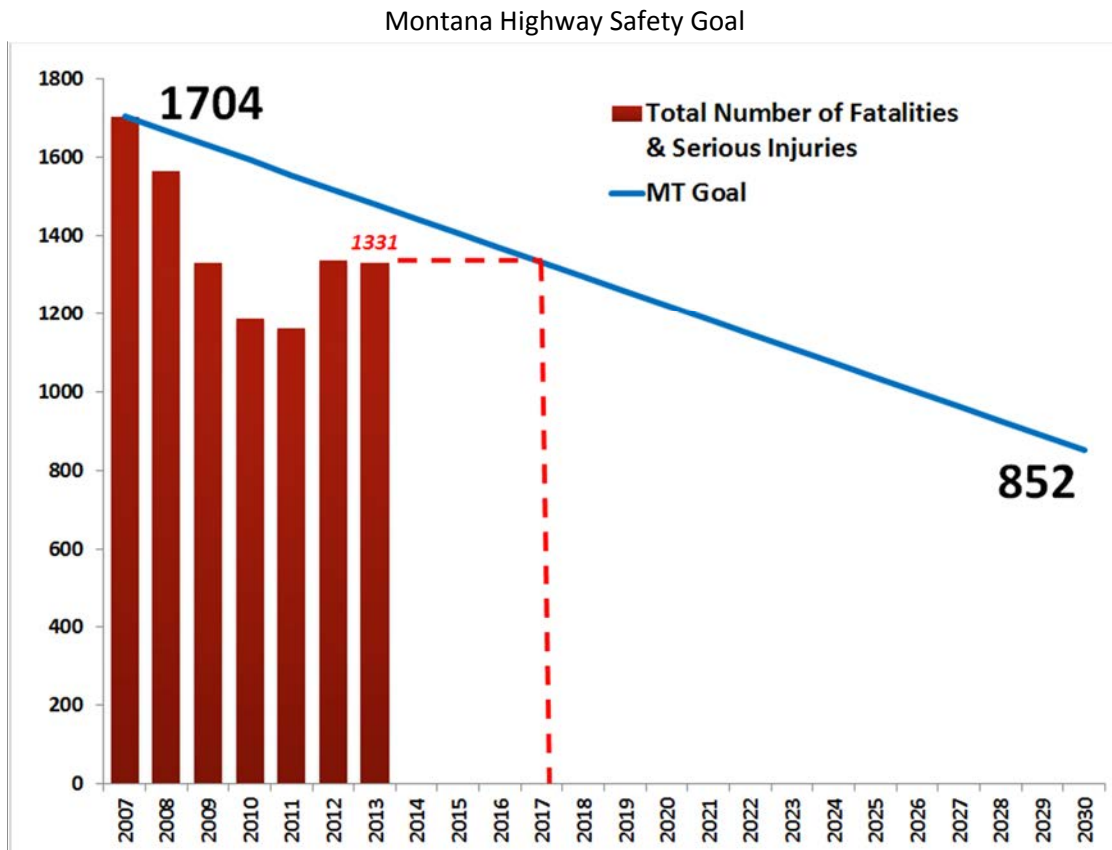


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# Executive Summary

In 2013, the State of Montana saw an increase in fatal crashes by twenty-four statewide as compared to 2012 (January 1 through December 17, 2012). Montana has a relatively small number of fatalities each year, thus Montana’s Comprehensive Safety Plan (CHSP) was developed that focuses on both fatalities and incapacitating injuries. The goal of the Montana CHSP is, “to reduce fatalities and incapacitating injures in the State of Montana by half in two decades, from 1,704 in 2007 to 852 by 2030” and the trend continues downward. During 2013, there were a total of 1,331 fatalities and serious injuries. At this time, MDT is ahead of the established target.



MDT’s goal is to continue the reduction of the number and severity of traffic crashes, injuries and fatalities on Montana highways through the collaboration with local and state level partners who have a vested interest in traffic safety. Through this collaborative effort countermeasures are identified that align with the priorities and strategies of the Montana Highway Safety Plan and Montana’s Comprehensive Highway Safety Plan.



[Montana's Comprehensive Highway Safety Plan](#) (CHSP) was developed in collaboration with other agencies and jurisdictions that have roles in highway safety at the state, local, tribal, and federal levels. Under the oversight of a multi-agency CHSP Leadership Committee, the development of the CHSP addressed the following objectives:

- Establish quantifiable safety-related goals, objectives, and performance measures relevant to travel on Montana's highways.
- Address issues at all levels of jurisdiction with specific attention to local and tribal entities.
- Establish a mechanism for interagency coordination and develop the necessary partnering processes.
- Identify candidate safety strategies and evaluate their potential benefits, costs, and ability to attain performance objectives.
- Establish a process for prioritizing identified strategies based on their likely benefits relative to the identified safety goals and objectives.
- Develop a strategic implementation plan, including action items for deployment in MDT's plans and programs as well as by other partnering agencies with roles in highway safety. This implementation plan is defined in the [Annual Element](#) of the CHSP.

MDT is currently in the process of updating the CHSP, which was the focus of the 2014 Annual Meeting held in Helena with MDT stakeholders. The purpose of this update is to:

*Implement a collaborative process to reduce fatalities and serious injuries in Montana utilizing engineering, enforcement, education, and emergency response strategies. The CHSP will seek to focus resources strategically, where opportunities for safety improvements are greatest.*

With this update MDT plans to streamline the CHSP process, which will reduce the number of emphasis areas in an effort to focus on the critical issues facing traffic safety in Montana. That update will be complete in May 2015.

In 2014, MDT utilized the 12 emphasis areas established in the original CHSP, each supported by a team of multi-disciplinary stakeholders. The established areas are:

CHSP EMPHASIS AREAS	
1. Safety belt use	7. High crash corridors/ high crash locations
2. Alcohol- & drug-impaired driving crashes	8. Large vehicle & bus crashes
3. Native American crashes	9. Emergency medical services
4. Single vehicle run-off-the-road crashes	10. Urban Area Crashes
5. Traffic records management	11. Motorcycle Crashes
6. Young driver crashes	12. Older Driver Crashes

According to the state of Montana's 2011 Traffic Safety Problem Identification Report, observed seat restraint usage was steadily increasing prior to 2002. Since then, however, the trend has stagnated, with rates of seatbelt use remaining between 74 to 78 percent. The 2013 and 2014 usage rate remained steady at 74 percent on all Montana roads.

A primary seat belt law was introduced to the 2013 legislature but failed to pass. Over the last two decades, a primary law has been introduced in each session, but has not passed. Montana's legislature meets biannually. The 2015 Legislative Session will begin in January 2015. There are already two bills

drafted for a primary seat belt law and one bill to increase the fine for failing to wear a seat belt under the current secondary law.

Impaired drivers continue to be a challenge for MDT and the safety program. Montana ranked first in the nation (by percent) in 2012 for impaired driving fatalities. According to NHTSA data, Montana impaired driving fatalities were 44% of all Montana fatalities for the year. The 2013 legislature did attempt to make current impaired driving laws stricter and more efficient. Impaired driving laws were revised to include Tetrahydrocannabinol (THC) and set per se limits for individuals arrested for this offense. In addition, the five year “look back” period for DUI’s was increased to 10 years (from 5) for the 2<sup>nd</sup> DUI and the look back period for 3<sup>rd</sup> and subsequent DUI’s was removed. The upcoming 2015 legislature has over 20 bill drafts associated with impaired driving.

Although, MDT has seen a decrease in the number of citations issued for DUI and seat belt use, there has also been a decline in the number of hours worked under the Selective Traffic Enforcement Program. With the addition of a Law Enforcement Liaisons implemented in 2014, we hope to see the number of citations increase across Montana.

MDT’s Safe On All Roads (SOAR) program (a Native American traffic safety education program) had participation from all seven Montana reservations during 2014. While Native Americans continue to be over-represented in traffic fatalities and crashes, this program works to lower those numbers through culturally relevant education and media efforts.

The Traffic Records Coordinating Committee has contracted to develop a new Safety Information Management System (SIMS). This system was delivered to MDT in August 2014. While it is not fully executed as of yet, it should provide a wealth of data options in the future for MDT’s traffic safety programs.

Motorcycle Safety continues to be a priority for MDT. During 2014, Montana Motorcycle Riders Safety training provided training to 1,063 students at 9 locations statewide.

To support traffic safety efforts, MDT State Highway Traffic Safety Section also secured contracts with:

- 13 *Buckle Up Montana* coalitions serving 26 counties
- 48 law enforcement agencies across Montana (including seven Tribal Law Enforcement - Agencies) to provide dedicated traffic patrols
- 5 DUI Courts
- 7 Tribal Governments for the *Safe On All Roads* (SOAR) program,
- Four regional Law Enforcement Liaisons, and
- Other state agencies including Department of Public Health and Human Services, and the Montana Highway Patrol (Department of Justice)

In addition, there are 30 DUI Task Forces serving 34 counties that receive driver’s license reinstatement fees.

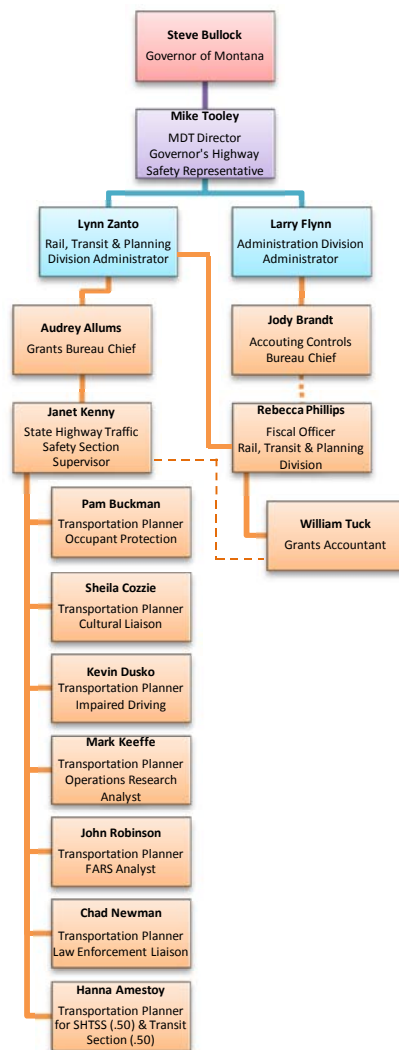
During Federal Fiscal Year 2015, the Montana State Highway Traffic Section will continue to utilize and analyze crash data to develop and implement performance measures that will assist in meeting established goals.



# State SHTSS Program Overview

Montana Department of Transportation (MDT) administers the State highway safety program through the Montana State Highway Traffic Safety Section (SHTSS – formerly the State Highway Traffic Safety Office). SHTSS operates within the Grants Bureau of the Rail, Transit & Planning Division of MDT. The Director of MDT serves as the Governor’s Highway Safety Representative (GR). The Director is the former colonel of the State Highway Patrol and has extensive background, interest in, and understanding of highway safety issues

The SHTSS assists in the development and implementation of counter-measures for known problem areas (known as emphasis areas) as outlined in the CHSP. SHTSS is composed of the state highway traffic safety supervisor, six planners, and one grants accountant. (See organizational chart below.) During FFY 2014, MDT hired a new Impaired Driving Planner to replace the previous individual who moved out of state. At the current time, the Section is fully staffed.



# Legislation

Montana holds legislative sessions biannually. No session was held in 2014. Montana's 2015 Legislative Session begins January 5, 2015 and MDT will be monitoring traffic safety related legislation closely.

## Assessment of State Programs – Accomplishments

### Introduction

This report, required by the National Highway Traffic Safety Administration (NHTSA) pursuant to 23 CFR §1200.35, provides an update of highway safety projects throughout the state of Montana for Federal Fiscal Year (FFY) 2014 as administered by the Montana Department of Transportation's Highway Traffic Safety Section (SHTSS).

The projects and funding administered by SHTSS were approved by the NHTSA Region X in the 2014 Highway Safety Plan (HSP).

During 2014, MDT had applied for a Teen Traffic Safety Grant under Section 402. The original application request was for \$250,000. Because of timing and fiscal concerns, this grant was only partially implemented. MDT had to revise the 2014 HSP to modify the Teen Safety Grant to \$50,000 and transfer the additional \$200,000 to MDT's media project. This revision was approved by NHTSA.

### Accomplishments

#### Statistical

- In FFY 2014, MDT continued funding projects that work toward reducing traffic fatalities and incapacitating injuries. Unfortunately, the number of 2013 fatalities totaled 229 which is an increase from 2012's fatalities of 205. However, fatalities and incapacitating injuries as a whole are decreasing and on track to meet the overall MDT goal. For calendar year 2014, Montana has seen fewer fatalities with the "unofficial" count as of 12/29/14 totaling 192.
- In the last five year period from 2008 to 2013, alcohol related fatalities have remained - consistently high when compared to the nation. -
- The number of unbelted fatalities decreased from 118 in 2012 to 109 during 2013.
- Fatalities related to speeding decreased from 56 in 2012 to 49 in 2013.
- Seat belt usage decreased from 76% in 2012 to 74% in 2013, however because of the new "weighted" methodology provided by NHTSA, MDT is unable to compare previous years to the current year. Prior to 2013, however, seat belt use continued to drop.

#### Operational

- MDT implemented a new media campaign entitled "Vision Zero, Zero Fatalities, Zero Injuries". This campaign was organized under the theme "Shattered or Saved" ("Life Shattered or "Life Saved"). It includes real stories and consequences to help young Montanans (particularly young men) better remember, understand and believe they should wear seat belts and only drive when sober. The campaign includes stories from people that include good and bad outcomes associated with safe or unsafe driving resulting from their personal choices.

- MDT participated in the National Memorial Day Mobilization buckle up campaign. The theme was “Click it, Don’t risk it” because Montana does not have a primary seat belt law. This modified campaign had been approved by NHTSA. During the campaign 39 law enforcement agencies participated and issued 400 seat belt violations and 13 child restraint violations.
- During the National Labor Day campaign, 41 law enforcement agencies participated, issuing 42 DUI citations and 8 MIP citations.

## FFY 2014 Core Performance Measures

### Core Measures

The following represents performance statistics from the Core Performance Targets as established by NHTSA and includes other performance measures established by MDT. Funding was not provided to all areas; however, the areas that have established measures have been included in this table\*.

