



Success through partnerships

MONTANA

SECTION 402

Highway Safety Plan
for
federal fiscal year 2011

Prepared by
Montana Department of Transportation
State Highway Traffic Safety Office
PO Box 201001, 2701 Prospect Ave
Helena, MT 59601
Online at www.mdt.mt.gov/safety/safetyprg.shtml





M I S S I O N

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



.....

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

**The 2010 annual
meeting was held
May 11-12 in
Helena, MT.**

.....

T A B L E O F C O N T E N T S

Letter from the Governor’s Representative for Highway Traffic Safety	<u>1</u>
Introduction	<u>4</u>
Process description	<u>5</u>
Goals, performance measures & benchmarks	<u>7</u>
Crash data and trends.....	<u>9</u>
Performance goals and trends.....	<u>11</u>
Programs and projects	<u>32</u>
New & innovative programs	<u>33</u>
Equipment valued at over \$5,000	<u>37</u>
Planned projects (new and continuing)	<u>37</u>
Hazard elimination	<u>38</u>
Impaired driving prevention	<u>38</u>
Motorcycle safety	<u>42</u>
Occupant protection	<u>43</u>
Projects covering multiple emphasis areas	<u>44</u>
Planning and administration	<u>47</u>
Police traffic services	<u>49</u>
Racial profiling prevention	<u>52</u>
Traffic records	<u>53</u>
Financial summary	<u>56</u>
Agreement provisions, certification and assurances.....	<u>57</u>
Planning and programming timeline	<u>64</u>
Organizational structure	<u>65</u>
Contact information.....	<u>66</u>

LETTER FROM THE DIRECTOR



Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Jim Lynch, Director
Brian Schweitzer, Governor

August 24, 2010

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

Subject: FFY 2011 Section 402 Governor's Highway Safety Plan and Performance Plan

Dear Mr. Moffat,

We appreciate the opportunity to submit the FFY 2011 Governor's Highway Traffic Safety Plan (HSP) and FFY 2011 Performance Plan for your review, in accordance with the requirements of 23 CFR Part 1200.10.

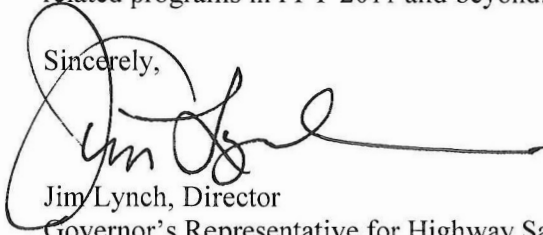
The strategies and countermeasures within the HSP continue focusing on behavioral related programs that reduce the personal, social, and economic costs resulting from injuries and fatalities in motor vehicle crashes. Some of the highlights of the plan, if approved, allow us to continue:

- Implementing programs to help reduce the motor vehicle fatality rate among Montana's American Indian population.
- The Selective Traffic Enforcement Program (STEP) by contracting with local and state law enforcement agencies to enforce Montana's impaired driving and safety belt law citations during overtime patrols in support of national mobilizations and sustained enforcement.
- Funding the Montana Highway Patrol to conduct roving patrols that focus on the high crash corridors identified by MDT. This includes roads with a history of high alcohol-related fatality rates and low safety belt usage rates.
- Paid and earned media that coincides with national and state mobilizations.
- Training and implementation to increase the number of DUI courts helping to rehabilitate repeat DUI offenders and those who have driven with high blood alcohol concentrations.
- Implementing evidence-based practices such as alcohol screening, brief intervention, and referral to treatment (SBIRT) protocols and the *Prime for Life* DUI offender education program.

We continue to seek out new countermeasures in conjunction with our network of traffic safety stakeholders, most recently during the joint Comprehensive and Highway Safety Planning meeting held May 11-12, 2010. Champions from each emphasis area will continue to work with advocates and experts in their field throughout the upcoming year to leverage resources and strategize on how to achieve lasting change that will result in safer Montana roads for drivers.

I look forward to continuing our efforts in saving lives by implementing these and other traffic safety related programs in FFY 2011 and beyond.

Sincerely,



Jim Lynch, Director
Governor's Representative for Highway Safety

copies: Priscilla Sinclair – MDT State Highway Traffic Safety Officer

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

I N T R O D U C T I O N

Our goal is to continue the reduction of the number and severity of traffic crashes injuries and fatalities on Montana highways through the collaboration of local and state level partners with 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 Comprehensive Safety Plan.

This year's HSP includes a wide variety of continuing and innovative countermeasures based upon the collaborative efforts of these partners. The following are key examples of these countermeasures:

1. Impaired Driving:

MDT is continuing a contract with the Traffic Safety Resource Prosecutor (TRSP). The TRSP trains and works with county prosecutors, law enforcement and the court system to promote proper arrest, conviction, and sentencing of impaired drivers.

MDT will continue funding the salaries, benefits, and travel for one sergeant and five troopers that support the MHP Roving Patrol program. The MHP Roving Patrol supports local law enforcement on the enforcement of high crash corridors and other problem areas based upon recent crash data provided by MDT. These corridors were identified for having a history of vehicle related high fatality rates.

MDT is continuing the funding of one full-time Traffic Safety Resources Officer (TRSO) for the Montana Highway Patrol that focuses on a variety of traffic safety projects including prevention training for law enforcement, the judicial system, and the public. The Traffic Resource Officer (TRSO) works closely with MDT's contracted TSRP to help deliver this training.

MDT is continuing a contract with the MT Department of Public Health and Human Services to implement the Alcohol Screening, Brief Intervention & Referral to Treatment (SBIRT) program in hospital emergency rooms. This program screens individuals who already have a serious problem with alcohol or at risk in developing this problem.

The number of traffic fatalities in Montana has dropped from 277 in 2007 to 221 in 2009.

2. Occupant Protection

MDT is continuing a contract with Healthy Mothers, Healthy Babies as the lead agency to manage 10 local community coalitions to conduct occupant protection related education. This education program provides information to the public on the dangers of not buckling up and not using the appropriate child restraint.

MDT is continuing the Native American Safe On All Roads (SOAR) program by focusing on public information and edu-

cation to increase seatbelt usage and reduce impaired driving on the reservations.

3. Traffic Records System Improvements

MDT is continuing the development of their data brokerage system. Eventually this system will expand to other state and local agencies that have traffic related information to share for planning purposes. These agencies will include MT Department of Public Health & Human Services, MT Department of Justice, the courts, and local law enforcement.

4. Legislation

The 2009 Montana Legislature introduced and passed Senate Joint Resolution 39 (SJR 39). This resolution requested a legislative study of Montana's laws regarding driving under the influence of alcohol or drugs and asked that this study determine any legislation that might augment current law to reduce the incidence of this crime.

In preparation for the 2011 legislature, the Law and Justice Interim Committee has identified 15 legislative concepts that either modify existing Montana DUI laws or are new.

PROCESS DESCRIPTION

This section briefly describes the processes used by the State of Montana to identify its traffic safety problems, establish performance goals and develop programs.

In addition to MDT staff, the *Comprehensive Highway Safety Plan* (CHSP) champions and other CHSP participants are involved in determining and developing traffic safety programs. These participants represent the following agencies:

Federal partners

- Federal Highways Administration
- National Highway Traffic Safety Administration
- Bureau of Indian Affairs
- Indian Health Service

MT Department of Public Health & Human Services

- Chronic Disease & Health Promotion Office
- Emergency Medical Services
- Addictive & Mental Disorders Division, Chemical Dependency Bureau

MT Department of Justice

- Montana Highway Patrol
- Attorney General Representative
- Montana Board of Crime Control
- Motor Vehicle Division
- Records and Driver Control
- Crime Lab

MT Office of Court Administrator

- State Drug Court Coordinator

MT Office of Public Instruction

- Driver Education

MT Department of Corrections

MT Department of Revenue

- Liquor Control and Education

Tribal Governments

- Tribal Chairpersons
- Tribal Transportation Planners
- Safe on All Roads Coordinators
- Tribal Law Enforcement
- MT/WY Tribal Leaders

Police & Sheriffs Departments

County Health Departments

Other traffic safety advocates:

- Child Passenger Safety technicians/instructors
- Governor's Office – Indian Affairs Coordinator
- Healthy Mothers, Healthy Babies—lead agency for the *Buckle Up Montana* Program
- Insurance agencies
- Local DUI Task Forces
- Media contractors
- Montana Association of Counties
- Montana County attorneys Association
- Montana Sheriffs & Peace Officers Association
- Mothers Against Drunk Driving
- Motorcycle Safety Representatives
- NHTSA Region 10 Office
- Representatives from WorkSafeMT
- Universities and colleges
- Others

MT Dept of Transportation

- Governor's Representative for Highway Safety
- Director's Office
- Motor Carrier Services
- Engineering
- Planning
- Information Services
- State Highway Traffic Safety Office

1. Traffic Safety Problem Identification

The 2010 HSP goals and performance measures are closely tied to those found in the Montana *Comprehensive Highway Safety Plan*. Both plans are data-driven.

In order to identify problems unique to Montana, we closely analyze state data and compile this information in the annual *Montana Traffic Safety Problem Identification* paper.

Primary data sources utilized are:

- > Montana Highway Patrol statewide crash database containing reportable traffic crashes occurring upon traffic ways in Montana,
- > Fatality Analysis Reporting System (FARS) containing in-depth information on reportable fatal crashes.
- > Driver and motor vehicle data provided by the Department of Justice.
- > Observational seat belt surveys performed before and after Memorial Day media campaigns conducted by MDT personnel, as required by NHTSA.
- > Opinion surveys distributed to Department of Motor Vehicles drivers license stations in Montana in support of NHTSA's Labor Day national campaign. The surveys help determine if drivers remembered the Labor Day campaign messages and if it positively influenced Montanans' choices regarding drinking and driving.

2. Goals and Performance Measures

Once Montana's problem areas are identified, performance measures are adopted and goals are set.

The annual highway safety planning meeting is held in the spring of each year. The data is presented and breakout sessions are held to discuss each emphasis area. Progress is assessed, and potential new strategies and partners are identified.

MDT staff, after receiving inputs from CHSP stakeholders that attended the annual highway safety planning meeting, discusses data and problem areas directly with the Governor's Representative for Highway Safety (GR). This ensures that state traffic safety goals are correctly identified in the CHSP and are in harmony with goals and objectives identified in the state Highway Safety Plan.

Throughout the year, MDT staff and CHSP champions continue working together to refine goals, benchmarks and performance measures. This information is shared with other stakeholders at the annual CHSP meeting and helps guide them in

the development of their traffic safety related applications for submission to MDT for review. Once these applications are approved, the information from these documents is integrated in the following year's Highway Safety Plan (HSP) as countermeasures. These countermeasures are also cross referenced in the CHSP under the appropriate traffic safety emphasis areas that include impaired driving and seatbelts.

3. Project Development

The SHTSO solicits applications for traffic safety related project funding by emailing information to known traffic safety stakeholders prior to the annual CHSP planning meeting. Solicitations include goals and objectives of the CHSP, HSP, application instructions, etc. Please reference the following weblink for more information about the application process: <http://www.mdt.mt.gov/safety/grants.shtml>.

During the CHSP meeting, participants may review submitted funding proposals and provide feedback regarding proposed programs and budgets using a form provided by MDT. The SHTSO solicits additional applications from participants at the CHSP meeting who did not have the opportunity to submit an application prior to this meeting.

The State Highway Traffic Safety Office (SHTSO) collects all applications and summarizes projects in matrix format for the GR to review. The matrixes include any comments received from participants at the annual highway safety planning meeting. The matrixes include new and continuing projects with the names of the applicants, description of the project, and amount requested. NHTSA funding sources are listed by each project and include estimated funds available in FFY 2011. The GR is also provided with complete copies of the applications.

SHTSO provides recommendations regarding the potential funding of each proposal, with an accompanying justification for the GR to consider. The results of comments made by CHSP traffic safety stakeholders during the annual traffic safety meeting are included in the justification.

Based on available funding and all the input, the GR then makes the final decision on which projects to fund with NHTSA grant monies that he determines meets the goals and objectives of the HSP and CHSP.

The SHTSO then takes the inputs from the GR and includes these in the annual HSP for final review and signature by the GR. SHTSO sends the HSP to NHTSA Regional Office by September 1 each year for approval.

GOALS , PERFORMANCE MEASURES & BENCHMARKS

Mission statement

It is the mission of the State Highway Traffic Safety Bureau to reduce the number and severity of traffic crashes, injuries and fatalities on Montana highways.