Montana Department of Transportation NHTSA Core Outcome Measures								
Core Measure	Description	2009	2010	2011	2012	2013	2013 Target	2015 Goal
<b>C-1</b>	Number of Traffic Fatalities <i>5-Year Moving Average</i>	221 <b>248</b>	189 <b>236</b>	209 <b>225</b>	205 <b>211</b>	229 <b>211</b>	<b>202</b>	<b>182</b>
<b>C-2</b>	Number of Serious Injuries <i>5-Year Moving Average</i>	1,110 <b>1,404</b>	996 <b>1,295</b>	953 <b>1,164</b>	1,131 <b>1,105</b>	1,102 <b>1,058</b>	<b>1,110</b>	<b>1,002</b>
<b>C-3</b>	Fatalities/VMT	2.01	1.69	1.79	1.74		1.45	1.01
<b>C-4</b>	Unrestrained Passenger Vehicle Fatalities <i>5-Year Moving Average</i>	107 <b>137</b>	93 <b>126</b>	118 <b>120</b>	118 <b>112</b>	109 <b>109</b>	<b>108</b>	<b>98</b>
<b>C-5</b>	Alcohol-Related Fatalities <i>5-Year Moving Average</i>	81 <b>98</b>	91 <b>94</b>	87 <b>91</b>	113 <b>92</b>	119 <b>95</b>	<b>81</b>	<b>73</b>
<b>C-6</b>	Speeding-Related Fatalities <i>5-Year Moving Average</i>	86 <b>92</b>	68 <b>87</b>	55 <b>75</b>	56 <b>67</b>	49 <b>63</b>	<b>74</b>	<b>67</b>
<b>C-7</b>	Motorcyclist Fatalities <i>5-Year Moving Average</i>	26 <b>30</b>	25 <b>30</b>	20 <b>29</b>	30 <b>27</b>	34 <b>27</b>	<b>26</b>	<b>23</b>
<b>C-8</b>	Un-Helmeted MC Fatalities <i>5-Year Moving Average</i>	20 <b>18</b>	15 <b>18</b>	9 <b>17</b>	18 <b>17</b>	21 <b>17</b>	<b>15</b>	<b>14</b>
<b>C-9</b>	Fatalities Involving Drivers Age 20 or Less* <i>5-Year Moving Average</i>	41 <b>36</b>	30 <b>35</b>	28 <b>33</b>	29 <b>32</b>	24 <b>33</b>	<b>31</b>	<b>27</b>
<b>C-10</b>	Pedestrian Fatalities <i>5-Year Moving Average</i>	15 <b>13</b>	8 <b>12</b>	15 <b>13</b>	11 <b>12</b>	24 <b>15</b>	<b>11</b>	<b>11</b>
<b>C-11</b>	Bicycle Fatalities <i>5-Year Moving Average</i>	1 <b>1</b>	0 <b>1</b>	1 <b>1</b>	1 <b>1</b>	1 <b>1</b>		
Core Behavior Measure								
<b>B-1</b>	Observed Seat Belt Use**	79.2%	78.9%	76.9%	76.0%	74.0%	85.0%	89.3%

Core Activity Measures								
<b>A-1</b>	Seat Belt Citations Issued During Grant-Funded Activities	3,836	2,552	2,374	2,203	2,610	N/A	N/A
<b>A-2</b>	Impaired-Driving Arrests Made During Grant-Funded Activities	873	993	496	368	361	N/A	N/A
<b>A-3</b>	Speeding Citations Issued During Grant-Funded Activities	14,489	12,734	11,332	10,116	9,842	N/A	N/A
Other MDT Outcome Measures								
<b>O-1</b>	Native American Fatalities	34	30	23	40	28		
	<b>5-Year Moving Average</b>	<b>37</b>	<b>36</b>	<b>31</b>	<b>31</b>	<b>31</b>	<b>31</b>	<b>32</b>

During FFY15, NHTSA has requested the addition of a Bicycle fatality measure. During 2013, MDT had one bicycle fatality. This has not been an emphasis for Montana in the past as there have been only four bicycle fatalities in the most recent five years; therefore, there is no established target.

Overall, Montana has reached or exceeded our target numbers in 3 areas: Incapacitating injuries, speeding and Native American fatalities. We are very close in unrestrained, motorcycle, unhelmeted, young drivers and pedestrian fatalities. MDT will continue to monitor success and challenges with our performance measures and use this data for decision making processes and determining priorities.

Note: There are other emphasis areas outlined in the CHSP that SHTSS is supporting and collaborating on, however, there is no funding provided through NHTSA for these efforts, therefore, those areas are not listed in this table.

\*The Montana target for Young Drivers in the CHSP is a combination of incapacitating injuries and fatalities. This line reflects only fatalities for the last five years.

\*\*Montana’s 2013 seatbelt survey resulted in a 79% observational use, however, NHTSA applied “weighted” methodology which lowered the rate to 74%.

# Description of Projects and Activities Funded

## Occupant Protection Overview

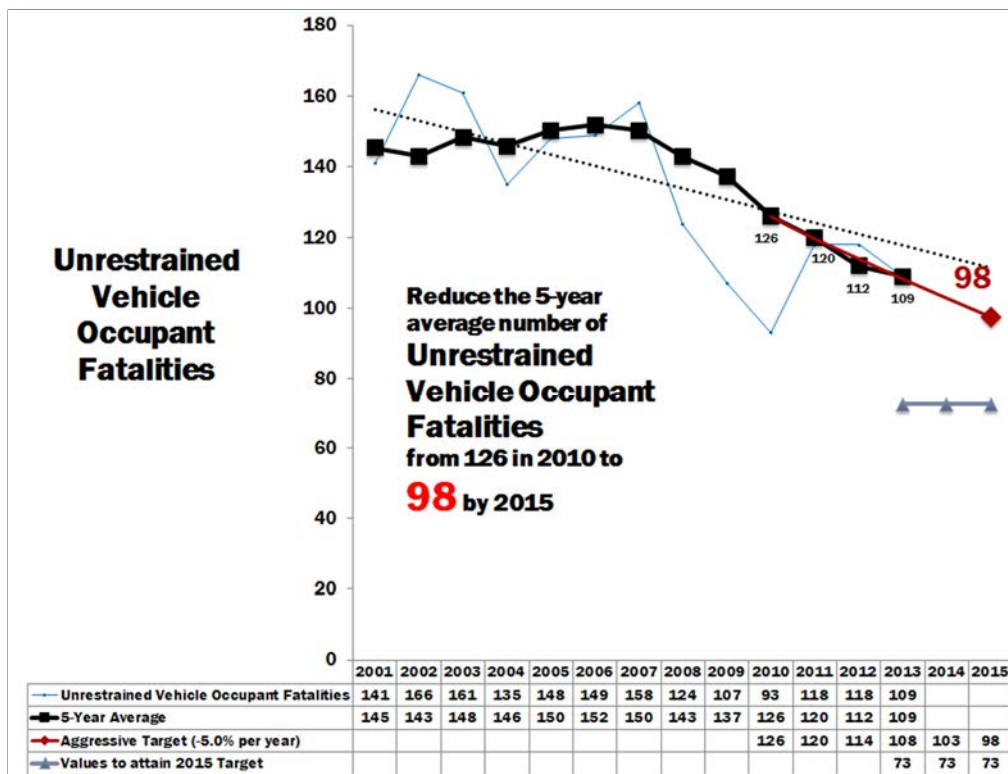
Montana has secondary law enforcement for safety belt use, meaning that there must be another reason for stopping a vehicle other than noncompliance with safety belt laws before a violation can be charged. Although Montana seat belt usage has decreased slightly over the last years, our NHTSA documentation shows that most states with a primary enforcement law have higher compliance rates and MDT encourages the passage of a primary law.

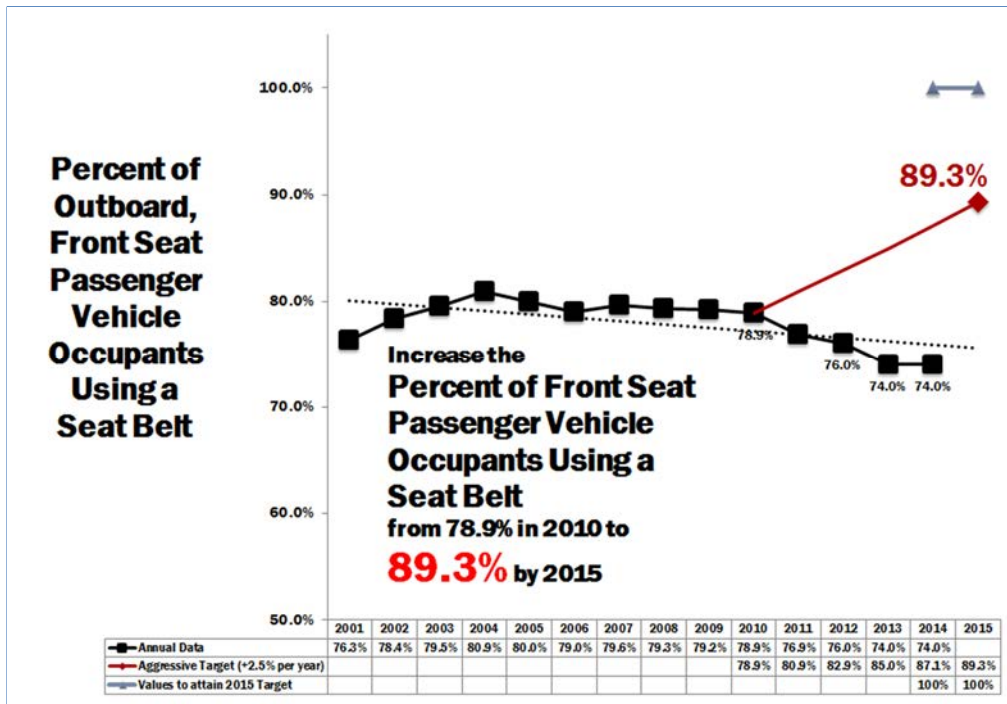
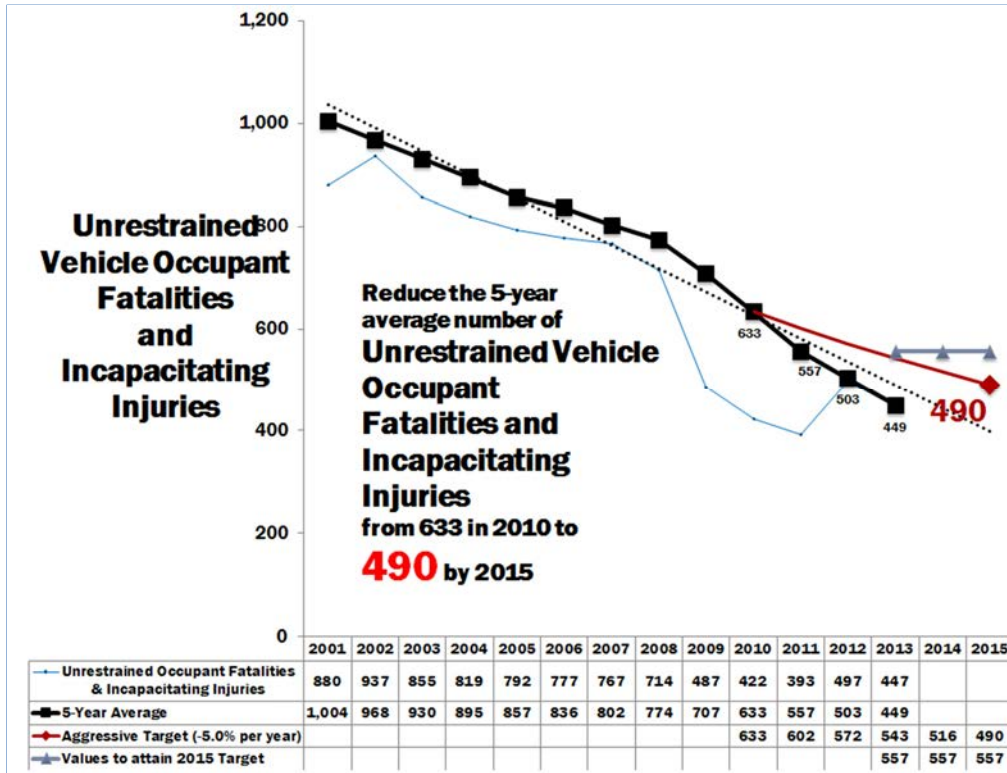
Montana employs three main strategies to increase seatbelt and child restraint usage: foster partnerships with traffic safety advocates, implement high visibility law enforcement programs, and execute a variety of public information and education (PI&E) programs.

Currently the CHSP has three goals for seat belt use:

- Reduce the five-year average number of unrestrained vehicle occupant fatalities from 126 in 2010 to 98 by 2015.
- Reduce the five-year average number of unrestrained vehicle occupant fatalities and incapacitating injuries from 633 in 2010 to 490 by 2015.
- Increase the annual statewide seat belt use for front seat passenger vehicle occupants from 78.9% in 2010 to 89.3% by 2015.

The graphs below represent the history of the accomplishments of each goal and where MDT is currently in relationship to the 2015 goal.





The National Highway Traffic Safety Administration (NHTSA) has issued new Uniform Criteria for State Observational Surveys of Seat Belt Use. The final rule was published in Federal Register Vol. 76 No. 63, April 1, 2011, Rules and Regulations, pp. 18042 – 18059. Montana modified the methodology for the seat belt survey based on this new rule and is now fully compliant with the Uniform Criteria.



Seat Belt Usage Rates							
Year	Interstate	Primary	City	Other	All Roads		
2008	92%	82%	67%	71%	79%		
2009	83%	84%	65%	76%	79%		
2010	87%	81%	65%	74%	79%		
2011	84%	81%	68%	69%	77%		
2012	83%	80%	66%	71%	76%		
New Categories as of 2013	Interstate	Primary	Secondary	Other	National Highway System	Urban	All Roads (NHTSA weighted)
2013	82%	68%	78%	61%	77%	68%	74%
2014	84%	62%	71%	74%	74%	79%	74%
Chg 1 Yr	1.6%						0.0%
Chg 5 Yr Avg	0%						-2%
<b>Source: Montana Department of Transportation Observational Study</b>							

All project activities are aimed at achieving the overall MDT goals for occupant protection. The goal for 2013 for unrestrained fatalities was 108 and the actual fatality count was 109. Although that is an improvement over 2012, it will be a challenge for MDT to meet the five-year average goal of 98 by the end of 2015.

MDT is on the way to meet the goal for unrestrained occupant fatalities and incapacitating injuries. During 2013 there were 449 fatalities and incapacitating injuries well ahead of the 2015 goal of 490.

Unfortunately seat belt use remained steady at 74% in 2014. This may have been impacted by the new methodology outlined by NHTSA, however, MDT will continue to monitor this situation and follow the primary seat belt proposals during Montana’s 2015 Legislature.

## Project Descriptions and Activities Funded

### *Buckle Up Montana Program*

<i>Funding Source</i>	<b>402 - MAP-21</b>	<b>405b</b>	<b>405b</b>
<i>Amount Expended</i>	\$191,710.40	\$230,423.22	\$422,168.03

MDT continued contracting with the grassroots Buckle Up Montana (BUMT) coalitions. These coalitions meet on a regular basis to develop and implement local public information and education (PI&E) programs that reach various demographics to encourage seat belt and car seat usage. The long-term impact of this program is to increase occupant protection usage resulting in measurable progress toward a reduction in fatalities and incapacitating injuries on Montana roads.



The table below lists the 13 BUMT coalitions: -

Butte Silver-Bow County	Lake County
Custer County	Mineral County
Dawson County	Missoula County
Flathead County	Pondera, Toole & Teton Counties
Gallatin County	Ravalli County
Hill County	Tri County (Lewis & Clark, Jefferson, Broadwater)
Cascade County	

The 13 coalitions provide outreach to a total of 33 of Montana’s 56 counties, covering 63% of the state’s population. Another 15% of Montana’s population is covered by Yellowstone County’s Safe Kids Coalition focusing strictly on Child Passenger Safety.

The BUMT coalitions promote occupant protection (OP) restraint system education and usage using the following methods:

- Direct promotion of OP using the local media venues
- Public information and education campaigns
- Support for state-sponsored media messaging
- Innovative approaches to reach high risk populations
- Partnerships with law enforcement and local businesses

During FFY 2014, BUMT coalitions participated in a number of activities to educate the public on the importance of wearing a seat belt.

**Saved by the Belts Awards**

This fiscal year, 36 “Saved by the Belt” awards were - presented to individuals involved in motor vehicle crashes - that were saved by wearing their safety belts. An additional - 12 children, who were also restrained properly, were involved - with some of those drivers who received the awards. These - awards are typically presented at a press conference with the - survivor(s), law enforcement, and public officials. In addition - to receiving the award, recipients receive a free year-long membership - to AAA. A positive message and increased public awareness by - participants and their relatives, followed by news coverage, will - hopefully influence more people to wear their safety belts. -



**Public Education & Information**

FFY 2014 continued its focus on education using the occupant - protection presentation called *Commit2BuckleUp!* This tool is - delivered by coalition members at speaking engagements to explain - the importance of seat belt and car seat use in motor vehicles. The - targeted audiences include schools, legislators, law enforcement, - emergency medical technicians, prosecutors, judges, day care centers, - hospital personnel, ministerial organizations, firemen, primary care - givers, at-risk youth, policy makers and others. -



Throughout the year, BUMT coalitions are successful in getting occupant protection articles published in local newspapers and local newsletters. They post messages and pictures on their agency's website and create topic-specific flyers to distribute throughout the county. When they attend high visibility public events, they are armed with updated brochures and posters containing educational information specific to children, teens, adults and employers.