Primary goal

All highway users in Montana arrive safely at their destinations.

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

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

Strategy to reach the primary goals

To address the State's highway safety needs and reduce the number of crashes and their consequences, MDT has led the development of the Statewide Comprehensive Highway Safety Plan (CHSP), involving the many agencies and officials with responsibilities for managing and supporting highway safety at the Statewide and local levels.

In collaboration with other state and

local agencies and various stakeholders throughout the State, working through a multi-agency CHSP committee, MDT initiated work on the CHSP with the following objectives:

- > Establish specific, 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 with respect to issues of safety and develop the necessary partnering process.
- > Identify candidate safety strategies and evaluate their potential benefits, costs, and ability to attain defined performance objectives.
- > Establish a process for prioritizing identified strategies based on their likely benefits and cost effectiveness, relative to the identified safety goals and objectives.

- > Provide a strategic implementation plan with short-, mid-, and long-term action items, including action items which can be incorporated into MDT's plans and programs and those of other state and local agencies with functional responsibilities relevant to highway safety.

Performance goals, data, trends and benchmarks

Although goals have been set in many program areas, traffic records management and emergency medical services goals could not be satisfactorily displayed in charts and graphs.

These two goals are presented below in text, all other program area goals are presented in the charts and graphs that follow.

Traffic Records Management

Improve the timeliness, accuracy, completeness, uniformity, integration and accessibility of the data used to support highway safety analysis in Montana.

1. Implement action plan in the *Traffic Records Strategic Plan*: bring together the stakeholders of traffic safety to identify deficiencies, and upgrade and integrate the data systems used to conduct highway safety analysis.
2. Improve electronic crash data capture: implement new Montana Highway Patrol electronic crash database so that it can receive electronic submission of crash reports from all law enforcement entities.
3. Increase tribal data sharing: work with the tribes to get agreements in place to share crash data which will help provide access to funding for road improvements, enforcement,

education countermeasure support and EMS deployment.

4. Develop a new Safety Information Management System (SIMS): create an enhanced SIMS that extends the current Safety Management System features by accepting data from additional sources beyond crash, roadway inventory and traffic.

Emergency Medical Services

Implementation of CHSP EMS strategies.

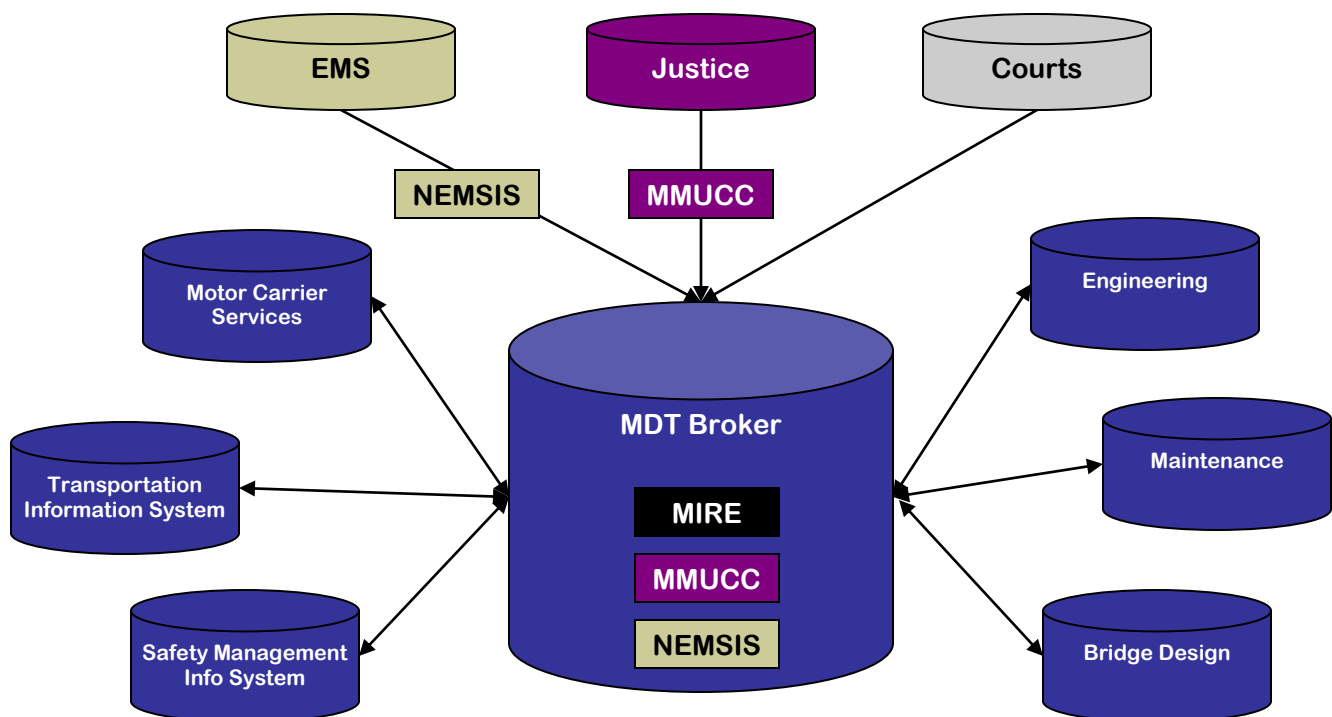
1. Develop and implement an Emergency Medical Services system plan.
2. Ensure qualified, knowledgeable, and skilled emergency medical

services personnel are available in sufficient numbers throughout the State.

3. Improve EMS education system: ensure sufficient and quality education for EMS personnel.
4. Provide for a communications system that encompasses public access to EMS and interagency communications.
5. Increase public awareness of effective ways to prevent injury as well as the role of EMS.
6. Provide for a comprehensive data collection and information system to enable system evaluation and performance improvement.
7. Conduct a preventable mortality study.

Montana Traffic Safety Systems Concept

MDT-centric View



MIRE: Model Inventory of Roadway Elements
 MMUCC: Model Minimum Uniform Crash Criteria
 NEMSIS: National EMS Information Systems

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

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

NOTE: 2009 figures are based on preliminary data and are subject to change as more information becomes available.

The final column 2010 GOAL shows the performance measure targets adopted in the *FFY 2008 Section 402 Combined Performance and Highway Safety Plan*. Current goals follow on pages 9-28.

General Traffic Safety	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010 GOAL
Fatalities	237	230	269	262	229	251	263	277	229	221	
Incapacitating Injuries	1,790	1,433	1,738	1,634	1,557	1,541	1,607	1,427	1,336	1,110	
Fatality Rate, per 100M VMT	2.40	2.30	2.57	2.40	2.05	2.26	2.33	2.45	2.12	2.01	
Urban Fatality Rate, per 100M VMT					0.85	1.21	0.53	0.52	0.69		
Rural Fatality Rate, per 100M VMT					2.40	2.57	2.89	3.05	2.57		
Pedestrian Fatalities	11	9	14	10	7	13	12	15	11	15	

Safety Belt Use	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010 GOAL
Seat Belt Use, Outboard, Front Seat Occupants	75.6%	76.3%	78.4%	79.5%	80.9%	80.0%	79.0%	79.6%	79.3%	79.2%	90.0%
Seat Belt Use, Drivers	75.1%	76.1%	78.2%	79.3%	80.7%	79.7%	78.6%	79.1%	79.1%	79.1%	
Unrestrained Occupant Fatalities, Total	126	141	166	161	135	148	149	158	124	107	
Unrestrained Occupant Fatalities, % of All Vehicle Occupant Fatalities	62.7%	69.1%	72.8%	69.1%	70.7%	72.9%	68.0%	72.8%	71.3%	62.6%	55.0%

Alcohol & Impaired Driving	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010 GOAL
Fatalities Involving BAC 0.08+	92	96	106	102	97	105	103	106	91	94	
Alcohol-Impaired Fatality Rate, per 100M VMT	0.93	0.96	1.01	0.94	0.87	0.94	0.91	0.94	0.84	0.85	
Fatalities Involving BAC 0.01+, Total	117	104	126	128	106	124	126	124	103	104	90
Fatalities Involving BAC 0.01+, % of All Fatalities	49.4%	45.2%	46.8%	48.9%	46.3%	49.4%	47.9%	44.8%	45.0%	47.1%	40.0%
* Alcohol-Related Fatality Rate, per 100M VMT	1.19	1.04	1.20	1.17	0.95	1.11	1.12	1.10	0.96	0.94	0.80