### Partnerships with Law Enforcement

Local BUMT coalitions provided support for law enforcement agencies participating in the Selective Traffic Enforcement Program (STEP) during the National May Mobilization and the statewide Thanksgiving Holiday mobilization. They provide law enforcement with PI&E and incentives for distribution during traffic stops.

The BUMT coalitions partnered with the Montana Highway Patrol's Alive @ 25 instructors to host these classes for drivers between the ages of 18 and 25. During the past fiscal year 2,000 young adults across the state were trained during approximately 100 classes. The BUMT coalitions supported the Montana Highway Patrol Alive @ 25 instructors by assisting with scheduling and hosting the classes.

The Montana Highway Patrol brings the "Seat Belt Convincer" to special events and drivers education trainings as a tool to educate the attendees about the benefits of seat belt usage. The Convincer provides the opportunity for individuals to feel what it is like to crash at a low speed. Troopers operate the machine while answering questions for the participants.



Law Enforcement is a key partner in submitting nominations for travelers who were "Saved by the Belt". They collaborate with the BUMT coalitions attending each of the award ceremonies.

### Public awareness targeting young drivers in High Schools



Many of the coalitions make presentations at high schools as well as Driver Education classes. This is an opportunity to raise teen's understanding and knowledge of how seatbelts help manage violent crash forces, thereby preventing serious injury or death.

Trooper Bennett of the Montana Highway Patrol and Katelyn Lester, a victim who survived a crash by wearing her seatbelt, give a presentation to a driver's education class in Stevensville.

### Partnerships with Businesses

BUMT coalitions have been successful in partnering with businesses. The businesses help promote seatbelt use via messages on their reader boards, through bank drive up windows, messages on coffee sleeves and articles to employees in their newsletters. One of the most visual partnerships with businesses has been the display of an Empty Dinner Party showing empty chairs for the people who have died in a motor vehicle crash because they weren't buckled. On average the BUMT coalitions had partnerships with 15-20 local



agencies and businesses. These include local Chamber of Commerce, gas stations, local colleges and schools, media outlets, hospitals, banks and car dealerships.

**Partnerships with Medical Personnel**

In partnership with two MSU nursing students a binder full of car seat safety information was provided to 25 health care providers in Flathead County including family practices, OB/GYN's and midwives. The binder included information for providers and parents such as posters, car seat selection/installation guidance, Simple Steps CPS video plus other relevant resources. The entire binder is electronically available to all the BUMT coalitions. Response from the providers was overwhelmingly positive.

**Educational incentives**

The BUMT coordinators distribute incentive items to the public while educating them about the benefits of seatbelt and child restraint use. Both MDT and the Buckle Up Montana Coalitions continue to distribute the very popular Montana *Buckle Up Bug Activity Coloring Book*.

By providing enhanced public information and education to population groups with lower than average restraint use rates, the goal of this program is to maximize the use of occupant restraints by all vehicle occupants. The coalitions encourage the public to obey Montana's seatbelt and child passenger safety laws. They are actively involved with targeting children, teens and adults. They continue to strive to exhibit a strong presence in their communities.

*Carroll College Pilot Program*

<i>Funding Source</i>	<b>402 - MAP-21</b>	<b>405b</b>	<b>Total</b>
<i>Amount Expended</i>	\$6,716.00	\$10,912.00	\$17,628.00

As a pilot program, MDT partnered with Carroll College Athletics Department to promote the benefits of seat belt use to all students and attendees at their respective sporting events. Student athletes and coaches delivered buckle up message via audio and video during events including football, basketball, soccer and volleyball games. A large number of students attending college athletic events are in the age range where many are not wearing their seat belts every trip, every time. The goal of this program is to educate students and those in attendance about the life-saving benefits of buckling up.

*Huddle High School Activity Tickets*

<i>Funding Source</i>	<b>405b</b>
<i>Amount Expended</i>	\$42,557.00

MDT partnered with the HUDDLE Company from Alpharetta, Georgia to deliver a positive message encouraging Montanans to buckle up, because it is the state law and doing so saves lives. The Montana Department of Transportation (MDT) Highway Traffic Safety Section purchased activity tickets with a Buckle-Up message on them for every high school in Montana. These tickets are customized for each school and are being used for events where the public pays an admission fee and receives a ticket to enter an event. One side of the ticket has the Buckle Up message, the other side has a coupon for a free ice cream cone.



McDonalds is a strong advocate of traffic safety and again partnered with MDT by providing free ice cream cones for every ticketholder. MDT intent is the ice-cream incentive will cause people to hold onto their tickets longer and see the message more than once.

### *Child Passenger Safety (CPS) Technician & Instructor Development*

<i>Funding Source</i>	<b>405 – SAFTEA-LU</b>	<b>405b</b>	<b>Total</b>
<i>Amount Expended</i>	\$826.26	\$4,431.24	\$5,257.50

In FFY 2014, Montana hosted five 4-day trainings, one Renewal course and one statewide technician update through a partnership with Safe Kids Worldwide and a State Farm grant. Bringing the trainings to the tribal communities is a priority for this high-risk population. During 2014, MDT certified 6 new Native American CPS technicians. To date, Montana has 18 CPS instructors, 194 CPS technicians and 28 permanent CPS inspection stations registered with NHTSA. There are CPS technicians supporting all 7 of Montana’s Native American reservations.

Montana’s child passenger safety certification trainings continue to help maintain a pool of CPS technicians and instructors throughout the state to show parents and care providers how to properly use and install child safety seats. This program includes hosting an annual CPS Technician & Instructor Update which affords participants the convenience of earning continuing education units and other requirements needed to recertify. Child passenger safety (CPS) inspection stations and checkup events are opportunities for parents and caregivers to receive one-on-one assistance from certified CPS technicians ensuring all child restraints are installed properly and the children leave safer than when they arrived. Approximately 1,900 car seats were inspected and 700 car seats were distributed to parents/caregivers throughout FFY 2014 by CPS techs.

### *CPS Media*

<i>Funding Source</i>	<b>402 - MAP 21</b>
<i>Amount Expended</i>	\$37,865.00

Media was used to promote checkup events during the year. A variety of media venues were used including radio, newspaper, news releases, etc., to support CPS events.

### *Car Seat Distributions*

<i>Funding Source</i>	<b>402 - MAP 21</b>	<b>405b</b>	<b>Total</b>
<i>Amount Expended</i>	\$3,563.13	\$24,127.59	\$27,690.72

In FFY 2014, MDT purchased 512 convertible child safety seats for distribution to low income families who might not otherwise choose to purchase them and/or be able to afford them. Seats were shipped directly to Montana certified CPS technicians at local permanent CPS inspection stations and also to CPS technicians in counties that don’t have inspection stations. The allocation of seats was based on each county’s need and demographic makeup. Continuing educational and distribution programs, and especially the implementation and enforcement of child passenger safety laws, increases the levels of child restraint use.





The availability of free child restraints at check-up events throughout the state for low income parents/caregivers increases the chances that children will be properly restrained every trip, every time. Equally as important is the opportunity to educate parents about overall child passenger safety for all their children as well as the importance of every occupant in the vehicle being properly buckled-up.

## Impaired Driving Overview

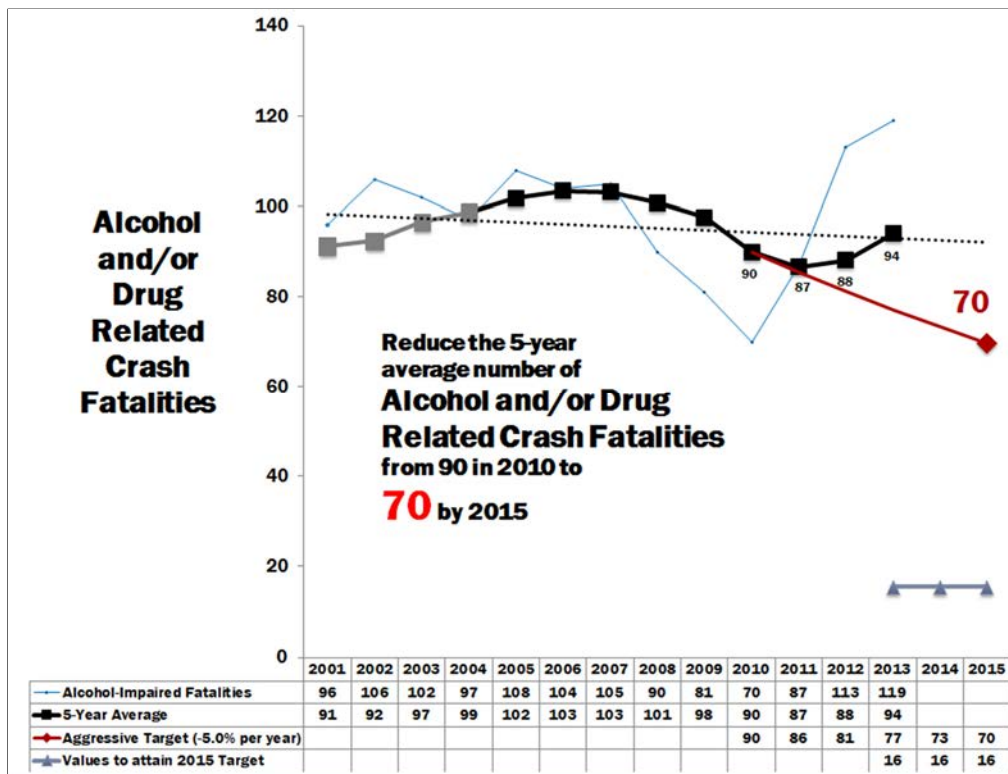
Montana has one of the highest fatality rates in the nation for the number of deaths caused by impaired drivers per vehicle mile traveled.

MDT, along with its partners and safety stakeholders across the state, are working to implement a wide range of programs to prevent and reduce impaired driving and its consequences. This multi-faceted approach includes strategies from the categories of *education, prevention, intervention, treatment, enforcement, and consequences.*

Currently, the CHSP has two performance measures for impaired driving.

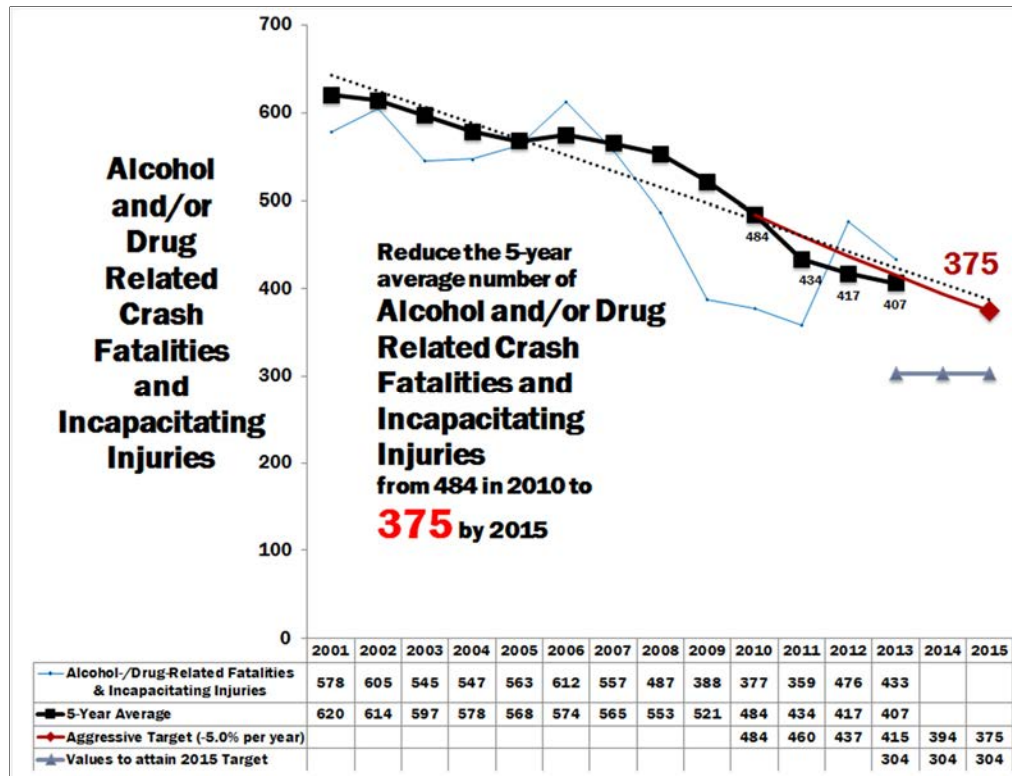
- Reduce the five-year average number of fatalities in crashes involving an alcohol-impaired driver or motorcycle operator (BAC 0.08+) from 90 in 2010 to 70 by 2015.
- Reduce the five-year average number of fatalities and incapacitating injuries in crashes involving a driver or motorcycle operator with a BAC 0.01+ or evidence of alcohol and/or drugs being involved from 484 in 2010 to 375 by 2015.

The graphs below represent the history of the accomplishments of each goal and where MDT is currently in relationship to the 2015 goal.





Montana has experienced an increase in the number of impaired driving related fatalities. The rate remains high and well above the target for 2015.



Although fatalities and incapacitating injuries have continued to decline, the target of 375 by 2015 will be difficult to meet. Impaired driving fatalities and incapacitating injuries decreased from 417 in 2012 to 407 in 2013 and has been declining significantly since 2008 when this number was 487.

All of the projects funded are aimed at reducing impaired driving fatalities and incapacitating injuries and assisting MDT in reach the overall goal.

### Project Descriptions and Activities Funded

#### Traffic Safety Resource Prosecutor

Funding Source	<b>410</b>	<b>405d</b>	<b>Total</b>
Amount Expended	\$142,109.33	\$44,245.16	\$186,354.49

FFY 2014 represented the fifth full year of this contract with Erin Inman, PLLC, to serve as Montana’s TSRP.

The ultimate objective of a TSRP is to improve traffic safety. The TSRP acts as a liaison between prosecutors, the judiciary, law enforcement, community groups, and other stakeholders. The primary function of the TSRP is to provide training to enhance the consistent identification, arrest, prosecution and sentencing of traffic safety violations, particularly focusing on the following:



- Operating a vehicle while under the influence of alcohol, drugs, or any combination
- Vehicle crashes involving personal injuries
- Negligent Homicide involving vehicles
- Vehicular Homicide while under the influence

The TSRP coordinates closely with the Traffic Safety Resource Officer on training needs and schedules (see the list of training provided under the TSRO section). Now that Montana has a Judicial Outreach Liaison (JOL), the TSRP is also coordinating with that person.

During FFY 2014, the TSRP provided 45 presentations/trainings reaching approximately 902 people. This represents a decrease in the number of trainings and number of people trained during FFY 2013 (50 presentations/trainings reaching around 1355 people).

Highlights of these trainings include:

- Laws of DUI class for law enforcement and prosecutors.
- Horizontal Gaze Nystagmus (HGN) Admissibility.
- Standardized Field Sobriety Tests (SFST) training at the Montana Law Enforcement Academy.
- Multiple presentations at a variety of locations around the state to provide Cops in Court.
- Over Service Training and Aggravated DUI training.
- Presentations for Montana's prosecutors via the winter and summer meetings of the Montana County Attorney's Association.
- Presentations at both the spring and fall Judges training.
- Development and web-based training related to Crime Laboratory, HGN Admissibility, updates to the DUI manual and Telephonic Search Warrants.

The TSRP trainings are expected to indirectly affect the rate of successful DUI prosecutions, which is an important facet of general deterrence and direct accountability. When people are held accountable for driving impaired, it serves as a deterrent for the general public.

In addition to the training presentations, the Traffic Safety Resource Prosecutor (TSRP) provided a variety of technical assistance via phone and email to prosecutors and others involved in the criminal justice system. The website continued to be updated regularly with timely and relevant information, including quarterly newsletters and a list of training opportunities. TSRP also participated in numerous statewide meetings further establishing cross sector collaboration.

The DUI handbook has been updated to incorporate new case law and provide information relevant to new DUI laws passed by the 2013 Montana Legislature. The handbook will be made available to prosecutors.

## Judicial Outreach Liaison

<i>Funding Source</i>	<b>Discretionary Funds</b>
<i>Amount Expended</i>	\$27,470.41



The Judicial Outreach Liaison project is the result of dedicated funding from NHTSA to initiate a JOL in Montana. The successful applicant was selected as the result of a Request for Proposal process. A contract with the Honorable Audrey Barger, Justice of the Peace for Hill County, was signed on June 28, 2013 and ends in March of 2015.

The JOL is a companion project to the TSRP and TSRO projects. The JOL collaborates with traffic safety stakeholders to identify legal and evidentiary issues that challenge the judicial branch in adjudicating impaired driving and other traffic safety offenses. The JOL then strategizes to formulate and promote training and education to enhance judicial skills in adjudication of impaired driving and other traffic safety offenses to protect the public, monitor offenders, and improve offender rehabilitation.

The JOL has conducted outreach with Montana's judges and court clerks to identify questions and concerns about judicial knowledge and skills required to adjudicate and keep the records of impaired driving and other traffic offenses. The JOL has also provided phone or email mentoring consultations and technical assistance upon request from Judges.

The JOL presented at the Spring Clerks conference, State Drug Court Conference and provided a presentation to treatment court judges on the current Supreme Court appeal on drug court confidentiality issue. Judge Barger attended the JOL Development training at the National Judicial College in Reno, Nevada. She also participated in a collaborative presentation with the TSRP at the Spring Courts of Limited Jurisdiction Training on the topics regarding the Aggravated DUI statute and staggered sentencing options.

Judge Barger attended the National Drug Court Convention in Anaheim, California.

As an advocate for DUI court development, the Judge attended the statewide drug court conference in Missoula. She has also hosted interested parties to observe her DUI Court and provided technical assistance as necessary. She also requested a position on the CHSP strategy workgroup to increase DUI courts in Montana.

The development of a website ([www.mdt.mt.gov/jol](http://www.mdt.mt.gov/jol)) that will serve as a resource for Montana's judges and other stakeholders has been finalized.

## DUI Court Training

<i>Funding Source</i>	<b>410</b>
<i>Amount Expended</i>	\$17,459.20

DUI courts are a proven strategy for rehabilitating repeat DUI offenders. A DUI court that functions in accordance with the DUI court model will positively affect traffic safety in their region.

Training in the DUI court model is necessary to ensure all team members understand the 10 guiding principles of the DUI court model, as established by the *National Association of Drug Court Professionals*

and the *National Drug Court Institute*. The training is hosted by the National Center for DWI Courts (NCDC), a division of the National Association of Drug Court Professionals (NADCP), and the National Highway Traffic Safety Administration

Each DUI court training contract provided up to \$8,000.00 to fund travel, lodging and meal costs for up to 10 members on the DUI court team to attend DUI Court training. MDT funded two teams to attend DUI court training in FFY 2014, which were Butte-Silver Bow County DUI Court and Fort Peck Tribal DUI Court.

### *DUI Court Implementation*

<i>Funding Source</i>	<b>410</b>	<b>405d</b>	<b>Total</b>
<i>Amount Expended</i>	\$355,291.50	\$117,446.93	\$472,738.43

DUI courts are a proven strategy to reduce impaired driving among habitual drunk drivers who are not typically affected by education or public safety efforts, or by traditional legal sanctions.

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

The DUI court program is designed to change the behavior of hardcore DUI offenders by providing intensive supervision and treatment for willing, eligible impaired driving offenders. Upon choosing to join the program, participants come under the Court’s supervision and are required to attend assigned treatment sessions, undergo frequent and random alcohol/drug testing using advanced alcohol testing and monitoring equipment, appear before the judge and DUI court team on a scheduled basis (usually weekly), and commit to seatbelt use. These courts also address driver licensing and insurance when appropriate, seatbelt and child restraint education, victim notification, and payment of restitution. Participants must meet the requirement of each phase of the DUI court program in order to graduate from the program. The timeframe for completion of the course varies by the individual and their unique treatment plan.

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

Positive changes are recognized and rewarded via incentives. Continued alcohol and drug usage is discouraged through a progressive system of sanctions. The client also has access to a variety of other services to help the individual achieve sobriety, learn pro-social behaviors, and become a productive member of society.

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

DUI court participant counts fluctuate throughout the year as clients are accepted into the program, graduate from the program, or withdraw or are dismissed from the program. A total of 66 DUI offenders were successful in graduating from the various DUI court programs around the state.

- The **7<sup>th</sup> Judicial District DUI court** graduated 18 participants during FFY 2014. The court served a total of 56 participants, of which 7 did not complete the program.
- The **13<sup>th</sup> Judicial District DUI court** graduated 28 participants during FFY 2014. The court served a total of 78 participants, of which 12 did not complete the program.
- The **Fort Peck Tribal DUI court** graduated 3 participants during FFY 2014. The court served a total of 18 participants, of which 5 did not complete the program.
- The **Hill County Justice DUI court** graduated 4 participants during FFY 2014. The court served a total of 19 participants this year, of which 3 did not complete the program.
- The **Butte-Silver Bow County Justice DUI court** graduated 13 participants during the FFY 2014. The court served a total of 24 participants this year, of which 6 did not complete the program.

During FFY 2014, MDT funded continuing implementation of the DUI court model in the following jurisdictions:

DUI Court and Presiding Judge	Clients Served	FFY 2014 Grads	Amount Expended
1. <b>7<sup>th</sup> Judicial District (Richland, McCone, Prairie, Dawson, and Wibaux Counties)</b> <i>Judge Katherine Bidegaray</i>	56	18	88,110.98
2. <b>13<sup>th</sup> Judicial District ( Yellowstone County)</b> <i>Judge Mary Jane Knisely</i>	78	28	257,801.05
3. <b>Fort Peck Tribal Court</b> <i>Judge Danna Runsabove</i>	18	3	24,852.50
4. <b>Hill County</b> <i>Judge Audrey Barger</i>	19	4	70,096.75
5. <b>Butte-Silver Bow Court</b> <i>Judge Debra Williams</i>	24	13	31,877.15
<b>TOTAL</b>	<b>195</b>	<b>66</b>	<b>\$472,738.43</b>

### *Transdermal Alcohol Monitoring Devices*

<i>Funding Source</i>	<b>410</b>	<b>405d</b>	<b>405d</b>
<i>Amount Expended</i>	\$703.64	\$4,404.39	\$5,108.03

MDT purchased 29 transdermal alcohol monitoring units in January 2010 which continue to be used during FFY 2014 by the courts listed above, as well as in the Billings Municipal DUI Court. MDT contracted with Mineral County for a coordinator to manage the Secure Continuous Remote Alcohol Monitoring (SCRAM) units for the courts. For FFY 2015, MDT is in the process of transferring the equipment to the individual courts to manage their own SCRAM services.

### *Sanders/Mineral County DUI Task Force Support*

<i>Funding Source</i>	<b>405d</b>
<i>Amount Expended</i>	\$21,226.38

MDT provided supplemental support in FFY 2014 to the Sanders and Mineral County Task Forces, which are rural counties located at the far northwestern part of Montana. The county task forces have a recent history of disengagement from individual members and nonsupport from the community at large. Funds enhanced the presence of task force efforts in those counties by incorporating a number of strategies that included:

- Compliance checks of alcohol retailers
- Rotating billboard campaign
- Development of trained media advocates in each county; promotion of consistent message throughout the area
- Partnership with Drug Free Community/Elevate Youth Coalition; work on shared messaging
- DUI information collection and tracking
- Research the possibility of establishing DUI court in Sanders County modeled after Mineral County DUI court
- Red Ribbon Week activities
- Strengthen community relationships with alcohol retailers and providing alcohol service training.

Funds have created a more cohesive task force encompassing cross-sector collaboration and local support.

### *Western Montana Tri-County Services Prevention Program*

<i>Funding Source</i>	<b>410</b>	<b>405d</b>	<b>Total</b>
<i>Amount Expended</i>	\$12,428.53	\$24,145.91	\$36,574.44

MDT provided supplemental support in FFY 2014 to the Western Montana Tri-County Services Prevention Program to provide prevention services for Granite, Powell and Deer Lodge Counties. These counties have a high social climate of tolerance towards underage drinking and drink and driving. A local Prevention Specialist was funded to implement the following strategies:

- Shift the common belief that one cannot drink without driving
- Increase compliance checks through working with law enforcement
- Bring educational programs and events to the area, e.g. DUI simulator twice during the year
- Establish a DUI Task Force or joint county TF for Granite County
- Provide information on preventing over-service and DUI
- Increase partners
- Support retailers and event-holders in forming policies to help reduce liability for over-service

Community education efforts appear to be relatively strong with this implementation, however, the project did not apply for FFY 2015 funding.

## **Police Traffic Services**

Enforcement is one of the four “E”s of traffic safety (education, enforcement, emergency services, engineering). Montana’s *Comprehensive Highway Safety Plan* consists of several enforcement strategies as summarized in the following section.



## Project Descriptions and Activities Funded

### Selective Traffic Enforcement Program

<i>Funding Source</i>	<b>410</b>	<b>402 – MAP-21</b>	<b>405b</b>	<b>405d</b>	<b>Total</b>
<i>Amount Expended</i>	\$53,602.37	\$368,736.71	\$132,195.98	\$146,986.65	\$701,521.71

Law enforcement agencies conducted year-round sustained enforcement from October 1, 2013 to September 30, 2014 focusing on the enforcement of Montana’s impaired driving and seatbelt laws. They participated in the two national mobilizations, Memorial Day and Labor Day, as well as state-required overtime activities around July 4<sup>th</sup> and the Christmas/New Year’s timeframes.

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

SHTSS contracts with law enforcement agencies throughout Montana to participate in the Selective Traffic Enforcement Program (STEP). The law enforcement agencies are solicited based on fatality data and population.

During 2014, SHTSS held STEP contracts with forty-eight law enforcement agencies (which includes the 20 agencies managed by the Montana Sheriff’s & Peace Officers Association). This represents a slight increase in the number of STEP contractors from the previous federal fiscal year. Primarily, this was due to our securing contracts with six of the seven Native American Indian Reservations located in the state. For more information regarding tribal participation, please see the section titled Tribal STEP.

One hundred percent of the state’s population received coverage by law enforcement due to the participation in STEP by police departments, sheriff’s offices, tribal law enforcement and the MHP.

Law enforcement agencies participating in the STEP program provided 11,407 hours of overtime patrols during FFY 2014. There were 10,145 traffic stops conducted and a combined 21,759 citations and warnings were given to motorists.

FFY 2014 Citations – STEP							
DUI Arrests	Seat Belt	Child Restraint	Felony Arrest	Stolen Vehicle	Fugitives	Suspended License	Uninsured Driver
456	1723	67	53	10	376	512	1479
Speeding	Reckless	Drug Arrest	DRE Evaluation	MIP	Open Container	Probation/Parole	Equipment
7707	51	209	19	63	60	23	3915
Motorcycle	Hab Traff Off	Exp/No License	Exp/No Registration	Moving Violation	Careless Drive	Other	
20	21	885	2514	1643	339	2680	

By comparison, Law enforcement agencies participating in the STEP program during 2013 provided 13,825 hours of overtime patrols; 18,860 traffic stops conducted; and a combined 20,420 citations and warnings were given to motorists.

*STEP Media*

<i>Funding Source</i>	<b>402 - MAP 21</b>	<b>405b</b>	<b>405d</b>	<b>Total</b>
<i>Amount Expended</i>	\$47,963.21	\$42,672.60	\$35,732.87	\$126,368.68

Media is used to support STEP patrols during both mobilizations (May and Labor Day), summer holiday events and other specific events throughout the year. Radio, PSA's and newspaper advertising was utilized for high-risk events including sustained efforts.

*MHP Strategic Enforcement Traffic Team*

<i>Funding Source</i>	<b>410</b>	<b>405d</b>	<b>Total</b>
<i>Amount Expended</i>	\$424,305.55	\$202,603.50	\$626,909.05

Montana Highway Patrol (MHP) started their Strategic Enforcement Traffic Team (SETT), also known as Roving Patrols in FFY 2008. SETT moves around the state to known high-crash corridors to show a presence of high visibility enforcement in these areas. The purpose of SETT is to detect and deter impaired driving, speeding, and a host of other traffic safety offenses. The Montana Highway Patrol also uses SETT as an education tool to the motoring public.

The team revised their focus and strategies as necessary. For example, a renewed focus on deterring and preventing impaired driving crashes led to patrolling longer sections of roads and the arterials that feed into the high crash sections. As such, they were an effective deterrent, which was based upon evidence of low citation numbers, and achievement of the CHSP goal to reduce fatalities and incapacitating injuries in high crash locations.

The SETT team provided 4,019 patrol hours during FFY 2014. There were 4,821 traffic stops conducted and a combined 9,802 citations and warnings were given to motorists.

<b>FFY 2014 Citations and Warnings – SETT</b>							
<b>DUI Arrests</b>	<b>Seat Belt</b>	<b>Child Restraint</b>	<b>Felony Arrest</b>	<b>Stolen Vehicle</b>	<b>Fugitives</b>	<b>Suspended License</b>	<b>Uninsured Driver</b>
<b>110</b>	<b>1243</b>	<b>31</b>	<b>16</b>	<b>2</b>	<b>231</b>	<b>286</b>	<b>915</b>
<b>Speeding</b>	<b>Reckless</b>	<b>Drug Arrest</b>	<b>DRE Evaluation</b>	<b>MIP</b>	<b>Open Container</b>	<b>Probation/Parole</b>	<b>Equipment</b>
<b>1854</b>	<b>3</b>	<b>253</b>	<b>10</b>	<b>27</b>	<b>66</b>	<b>6</b>	<b>2554</b>
<b>Motorcycle</b>	<b>Hab Traff Off</b>	<b>Exp/No License</b>	<b>Exp/No Registration</b>	<b>Moving Violation</b>	<b>Careless Drive</b>	<b>Other</b>	
<b>6</b>	<b>19</b>	<b>344</b>	<b>1043</b>	<b>678</b>	<b>54</b>	<b>1344</b>	

The team completed over ten deployments where they provided increased patrols and presence supporting local law enforcement agencies. These deployments include:

- University of MT vs MT State University - Griz/Cat Football Game
- Whitefish Winter Carnival
- St Patrick's Day in Butte and Billings

- Democratic Governors Association Winter Meeting in Big Sky
- Memorial Day Mobilization – western Montana, I-90
- Independence day celebration, Bozeman, Kalispell and Flathead Lake region
- Evel Knievel Days festival - Butte
- Montana State Fair - Great Falls
- Beartooth Rally
- Testicle Festival in Missoula
- Labor Day Mobilization - western MT

The SETT team works in conjunction with our media contractors to provide high visibility sustained enforcement across the state. There was a media component to all of the SETT deployment timeframes often in conjunction with other STEP activities. Primarily, media for SETT is through PSA’s and print; however, a new media campaign was launched by the SETT team in FFY 2014. Business cards and fliers were created for distribution. These were handed out at traffic stops by team members to further the reach of individual contacts.

*SETT Media*

<i>Funding Source</i>	<b>405d</b>
<i>Amount Expended</i>	\$64.65

Media support is provided to the SETT team throughout the year as requested.

*MHP Traffic Safety Resource Officer Program (TSRO)*

<i>Funding Source</i>	<b>410</b>	<b>405d</b>	<b>Total</b>
<i>Amount Expended</i>	\$186,178.86	\$75,127.57	\$261,306.43

MDT has contracted with Montana Highway Patrol since FFY 2009 to provide a Traffic Safety Resource Officer (TSRO) from the Montana Highway Patrol. Trooper Kurt Sager has been working in this position since March 2009. In 2014, based on a recommendation from NHTSA’s Impaired Driving Assessment for Montana, the SHTSS and the Montana Highway Patrol decided to expand the TSRO program to include a second full time position.

The TSRO Program oversees and manages several of law enforcement related traffic safety initiatives that are included in Montana’s current *Comprehensive Highway Safety Plan* as strategies. The TSRO program works closely with MDT’s Highway Traffic Safety Section and the Traffic Safety Resource Prosecutor to ensure that training efforts are coordinated. The major responsibilities of the program entail the coordination and delivery of SFST, ARIDE, and DRE training programs statewide, and deployment of the MHP Mobile Impaired Driving Assessment Center.

*SFST, ARIDE and DRE Training for Law Enforcement*

*Standardized Field Sobriety Testing (SFST)*

The TSRO program provides training to law enforcement in Standardized Field Sobriety Testing (SFST) using a curriculum adopted by NHTSA. SFSTs are the basis for all impaired driving investigations and are conducted by many officers on a very regular basis. The SFST program provides officers the necessary information to conduct the maneuvers in a manner that assists in prosecution of the case.

### SFST Recertification/Refresher Training

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

The curriculum contained information on gaze nystagmus, as well as drowsy driving, distracted driving, mental illness, and drugged driving.

### Advanced Roadside Impaired Driving Enforcement (ARIDE)

The Traffic Safety Resource Officer program first brought ARIDE training to Montana during FFY 2010.

The ARIDE course bridges the gap between SFST training and the DRE program. ARIDE offers additional information to law enforcement officers on detecting impairment caused by more than just alcohol.

This is valuable because law enforcement officers that have not received advanced or in-service training on drug impairment tend to not be able to identify these characteristics. They may inadvertently release an impaired driver because there was no proof of alcohol impairment from the preliminary breath test. This 16-hour curriculum is designed to help officers become more proficient at detecting, apprehending, testing and prosecuting impaired drivers.

### Drug Recognition Expert (DRE) training

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

The DRE examination is conducted in a controlled environment utilizing a standardized and systematic 12-step process. The Drug Evaluation and Classification Program (DECP) utilize a format that has seven major categories of drugs. These categories are determined based on the pharmacodynamics (the medically known responses of drug use on human physiology) of the drug categories.

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

In FFY 2014 the Montana TSRO program conducted 34 training sessions across the state.

	<b>Location</b>	<b>Date and Duration</b>	<b>Topic(s)</b>	<b>Attendee Information</b>	<b># of Attendees</b>
<b>1</b>	MLEA Helena	10/07-11/2013 40 hours	SFST/BTS	Law Enforcement	18
<b>2</b>	Sidney	10/12-14/2013 16 hours	ARIDE	Law Enforcement	11
<b>3</b>	MLEA Helena	10/18-22/2013 40 hours	SFST/BTS	Law Enforcement	56
<b>4</b>	Butte	12/02-2/2013 2 hours	Drug Impairment Detection	REC Silicon Supervisors Private Sector	24
<b>5</b>	Helena	12/03-04/2013 16 hours	ARIDE	Law Enforcement	18
<b>6</b>	Butte	12/9/2013 2 hours	Drug Impairment Detection	REC Silicon Supervisors Private Sector	28
<b>7</b>	Great Falls	12/16-20/2013 40 hours	SFST/BTS	Military Law Enforcement	10

8	Bozeman	01/06-07/2014	ARIDE	Law Enforcement	16
9	Bozeman	01/08-09/2014	ARIDE	Law Enforcement	14
10	Butte	1/16/2014	Drug Impairment Detection	REC Silicon Supervisors Private Sector	28
11	Kalispell	1/23/2014	SFST Refresher	Law Enforcement	19
12	Wolf Point	01/27-31/2104	SFST/BTS	Law Enforcement, Probation & Parole, Juvenile Detention, Detention Staff	22
13	Helena	02/04-06/2014	DUI Crash Scenarios	MHP Advanced Academy	13
14	Billings	02/10-11/2014	ARIDE	Law Enforcement	26
15	Billings	02/12-13/2014	ARIDE	Law Enforcement	12
16	Great Falls	02/25-27/2014	Prosecuting the Drugged Driver	Law Enforcement, Prosecutors	20
17	MLEA Helena	03/10-14/2014	SFST/BTS	Law Enforcement	48
18	Billings	3/19/2014	SFST Refresher	Law Enforcement	25
19	Glendive	3/27/2014	SFST Refresher	Law Enforcement	15
20	Helena	4/2/2014	Prosecuting The DUI	Law Enforcement and Prosecutors	6
21	MLEA Helena	4/14 -18/14	LEQ SFST	Law Enforcement	21
22	Helena	04/28/2014-05/02/2014	DRE Instructor School	Law Enforcement	4
23	Phoenix, AZ	06/18-21/2014	DRE Instructor Field Certifications	Law Enforcement	4
24	Havre	6/2/2014	SFST Refresher	MHP	6
25	Old Faithful	06/02-03/2014	ARIDE	Law Enforcement	18
26	MLEA	6/9-13/14	LEOB SFST	Law Enforcement	45
27	Missoula	06/16-17/2014	ARIDE	Law Enforcement	19
28	Missoula	06/18-19/2014	ARIDE	Law Enforcement	8
29	MLEA Helena	08/5-7/2014	DUI Crash Scenario Training	MHP Advanced Academy	15
30	Bozeman	8/13/2014	Introduction to Drug Impairment	MSU Nursing Program Supervisors	8
31	Helena	8/20/2014	Introduction to Drug Impairment	Department of Corrections	16
32	Helena	8/21/2014	Introduction to Drug Impairment	Department of Corrections	18
33	Malmstrom AFB	08/25-29/2014	SFST/BTS	Military Law Enforcement	22
34	Anaconda	09/08/20147	Impaired Driving Overview/Town Hall Meeting	Task Force members, Prosecutor, concerned citizens	40

*Law Enforcement Liaison Program*

<i>Funding Source</i>	<b>402 - SAFETEA-LU</b>	<b>402 - MAP-21</b>	<b>405b</b>	<b>405d</b>	<b>Total</b>
<i>Amount Expended</i>	\$103.89	\$2,198.25	\$1,078.33	\$1,152.07	\$4,532.54

MDT initiated the Law Enforcement Liaison (LEL) program in 2014. The LEL Program was implemented to recruit leaders in the law enforcement community to better organize agencies participating in STEP, and to recruit non-participating agencies for assistance during national mobilizations and other high risk timeframes.

Using the 8 existing Montana Highway Patrol Districts, MDT has divided Montana’s existing city, county, tribal, and state law enforcement agencies into 8 regions, each with their own LEL. The goals of this program are to increase productivity of the STEP program, and work to develop a “One Team” approach aimed at increasing seat belt usage and eliminating impaired driving on all of Montana’s roadways. The LEL’s serve as the point of contact for agencies not participating in STEP by facilitating the development of small scale high visibility enforcement for high risk events.

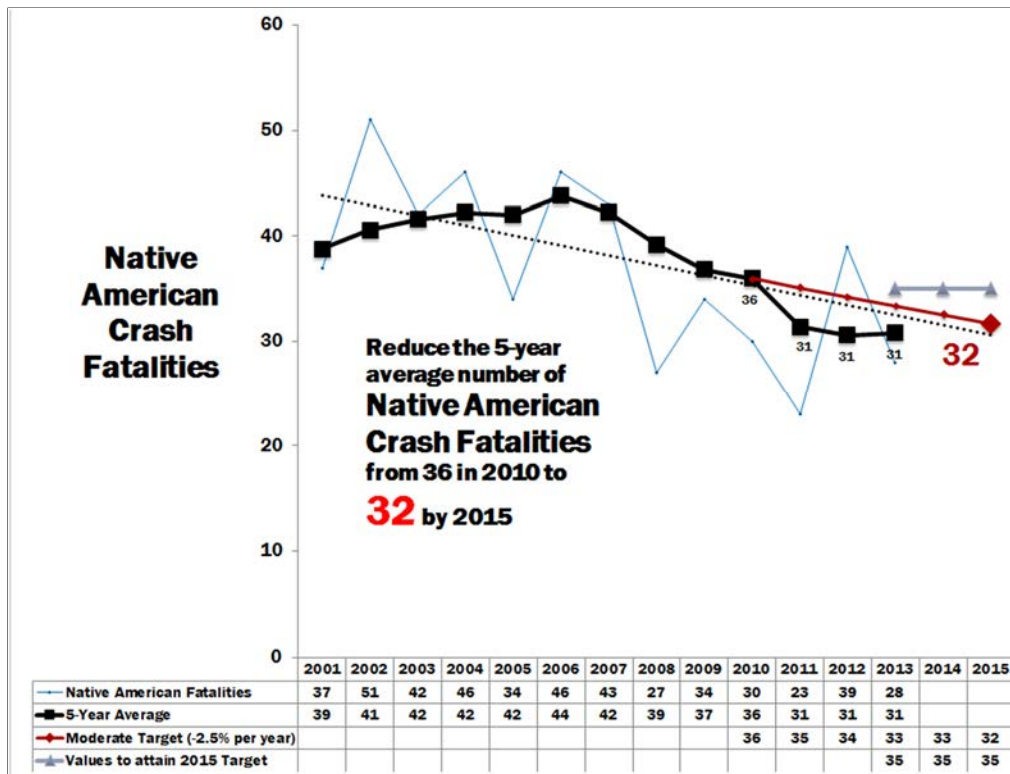
In 2014, four LEL’s were recruited for program development. MDT has five LEL’s under contract for FFY 2015. Recruiting efforts, program development, and training are continuing.

**High Risk Population Projects Overview**

*Native American Traffic Safety Program*

Native Americans made up 6.4% of Montana’s population, yet in 2013 accounted for approximately 13% of traffic fatalities. Because the statistics indicate a significant concern for this high risk population, MDT created the Safe On All Roads program. The goal of the SOAR program is to reduce the five-year average number of Native American fatalities from 36 in 2010 to 32 by 2015. The following outlines the progress:





According to the data, MDT is on target to reach the five-year goal for Native American Fatalities. Although this represents success, the fatality rate for this population remains disproportionate when compared with the non-Native population. Projects are funded and held to the same overall MDT goals.

### Project Descriptions and Activities Funded

#### Safe On All Roads

Funding Source	402-SAFETEA-LU	410	402 MAP-21	405b	405d	Total
Amount Expended	\$33,490	\$10,069	\$17,885	\$36,998	\$41,785	\$140,227

To implement this program, each reservation hired a part-time SOAR Coordinator. The SOAR Coordinators partner with law enforcement, tribal health departments, injury prevention, and other entities to ensure a consistent message is being delivered. Montana has seven reservations throughout the state (Blackfeet, Confederated Salish and Kootenai, Crow, Fort Belknap, Fort Peck, Northern Cheyenne and Rocky Boy's Chippewa Cree). During 2014, MDT was able to secure agreements with all seven reservations.



The goal of this program is to provide messaging that is culturally relevant and resonates with the target audience. Coordinators attend a number of tribal events in their community throughout the year to promote increased seatbelt and child passenger safety seat use and driving sober. The project includes coordinator wages, travel, production and dissemination of PI&E materials and messaging. Please refer to the following website for more information about the SOAR media program:

<http://www.mdt.mt.gov/safety/soar.shtml>. The program provides PI&E on impaired driving, occupant protection, child passenger safety, and teen highway safety.

SOAR Coordinators attend and host many community activities throughout the year. These include high school events, powwows, rodeos, parades, etc. Some examples of activities the SOAR coordinators have participated in (as told through their quarterly reports) are provided below:

Public Education and Outreach:

Blackfeet Tribe Report: "Our radio ads, Teen campaign and Posters placed through community; Blackfeet Community College, Browning High School, Napi Elementary, Local Stores, Placed throughout programs within Blackfeet Tribal Administration, Also running a current month to month ad in BTBC Monthly Newsletter."

Chippewa Cree Tribe/Rocky Boy: The "Why I buckle Up" poster campaign was implemented and nearly 500 posters were received and about 300 were either delivered or posted at local schools, private and Tribally operated business and organizations. The campaign used four local youth boys from the Box Elder School Class C State Basketball Champions.t.

The "Grandmothers and grandfathers are in us" and "Alive and Strong" PSA's were run on local KHEW radio station starting the third and fourth week of May, between 20 to 30 PSA were announced during this time period.

Various seat belt use items were handed out at the Rocky Boy School year end picnic. Nearly 300 school age children received some type of item encouraging seat belt use and or bike safety educational items

Seat Belt Use educational materials were distributed at the "Joe Rosette Sr. Memorial" golf scramble on August 2, 2014, approximately 180 individuals attended this event. The "Why I Buckle Up" poster was handed out along with buckle up bumper stickers, SOAR windshield shades, SOAR personal fans and pens. See attachment for event announcement.

In the final report of the project, one coordinator states:

"The fourth quarter of the SOAR program, we feel was successful in creating public awareness of the projects goals and objectives and more importantly, the SOAR program acted as the "link" that re-established local partnership between most tribal, school and service organizations. "

Another coordinator reports:

"I have had the opportunity to be the SOAR Coordinator for 10 months now. Through this year I have learned how alcohol related crashes and deaths have impacted our community in such a way that is unimaginable. Educating our young people that this is preventable has been exciting, emotional, and also at times frustrating when I hear of another alcohol related crash. I have set objectives for the upcoming year and will work hard in my community to continue educating and getting involved in the community to reduce fatalities."

*SOAR Media Campaign*

<i>Funding Source</i>	<b>402 - MAP 21</b>	<b>405b</b>	<b>405d</b>	<b>Total</b>
<i>Amount Expended</i>	\$45,937.11	\$2,590.88	\$49,438.58	\$97,966.57

MDT currently has a contract with a media company to promote increased seatbelt use and decrease incidents of impaired driving and safety through public education and outreach. Each Tribal community has a part-time SOAR coordinator to carry out these duties. Program messages and communications are developed within each tribe to resonate to each individual culture. During 2014 MDT used Facebook extensively for some of the campaigns. The SOAR Facebook page increased from 1,340 “likes” at this time last year to 2,491 currently.

<b>2014 SOAR Media Campaigns</b>		
<b>Description</b>	<b>Messages</b>	<b>Participation</b>
<b>Statewide Campaigns</b>		
Billboards	Various messages were used based on the SOAR coordinator's preference.	All seven reservations had at least one buckle up billboard placed for the year.
Why I buckle up poster with Tribal members voicing their own reasons for buckling up	Occupant Protection	This project began in FFY 2013 and was completed during FFY 2014.
December Holiday Empty Lodges Radio	Impaired Driving	Five of the seven Tribes participated in this campaign. The coordinators developed press releases to support the STEP program and/or Law Enforcement extra patrols.
Basketball Radio	Occupant Protection	Radio ran during peak times (tournaments) on all reservations
Teen Peer to Peer Campaign	Occupant Protection	Posters, Radio and Facebook was utilized during this campaign with all reservations participating.
Father's Day Buckle Up Campaign	Occupant Protection	Radio and newspaper were utilized during this campaign.
July Safe Travel Media	Occupant Protection	Radio/newspaper was used with all tribes participating.
Labor Day Impaired Driving Campaign	Impaired Driving	Radio and flyers were developed. Coordinators also provided publicity for the STEP program and/or Law Enforcement.
Back to School OP Campaign	Occupant Protection	Newspaper/Radio for all

<b>Other Campaigns Specific to the Community</b>		
<b>Crow (contract in place for just a few months)</b>		
Crow Fair	Occupant Protection	Radio/Facebook
<b>Confederated Salish and Kootenai</b>		
Earth Day Event "Walk and Roll"	Occupant Protection	Newspaper
Midnight Hoops Event	Child Passenger Safety	Radio
Flathead 3 on 2 Hoopfest	Occupant Protection	Radio/Newspaper
<b>Fort Peck</b>		
Poplar Youth Basket Tournament	Occupant Protection	Newspaper/Tournament Program
Wadopana Powwow	Occupant Protection	Radio/Facebook
<b>Northern Cheyenne</b>		
Northern Cheyenne Powwow	Occupant Protection	Newspaper/Facebook
<b>Rocky Boy's Chippewa Cree Tribe</b>		
Rocky Boy Annual Powwow	Occupant Protection	Radio/Facebook

The SOAR Teen Buckle Up campaign was highlighted as a promising practice in the research project, *Getting It To Click!* sponsored by the Governors Highway Safety Association with support from the Allstate Foundation. For this campaign several outstanding students from each tribe were selected to promote the seat belt use message within their community and posters were created using those students and the reasons why they buckle up. The posters have been widely distributed on the reservations and are highly visible in schools, health centers, jails and other public places. The images and messages carried by the posters have been used in radio, Facebook and newspaper outreach to carry the seat belt compliance message.





Facebook Posts

*Tribal STEP*

<i>Funding Source</i>	<b>410</b>	<b>402 – MAP 21</b>	<b>405b</b>	<b>405d</b>	<b>Total</b>
<i>Amount Expended</i>	\$8,104.06	\$26,739.52	\$1,375.36	\$1,317.60	\$37,536.54

In FFY 2014, MDT contracted with law enforcement agencies throughout Montana to participate in the Selective Traffic Enforcement Program (STEP) including the Confederated Salish, Fort Belknap Tribes and Fort Peck Tribes.

The tribal law enforcement agencies participated in year-round sustained enforcement overtime activities. They participated in the two national mobilizations, Memorial Day and Labor Day, as well as state-required overtime activities around July 4<sup>th</sup> and the Christmas/New Years’ time frames.

In 2014, a total of 402 citations (also included in previous STEP Project Description) were written by Tribal STEP agencies during the sustained enforcement and mobilization time periods, with the following highlights:

- 25 DUI citations
- 25 Seatbelt citations
- 104 Speeding citations and warnings

*Racial Profiling Prevention – Citation Study*

<i>Funding Source</i>	<b>1906</b>
<i>Amount Expended</i>	<b>\$4,705.67</b>

The State Highway Traffic Safety Section contracted with the Montana Highway Patrol through the end of December 2013 to do a citation study. This study is a continuation of the Prevention of Racial Profiling contract with the Highway Patrol since FFY 2008. This contract helped the patrol purchase a state of the art citation tracking system. This system has been operational since 2009 and recently contained enough citation information to begin the study.

The study is now complete. Part of the conclusion of the report reads:

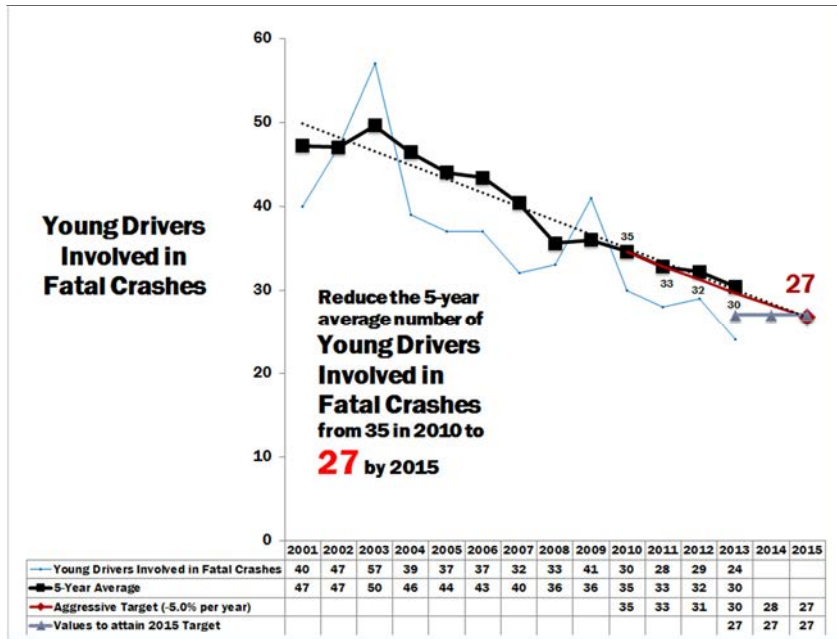
“The descriptive analysis conducted does not reveal that racial profiling/biased policing is an issue at the state-wide level. At the point of stop, our comparative analysis of the MHP traffic stop data indicates that non-White racial/ethnic groups examined are not stopped at significantly higher rates than their overall proportion of the population. Rather, the analysis indicates that White drivers are stopped at slightly higher rates when compared to their proportion of the Montana population in most Montana counties.”

*Teen Traffic Safety*  
 Funding Source  
 Amount Expended

**402 – MAP 21**  
**\$5,300.45**

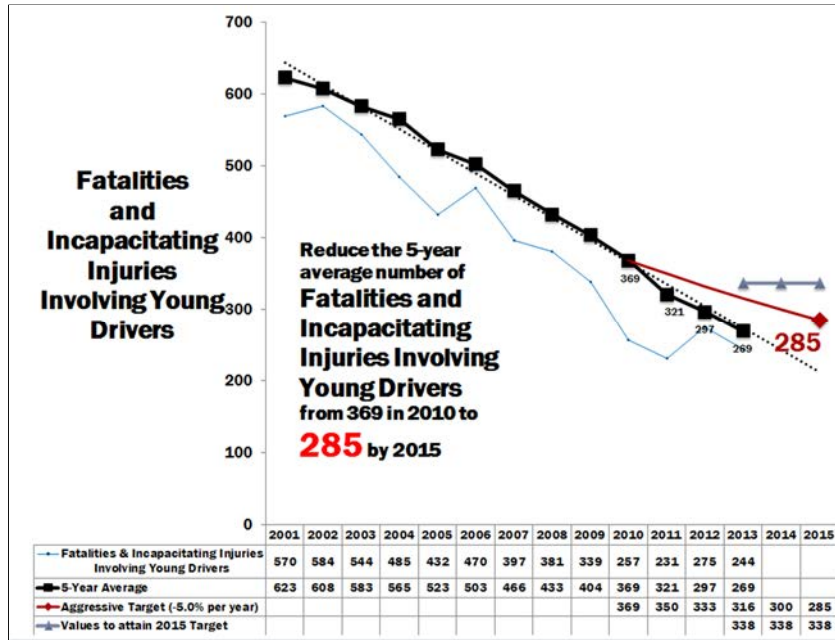
In 2013, 24 young drivers were involved in fatal injury crashes. Emphasis area #6 in the CHSP aims to reduce Young Driver crashes and fatalities. The performance measures for the Young Driver emphasis area are:

- Reduce the five-year average number of fatalities and incapacitating injuries resulting from crashes involving young drivers from 369 in 2010 to 285 by 2015.
- Reduce the five-year average number of young drivers involved in fatal crashes from 35 in 2010 to 27 by 2015.



In Montana, in 2013, nearly 12% percent of all fatal injury crashes involved a young driver. A review of the data indicates that MDT will reach the 2015 goal of 27 fatalities.





During 2013, there were 244 fatalities and incapacitating injuries involving young drivers. The 2015 goal is 338 to ensure we reach the overall goal of a five-year average of 285. Montana is on target to reach this goal.

MDT partnered with the Montana Behavioral Initiative (MBI) through the Office of Public Instruction, to implement a peer-to-peer teen traffic safety program. The MBI mission is to assist educators, parents, and other community members in developing the attitudes, skills, and systems necessary to ensure that each student, regardless of ability or disability, leaves public education and enters the community with social and academic competence. MBI’s website can be viewed at <http://opi.mt.gov/Programs/SchoolPrograms/MBI/index.html>.

MDT did not fully implement this program until FFY 2015, however, some FFY 2014 funds were expended in preparation for the project. The teen summits began in October of 2014. MDT is actively recruiting students through the MBI program to promote traffic safety in their schools and communities.

## Traffic Records

For FFY 2014, the Traffic Records Coordinating Committee (TRCC) approved the allocation of Section 408 funds to several different projects supporting the improvement of Montana’s Traffic Records System.

Each funded project links directly to one or more of the objectives and accompanying strategies contained in the *Montana Traffic Records Strategic Plan*.



## Project Descriptions and Activities Funded

### *MHP CTS Data Project Manager*

*Funding Source* **408**  
*Amount Expended* **\$143,279.51**

The manager provides training of local law enforcement on the use of CTS-America/SmartCop system by MHP. This project funds one MHP FTE to provide training and coordinating efforts with local law enforcement to use the Web-Based Crash reporting system. This will ensure crash data across the state is collected in a uniform manner and with timely submission to the central DOJ/MDT database.

### *DPHHS Web-Based Trauma Registry Data Entry for Hospitals*

*Funding Source* **408**  
*Amount Expended* **\$64,928.35**

This project continues to lay the foundation for sharing enhanced EMS data, specifically for the smaller hospitals in the state. These hospitals collect and submit trauma data manually to the EMSTS, this data is then hand-entered into the state Trauma Registry by EMSTS staff. This project will create a web-based version of the Trauma Registry that would facilitate local entry of trauma data by hospitals. Additionally, a reports dashboard will enable the hospitals to query their own data. The information will provide more detail in responses to data requests from other state agencies, health care systems and entities, legislators, insurance companies, and private citizens. TRCC financial commitment to this project completed in FFY 2014.

### *DPHHS OPHI-PRC Table Data Collection*

*Funding Source* **408**  
*Amount Expended* **\$9,310.15**

Associated with the Health Information and Resource Management System (HIRMS), the Online Pre-Hospital Information—Patient Care Record (OPHI-PRC) collects patient care information from EMS calls. This project will enable field collection of OPHI-PRC data on a tablet in real time. Currently the information is collected on paper then entered into the computer at a later time. The goal of the project is to enable real-time collection of data, eliminating duplication of data collection and increasing accuracy and completeness of information collected. TRCC financial commitment to this project completed in FFY 2014.

### *MDT Safety Information Management System (SIMS)*

*Funding Source* **408**  
*Amount Expended* **\$491,079.97**

SIMS was officially awarded to a vender in the fall of 2013, and delivered to MDT in August of 2014. The TRCC has been committed to the SIMS project for several years. SIMS is a 4 year (extendable to 10 year) contracted project expanding the roadway safety analysis capabilities of the state of Montana. State agency users as well as public users will have access to an expanding number of roadway databases with which to do analysis. The TRCC was committed to providing initial funding support to SIMS, as MDT will be supporting and maintaining the project through its functioning lifetime.

### *MDT Traffic Data Management System (TDMS)*

*Funding Source* **408**  
*Amount Expended* **\$48,448.26**

TDMS will update the capabilities of MDT to collect and publish roadway data. The RFP and contract negotiations extend beyond FFY 2014, thus no expenditures, but the TRCC has extended their commitment to this project into FFY 2015, work has begun and the TRCC has expended approximately \$45,000 in the first quarter of FFY 2015.

### *DOJ Smart Cop Server*

*Funding Source* **408**  
*Amount Expended* **\$245,542.50**

The Montana Highway Patrol (MHP) is the linchpin supplier of crash/citation data for the state of Montana. Crash reporting by most all law enforcement agencies is received, processed and published by MHP. This upgrade to the DOJ Smart Cop Server has created improved data input and processing of crash/citation data and increased law enforcement agency usage of Smart Cop. TRCC commitment to the server upgrade was completed in FFY 2014.

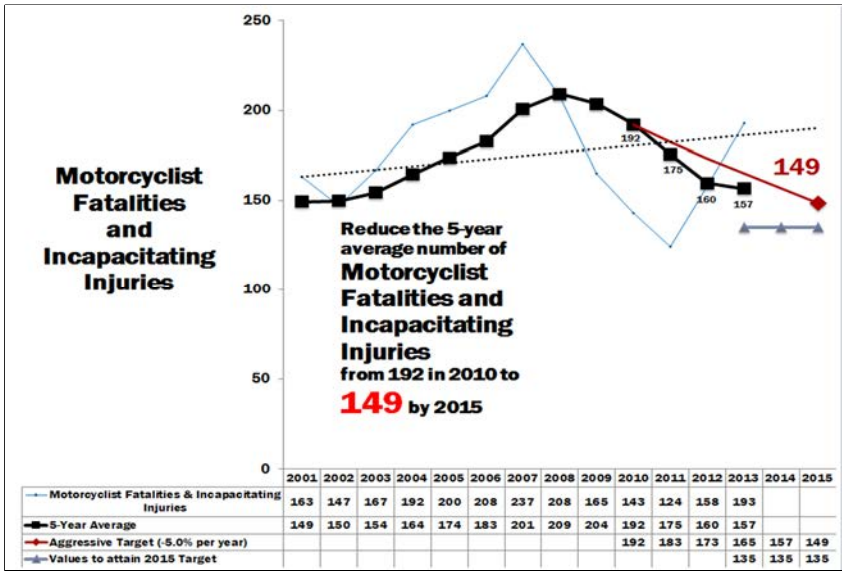
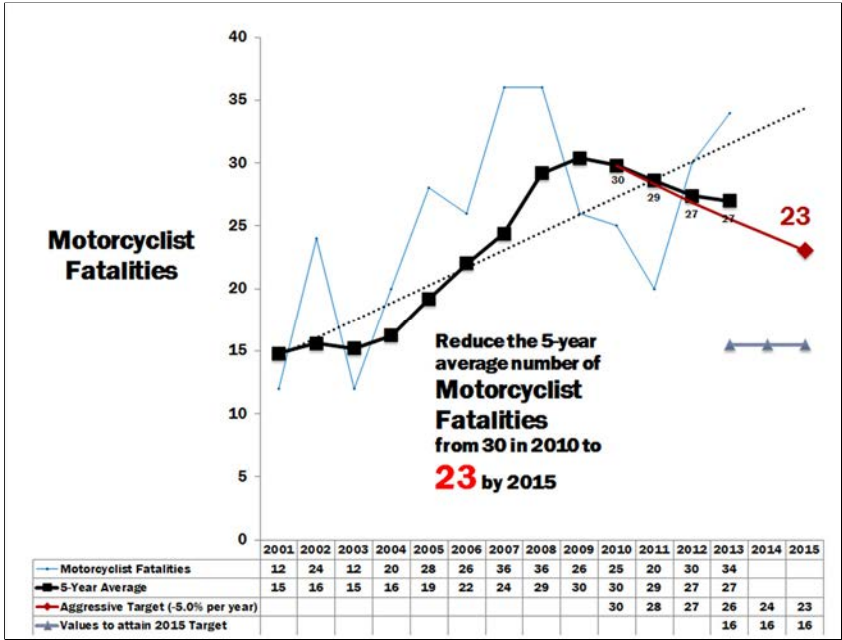
## **Motorcycle Safety**

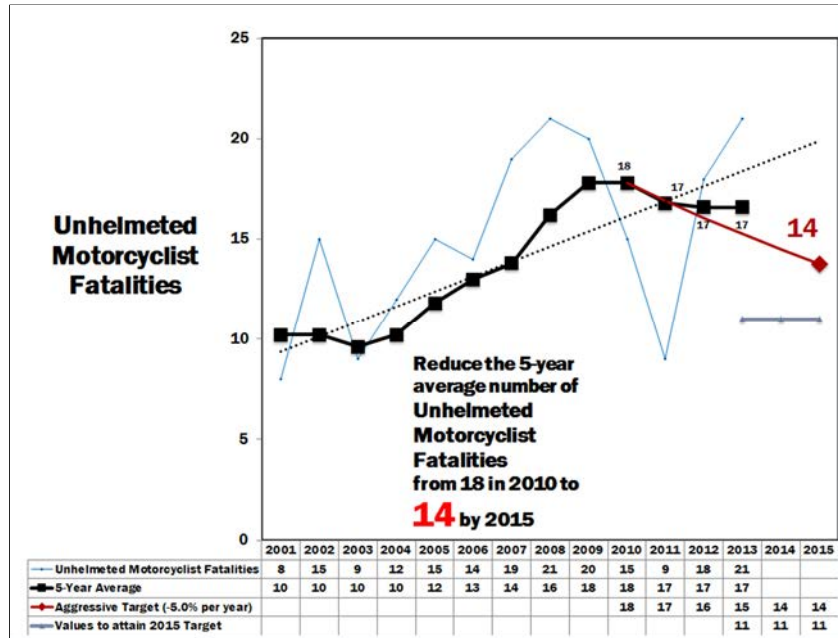
Motorcycle involvement in crashes continues to be a national priority. Motorcycle traffic crashes are up and affecting older riders more than any other group. The age of riders and fatalities has been increasing during the past two decades. In the past, most fatalities came from the ages of 18 to 34. Now, most motorcycle related fatalities are occurring among the 35 to 64 year old group.

The goals for motorcycle crashes as outlined in the CHSP are

- Reduce the five-year average number of motorcyclist fatalities from 30 in 2010 to 23 by 2015
- Reduce the five-year average number of motorcyclist fatalities and incapacitating injuries from 192 in 2010 to 149 by 2015
- Reduce the five-year average number of fatalities for motorcyclists not wearing helmets from 189 in 2010 to 14 by 2015

The following charts represent the progress MDT has made in meeting those goals.





According to the data and based on current trends, it will be challenging for MDT to achieve the 2015 goal set in 2010 in any of the motorcycle areas. As shown in the charts, the trend line is increasing, versus decreasing. These goals are currently being reviewed. In addition, MDT will look at other countermeasures and strategies that may assist in reducing motorcycle fatalities and incapacitating injuries.

## Project Descriptions and Activities Funded

### Motorcycle Media Campaign

Funding Source **405b**  
 Amount Expended **\$670.00**

MDT currently has a contract with a media company to promote motorcycle safety through public awareness, public service announcements and other outreach programs. This will be in support of the Motorcycle Rider Training Course discussed below.

Motorcycle safety related information for the public is available on the following MDT website:  
[http://www.mdt.mt.gov/safety/.](http://www.mdt.mt.gov/safety/)

Motorcycle Campaigns		
What	When	Where
Motorcycle Awareness Month Press Release	May 6th	Newspaper
Facebook	Jun-13	Facebook



Motorcycle Billboard

*Montana Motorcycle Riders Safety*

*Amount Expended: -0-*

The Montana Motorcycle Rider Safety (MMRS) training program provides classroom and hands-on training on how to ride a motorcycle more safely. The goal of MMRS is to lower the crash and fatality rate of Montana’s motorcycle riders. Safety training for motorcyclist is voluntary in Montana, so ways of enticing riders, both potential and experienced, to take classes is critical. Having newer bikes, which may be what a student will purchase, is a component of getting riders into classes and providing some familiarity with more modern motorcycles.

MMRS has an aging fleet of training motorcycles, with 61% of the cycles over 6 years old, and 25% over 10 years old. Even with a strong maintenance program, these are training bikes which see more-than-average wear and tear. This project proposes to replace motorcycles within the training fleet.

Each year, starting in April and running through September, the Montana Motorcycle Rider Safety program offers three levels of motorcycle rider courses throughout the state. This year, the program offered 145 classes and served 1,362 students at 10 locations.

Three different classes are offered: the Basic Rider Course<sup>sm</sup> (BRC); Basic Rider Course 2<sup>sm</sup> (BRC2); and Advanced Rider Course<sup>sm</sup> (ARC). Based on a student’s previous riding experience or current skills, Students who complete either of the basic courses are eligible to waive the motorcycle riding skill test required by Montana for a motorcycle endorsement. The Advanced course requires the student to already have a motorcycle endorsement.

During 2014, the program offered 145 classes and served 1,183 students at 10 locations throughout the state. Of those students that enrolled, 1,063 or 90% passed the classes. 958 students passed the Basic Rider Course<sup>sm</sup>; 64 passed the Basic Rider Course 2<sup>sm</sup>; and 41 passed the Advanced Rider Course<sup>sm</sup>.

*Motorcycle Purchase*

<i>Funding Source</i>	<b>405f</b>
<i>Amount Expended</i>	<b>\$19,641.60</b>

During FFY 2014, MDT purchased six new training motorcycles for the Montana Motorcycle Riders Safety Course. The goal of this grant is to help train novice motorcyclists on newer motorcycles to improve their riding skills and become safer motorcyclists upon Montana's roadways before purchasing their own motorcycles. MMRS’s fleet of motorcycles was completely outdated-some motorcycles are over 10 years old. This poses a major issue for the motorcycle safety community. Motorcycle riders are receiving safety instruction on motorcycles in which they themselves will not be operating on Montana roadways. Furthermore, data suggests that many motorcycle fatalities in the United States are attributable to riders operating bikes on which they were not properly trained.

## Equipment

The National Highway Traffic Safety Administration (NHTSA) authorized the use of *Section 1906 Prevention of Racial Profiling* monies for the purchase of video camera systems for law enforcement to assist agencies in the prevention of racial profiling. In accordance with MCA 44-2-117, law enforcement agencies were required to have a written *Prevention of Racial Profiling* Policy prior to contract approval. Nearly every law enforcement agency residing on or near one of Montana’s Native American reservations applied for the funding to purchase video cameras. The Montana Highway Patrol purchased five cameras using the *Section 1906* funding and 10 cameras using other funding. SHTSS requested approval from NHTSA for any individual piece of equipment \$5,000 and over.

### Project Descriptions and Activities Funded

#### Various Equipment Grants

*Funding Source* **1906**  
*Amount Expended* **\$59,998.79**

Agency	Description of Equipment	Amount Expended
Gallatin County Sheriff’s Office	Eight in-car camera systems	\$26,177.05
City of Glasgow	One in-car camera systems	\$1,631.34
MT Department of Justice MHP	Assist in Purchase of Sixty in-car camera systems	\$32,190.40

## Statewide Media Campaign

<i>Funding Source</i>	<b>402 – MAP-21</b>	<b>405b</b>	<b>405d</b>	<b>Total</b>
<i>Amount Expended</i>	\$95,490.94	\$74,588.20	\$199,861.07	\$369,940.21

MDT implemented a new media campaign entitled “Vision Zero, Zero Fatalities, Zero Injuries”. This campaign was organized under the theme “Shattered or Saved” (“Life Shattered or “Life Saved”). It includes real stories and consequences to help young Montanans (particularly young men) better remember, understand and believe they should wear seat belts and only drive when sober. The campaign includes stories from people that include good and bad outcomes associated with safe or unsafe driving resulting from their personal choices. The messaging was influenced by “Team Zero” which was an online focus group of 70 MT men and women ages 18-34 with a core group of 18-22 year olds. Participants were assembled from around the state through the MT University system and the group was polled on the type of messages that impact them in different venues.



Director Tooley

May 7th, 2014, MDT Director Mike Tooley announced “Vision Zero,” a multipronged initiative with the ultimate goal of eliminating deaths and injuries on Montana highways.

To demonstrate the havoc that vehicle crashes can wreak, MDT also had a Twisted Metal Sculpture Garden on the University of Montana campus in Missoula. The exhibit featured remnants of vehicles wrecked on Montana roads, along with audio stories of real Montana crash survivors. The exhibit encourages Montanans to share their own stories of lives shattered or saved on Montana highways by posting to #VisionZeroMT.

Vision Zero focuses on four emphasis areas:

- **Education** through public information campaigns during the busiest travel periods and local outreach through Buckle Up Montana, DUI Task Force and Safe On All Roads (SOAR) programs, including teen traffic safety educational programming.
- **Enforcement** of Montana seat belt and impaired driving laws by Montana Highway Patrol and local law enforcement agencies, whose presence reminds drivers and occupants to obey traffic laws. In addition to increased enforcement periods during Mobilization and Selective Traffic Enforcement Program or STEP periods, when traffic enforcement is increased around the busiest travel times of the year and around events that include an emphasis of alcohol consumption.
- **Engineering** of Montana roadways to ensure that Montana's thousands of miles of state roads and highways are built and maintained with safety as the first concern.
- **Emergency medical response** adequately funded and equipped to respond to vehicle crashes with proper emergency response vehicles, training and medical equipment through the Emergency Medical Services Grant Program.

Each year in Montana thousands of lives are affected by impaired driving and seat belt use. Many lives are shattered because people don't buckle up and/or drive sober. Many more are saved because they do. At MDT, the goal is to end death and injuries on Montana roads.

Billboard and television advertising depicts the graphic reality of crashes and the devastation family and friends experience when someone they love is lost to a crash.

The campaign was launched in May 2014 to coincide with extra law enforcement efforts during May Mobilization. It focused on seat belt use during the launch period. A variety of media outlets were utilized including newspaper, radio, billboard, television and social media. See [plan2live.mt.gov](http://plan2live.mt.gov) for more information on the campaign.





Billboard used for Memorial Day Mobilization.

The campaign changed emphasis before Labor Day with messages aimed at preventing impaired driving. The same media venues were utilized as in the seat belt campaign.



Billboard used for Labor Day Mobilization.



2nd billboard used during Labor Day Mobilization

## Hazard Elimination

*Funding Source* **164HE**  
*Amount Expended* **\$5,442,021.00**

As of FFY 2014, four HE projects were approved as part of the 2013 Tentative Construction Plan meeting for the following areas:

Project		Project Budget	
7291	IM-HSIP 15-2(101)124	Neversweat RR - Bridge Removal	174,000
4773	HSIP-NH-NHPB 1-2(135)114	Kalispell West	6,176,000
4070	NH-HSIP 4-1(22)43	Rockvale North	1,720,859
4039	STPB-STPP-HSIP 6-1(106)	Thompson River East	750,000
<b>Total</b>			<b>\$8,820,859</b>

The projects are prioritized by Engineering's Traffic and Safety Bureau within the Montana Department of Transportation using a rating system.

## Other Funded Programs

### *DPHHS – EMS Dispatch Training*

*Funding Source* **402 – MAP-21**  
*Amount Expended* **\$1,190.82**

Rural and tribal 911 centers face special challenges. They typically serve areas that are large geographically but less-densely populated than urban areas. Because it may take first responders longer to reach the scene of an emergency, call-takers in public safety answering points (PSAPs) serving rural areas may be required to stay on the phone longer with callers or provide more extensive emergency instructions to callers until help arrives. And in medical emergencies, hospitals are often farther away which results in extended transport times, making the ambulance unavailable for other calls in its response area - in areas that may have very limited coverage to begin with. The limited responder resources typical of rural areas can be more quickly overwhelmed in disasters or large-scale incidents.

### *DPHHS – Emergency Medical Services*

*Funding Source* **402 – MAP-21**  
*Amount Expended* **\$16,266.76**

MDT has a contract with this section of DPHHS to provide PreHospital Trauma Life Support training to rural EMS providers. The goal of this grant is to enhance patient outcomes following motor vehicle crashes. During 2014 DPHHS provided trauma education to 114 EMS providers. There were 8 courses provided by instructors. Course evaluations continue to be positive with the majority of students stating that application of practical skills, when caring for trauma patients, has improved.

The Medical Director from Granite County recently commented on this program stating “we have had two cases in the last week in which the EMS crews have stated that the class was very helpful, changed the way they approached the patient, helped them feel more comfortable, and in the end provide better care to the patients.”

## Youth Risk Behavior Survey

Funding Source

402 – MAP-21

Amount Expended

\$5,456.00

The Montana Youth Risk Behavior Survey (YRBS) assists educators and health professionals in determining the prevalence of health-risk behaviors. The 99-item questionnaire developed by the Centers for Disease Control and Prevention is a self-reporting high school student (grades 9 through 12) survey administered by the Office of Public Instruction in February of every odd-numbered year. This survey has been administered every two years since 1991.

MDT sponsored this survey along with support from other state and federal agencies. The survey asks six traffic safety related questions. The results from 2013 (compared to 2011) are below.

<b>Q 9 How often do you wear a seat belt when riding in a car driven by someone else?</b>		
<b>Responses</b>	<b>2011 Results</b>	<b>2013 Results</b>
A. Never	3.20%	3.20%
B. Rarely	8.10%	6.90%
C. Sometimes	15.80%	11.80%
D. Most of the time	30.20%	30.30%
E. Always	42.70%	47.80%
<b>Q 10 How often do you wear a seat belt when driving a car?</b>		
<b>Responses</b>	<b>2011 Results</b>	<b>2013 Results</b>
A. I do not drive a car	Not an option in 2011	18.80%
B. Never	5.90%	3.80%
C. Rarely	7.30%	5.50%
D. Sometimes	9.30%	6.00%
E. Most of the time	16.50%	14.80%
F. Always	61.00%	51.20%
<b>Q 11 During the past 30 days, how many times did you ride in a car or other vehicle driven by someone who had been drinking alcohol?</b>		
<b>Responses</b>	<b>2011 Results</b>	<b>2013 Results</b>
A. 0 times	73.90%	75.50%
B. 1 time	9.50%	8.90%
C. 2 or 3 times	10.40%	9.10%
D. 4 or 5 times	2.40%	2.50%
E. 6 or more times	3.80%	4.10%
<b>Q 12 During the past 30 days, how many times did you drive a car or other vehicle when you have been drinking alcohol?</b>		
<b>Responses</b>	<b>2011 Results</b>	<b>2013 Results</b>
A. I did not drive in the past 30 days.	Not an option in 2011	22.00%
B. 0 times	89.40%	68.10%
C. 1 time	5.30%	5.10%
D. 2 or 3 times	3.30%	2.80%
E. 4 or 5 times	0.60%	0.60%
F. 6 or more times	1.40%	1.30%
<b>Q 13 During the past 30 days, on how many days did you text or e mail while driving a car or other vehicle?</b>		
<b>Responses</b>	<b>2011 Results</b>	<b>2013 Results</b>
A. I did not drive the past 30 days.	Not an option in 2011	21.70%
B. 0 days	49.80%	34.60%
C. 1 or 2 days	11.40%	11.70%

D. 3 to 5 days	6.90%	6.10%
E. 6 to 9 days	4.70%	4.10%
F. 10 to 19 days	7.80%	7.00%
G. 20 to 29 days	7.50%	5.10%
H. All 30 days	11.80%	9.70%

**Q 14 During the past 30 days, on how many days did you talk on a cell phone while driving a car or other vehicle?**

Responses	2011 Results	2013 Results
A. I did not drive the past 30 days.	Not an option in 2011	22.60%
B. 0 days	46.70%	29.90%
C. 1 or 2 days	14.40%	15.70%
D. 3 to 5 days	10.10%	9.20%
E. 6 to 9 days	8.00%	6.80%
F. 10 to 19 days	9.40%	7.80%
G. 20 to 29 days	5.70%	3.70%
H. All 30 days	5.60%	4.30%

This data is beneficial to SHTSS when determining priorities for traffic safety as it relates to young drivers.

## Project Administration and Management

### Project Descriptions and Activities Funded

#### *Planning and Administration*

Salaries and benefits for staff of the MDT State Highway Traffic Safety Section.

Funding Source	SAFETEA LU	MAP 21	TOTAL
402 PA	69,684.01	93,545.88	\$163,229.89
402 PROG		167,827.96	\$167,827.96
408	76,630.66		\$76,630.66
410	53,770.44		\$53,770.44
405b		9,331.68	\$9,331.68
405d		21,297.76	\$21,297.76
<b>TOTAL</b>	<b>\$200,085.11</b>	<b>\$292,003.28</b>	<b>\$492,088.39</b>

Staff and other travel and training, operating supplies, GHSA dues, travel reimbursement for public to attend meetings and trainings such as the annual CHSP session, annual DUI Task Force meeting, and CPS Instructors to conduct certification trainings.

Funding Source	Amount Expended
402	\$18,103
408	\$209
410	\$990
405b	\$5,055
405d	\$2,333
<b>Total</b>	<b>\$26,690</b>

### *Indirect Costs*

In accordance with state law, MDT assesses an indirect cost on all projects. The approved rate for State Fiscal Year 2014 was 9.12%. The new rate of 9.13% is effective July 1, 2014 through June 30, 2015.

Funding Source (SAFETEA Lu)	Amount Expended
402	\$27,908.91
405	\$72.20
408	\$90,400.94
410	\$106,674.74
1906	\$5,407.85
<b>Total</b>	<b>\$230,464.64</b>

Funding Source (MAP 21)	Amount Expended
402	\$111,409.68
405b	\$49,235.18
405d	\$68,792.47
405f	\$1,641.60
<b>Total</b>	<b>\$231,078.93</b>

## *Fiscal Overview of Obligations and Expenditures*

During FFY 2014, Montana successfully applied for and received funding from the National Highway Traffic Safety Administration. These grant monies included base level funding under Section 402 which was received following the submission of a Performance Plan in accordance with federal law. These grant monies also included Section 405b (Occupant Protection), 405c (Traffic Records), 405d (Impaired Driving Prevention), and 405f (Motorcycle Safety). In the past, Montana was awarded one time funding for 1906 Racial Profiling Prevention grant funding, and has carried forward the remaining balance from FFY 2014 into FFY 2015.

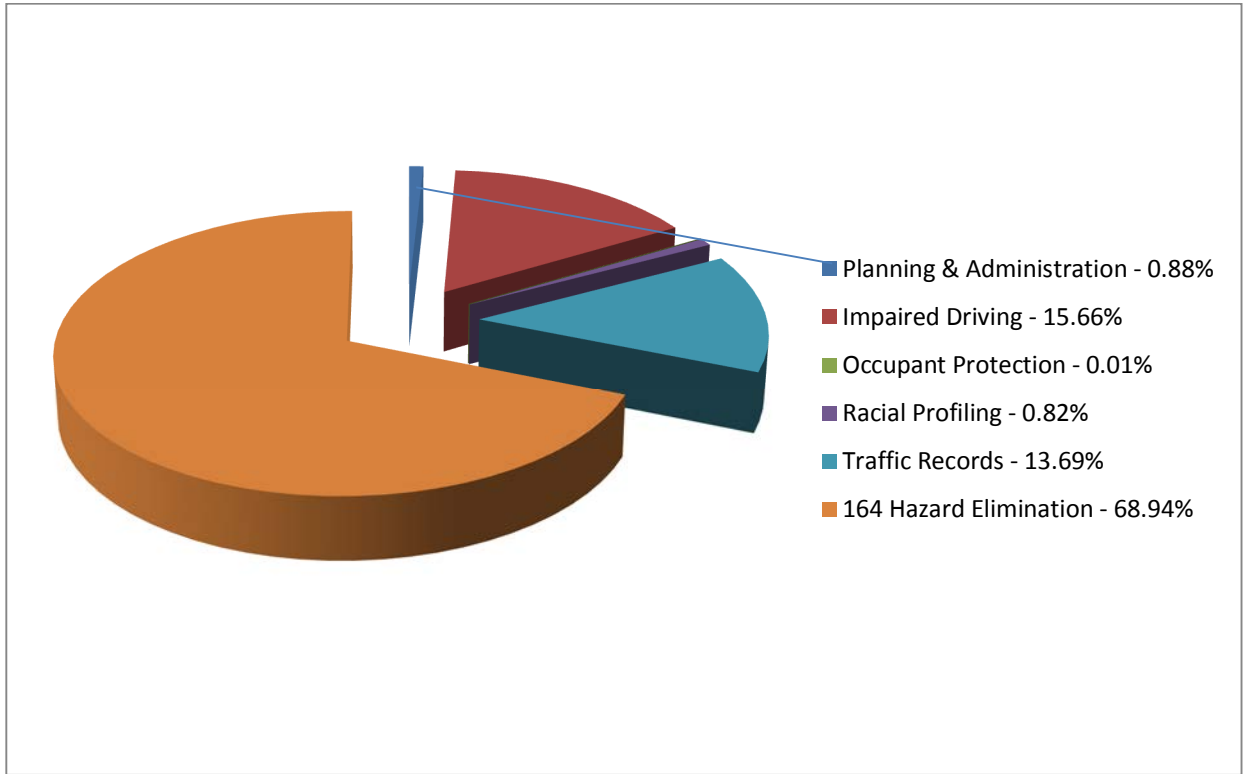
Montana has carried forward \$3,335,872 from FFY 2014 to FFY 2015. There is no carry forward to FFY 2015 for Section 164 Hazard Elimination programs as this funding was exhausted in FFY 2014. As required by federal law, at least 40 percent of Section 402 funds will be spent at the local level by city, county, and tribal governments.

Program expenditures in FFY 2014 were funded by the following federal grant programs:

SAFETEA-LU	\$2,451,756 -
MAP-21	<u>2,942,392</u> -
Subtotal	5,394,148 -
164HE	<u>5,442,021</u> -
Total	\$10,836,169 -

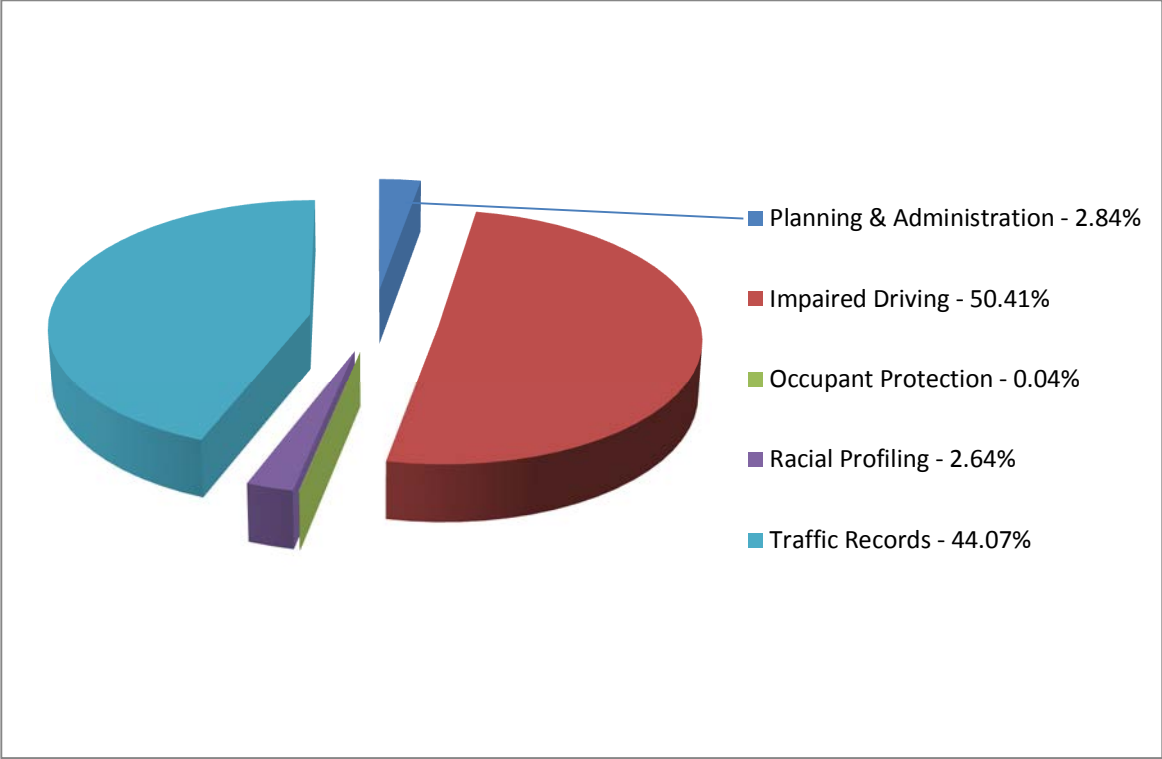
<b>SAFETEA-LU</b>	<b>402</b>	<b>405</b>	<b>408</b>	<b>410</b>	<b>1906</b>	<b>164HE</b>	<b>Total</b>
Planning & Administration	69,684	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 69,684
Impaired Driving	48,560			1,187,486			\$1,236,046
Occupant Protection		860					\$ 860
Racial Profiling					64,704		\$ 64,704
Traffic Records			1,080,462				\$ 1,080,462
<b>SHTSS TOTAL</b>	<b>\$118,244</b>	<b>\$860</b>	<b>\$1,080,462</b>	<b>\$1,187,486</b>	<b>\$64,704</b>		<b>\$2,451,756</b>
<b>164 Hazard Elimination</b>						<b>5,442,021</b>	<b>\$5,442,021</b>
<b>Grand Total</b>	<b>\$118,244</b>	<b>\$860</b>	<b>\$1,080,462</b>	<b>\$1,187,486</b>	<b>\$67,704</b>	<b>\$5,442,021</b>	<b>\$7,893,777</b>

SAFETEA-LU Funding (includes 164 Hazard Elimination funding) - \$7,893,777 -



SAFETEA-LU State Highway Traffic Safety Section Funding (excludes 164 HE) - \$2,451,756 -



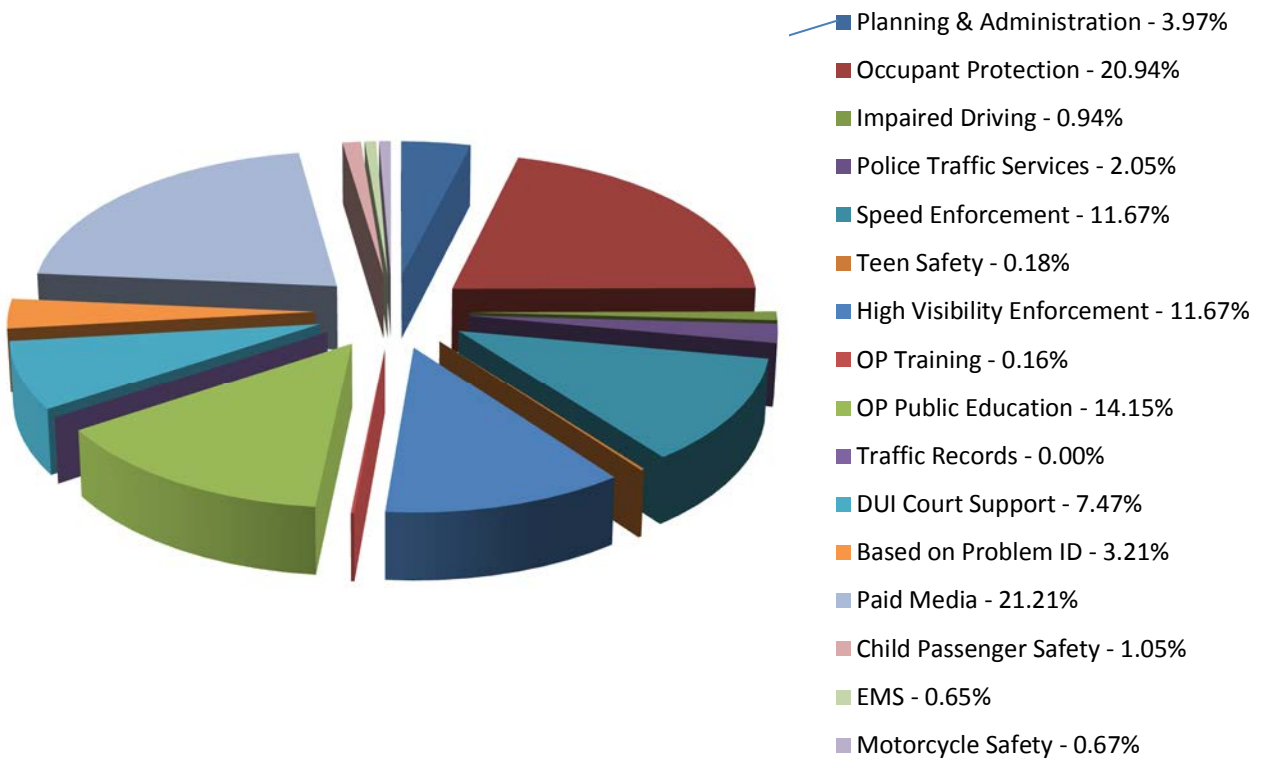


**MAP-21**

	402	405b	405c	405d	405f	Total
Planning & Administration	93,546					\$ 93,546
Occupant Protection	616,126					\$ 616,126
Impaired Driving	27,787					\$ 27,787
Police Traffic Services	60,444					\$ 60,444
Speed Enforcement	343,485					\$ 343,485
Teen Safety	5,300					\$ 5,300
High Visibility Enforcement		134,650		208,646		\$ 343,296
OP Training		4,711				\$ 4,711
OP Public Education		416,270				\$ 416,270

Traffic Records			-			\$ -
DUI Court Support				219,788		\$ 219,788
Based on Problem ID				94,510		\$ 94,510
Impaired Driving Coordinator				23,190		\$ 23,190
Paid Media	259,212			364,983		\$ 624,196
Child Passenger Safety		30,995				\$ 30,995
EMS	19,106					\$ 19,106
Motorcycle Safety					19,642	\$ 19,642
<b>Total</b>	\$ 1,425,006	\$ 586,626	\$ -	\$911,118	\$ 19,642	\$ 2,942,392

MAP-21 State Highway Traffic Safety Section Funding - \$2,942,392 -



## Traffic Safety Partners and Other Safety Plans

In addition to the agencies and partners that are funded through NHTSA, there are numerous other Federal and state agencies, Tribal governments, and other safety-related organizations that are involved in the planning process to develop and implement Montana's Comprehensive Highway Safety Plan (CHSP). In addition to their involvement in this process, many of the agencies manage safety-related initiatives within their own organizations and in partnerships with others. A brief description of some of these stakeholders and their contributions to highway traffic safety is below. Although not listed here, MDT works with many other organizations and agencies to be successful in implementing this HSP.

### Montana Department of Public Health and Human Services

The Department of Public Health and Human Services Injury Prevention Program (DPHHS-MIPP) compiles a significant amount of data relating to traffic safety. The program recognizes that the financial and quality of life costs due to injuries could be reduced in Montana through effective prevention efforts. Prevention efforts related to impaired driving and seat belt use are outlined as a priority focus through the State Health Improvement Plan for 2013-2017 and have been included within the MIPP scope of work. SHTSS relies on this data when analyzing problem areas and making funding decisions.

### DUI Task Forces

There are approximately 30 DUI Task Forces serving 34 counties throughout the state that work closely with MDT's SHTSS to reduce impaired driving. MDT periodically conducts an annual meeting with all of these partners.

### Montana Department of Justice

MT DOJ is a significant partner to the State Highway Traffic Safety Section. This agency provides a variety of services in the effort to reduce fatalities and incapacitating injuries. The divisions within Montana DOJ receiving funding are described in the Project Descriptions of this document.

In addition to those divisions, the Motor Vehicle Division of the DOJ is a key player in traffic safety issues. This division issues individual, commercial, and motorcycle driver licenses. They also administer all driver license records and actions, including court-ordered suspensions and revocations as well as license reinstatements.

The Board of Crime Control facilitates collaboration and data sharing; assists in the collection of uniform crime reporting data; provides technical assistance and expertise in the areas of grant writing and public safety planning; and facilitates communication among the hundreds of agencies and organizations working statewide to make Montana a better place to live.

### Montana's Sovereign Tribal Nations

The SOAR program relies on strong local partnerships, especially with the tribal transportation, tribal health and tribal law enforcement. SOAR local coordinators identify outreach opportunities and acts as a spokesperson and advocate for traffic safety on each reservation. Five of the seven Montana reservations also participate in the STEP program.

## *Future Plans*

Based on recommendations from the 2013 NHTSA Management Review, SHTSS has established strategies to assist the program into the future.

### **Organization and Staffing**

The SHTSS has all staff positions filled and new employees will be attending relevant Highway Traffic Safety Program training as those opportunities arise. The SHTSS has plans to send all staff to the Highway Safety Program Management course relevant to the area they manage over the next few years.

### **Program Management**

SHTSS redesigned the FFY 2015 grant application. The new application required sub-grantees to define grant specific baseline and target activity and performance measures. These are now included in the contracts with each grantee for FFY 2015.

In addition to developing a new grant application and evaluation process, SHTSS developed a scoring system based on the requirements in the revised grant application. Scoring criteria included that the proposed project address a strategy in the CHSP, is data driven and follows the logic model provided. The grantees past performance is also a factor in determining future funding.

At project conclusion the SHTSS will be evaluating project level achievement and goals (met or unmet). This evaluation component will be used for review of subsequent grant applications and will assist in funding decisions.

### **Financial Management**

SHTSS is exploring the option of requiring match from sub-grantees, which may include in-kind contributions toward allowable project costs. A line item for match will be included in the application budget form and in the claim submission form.

To streamline invoicing and reimbursement requests, SHTSS developed a single, uniform invoice for sub-grantees to submit claims. In addition, following a recommendation from NHTSA during the Special Management Review, MDT has created a single quarterly report form. This form will be used by all subreceptents for consistency in reporting.

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