Native American	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010 GOAL
Native American Fatalities, Total	35	37	51	42	46	34	46	43	27	34	30
Native American Fatalities, % of All Fatalities	14.8%	16.1%	19.0%	16.0%	20.1%	13.5%	17.5%	15.5%	11.8%	15.4%	12.0%

Single Vehicle Run-Off-the-Road	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010 GOAL
Single Vehicle Run-Off-the-Road Crashes	6,882	6,265	7,211	7,216	6,395	6,808	6,727	6,406	6,740	6,054	6,200
Single Vehicle Run-Off-the-Road Fatal Crashes	107	122	139	144	131	139	138	154	117	117	120

Young Driver (Age 20 and Below)	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010 GOAL
Young Driver Crash Rate, per 1,000 Licenses	126	121	129	121	114	117	119	119	115	111	90
Young Driver Fatal Crash Rate, per 1,000	0.78	0.62	0.74	0.91	0.63	0.61	0.62	0.58	0.62	0.79	0.40
Young Drivers Involved in Fatal Crashes	49	40	47	57	39	37	37	32	33	41	
High Crash Corridors	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010 GOAL
Fatalities in High Crash Corridors	14	21	20	21	14	14	23	12	21	11	130 (combined)
Incapacitating Injuries in High Crash Corri-	110	126	183	155	122	132	133	95	91	69	
Crashes in High Crash Corridors	996	971	1,063	1,122	1,034	1,005	1,061	997	872	737	
Trucks	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010 GOAL
Crashes Involving Trucks	1,346	1,159	1,228	1,288	1,163	1,241	1,227	1,223	1,212	1,052	1,150
Fatal Crashes Involving Trucks	24	25	20	21	15	22	24	31	24	22	18
Urban Areas	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010 GOAL
Fatal Crashes in Urban Areas	18	14	23	25	25	30	17	19	33	18	20
Motorcycles	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010 GOAL
Fatal Crashes Involving Motorcyclists	13	11	24	12	20	28	25	33	38	24	20
Motorcyclist Fatalities, Total	13	12	24	12	20	28	26	36	36	26	
Motorcyclist Fatalities, Unhelmeted	7	8	15	9	12	15	14	19	21	20	
Older Drivers (Age 65 and Above)	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010 GOAL
Older Driver Crash Rate, per 1,000 Licenses	30	28	30	29	28	28	26	25	24	24	
Older Driver Fatal Crash Rate, per 1,000 Li-	0.41	0.32	0.37	0.36	0.32	0.38	0.34	0.31	0.27	0.30	
Older Driver Crashes, % of All Crashes	17.8%	18.1%	18.7%	18.9%	20.0%	19.8%	13.0%	13.5%	13.3%	14.3%	
Older Driver Fatal Crashes, % of All Fatal	26.6%	22.4%	23.7%	23.0%	23.9%	26.3%	17.3%	14.9%	15.9%	18.7%	
Speed Control	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010 GOAL
Speeding-Related Fatalities	96	99	102	113	101	96	112	96	72	86	
Speeding-Related Fatal Crashes, % of All	41.4%	43.3%	37.9%	43.1%	42.1%	36.6%	41.6%	35.3%	33.7%	38.9%	
* Vehicles in Fatal Crashes Above the Speed Limit, % of All Vehicles in Fatal Crashes	6.0%	5.2%	6.2%	7.0%	7.7%	7.7%	7.1%	5.1%	6.3%	14.6%	5.0%
* Vehicles in Fatal Crashes Too Fast for Condi- tions, % of All Vehicles in Fatal Crashes	12.4%	12.7%	11.6%	10.7%	11.0%	11.5%	11.6%	11.7%	10.6%	6.3%	10.0%
Grant-Funded Enforcement Activities	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010 GOAL
Seat Belt Citations Issued					3,299	4,843	5,892	5,514	3,257	7,159	
Impaired Driving Arrests					466	830	951	791	1,194	878	
Speeding Citations Issued					10,738	19,561	18,389	16,148	10,891	14,489	

* This performance measure no longer being monitored. Other performance measures being used in its place.

PERFORMANCE GOALS AND TRENDS

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

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

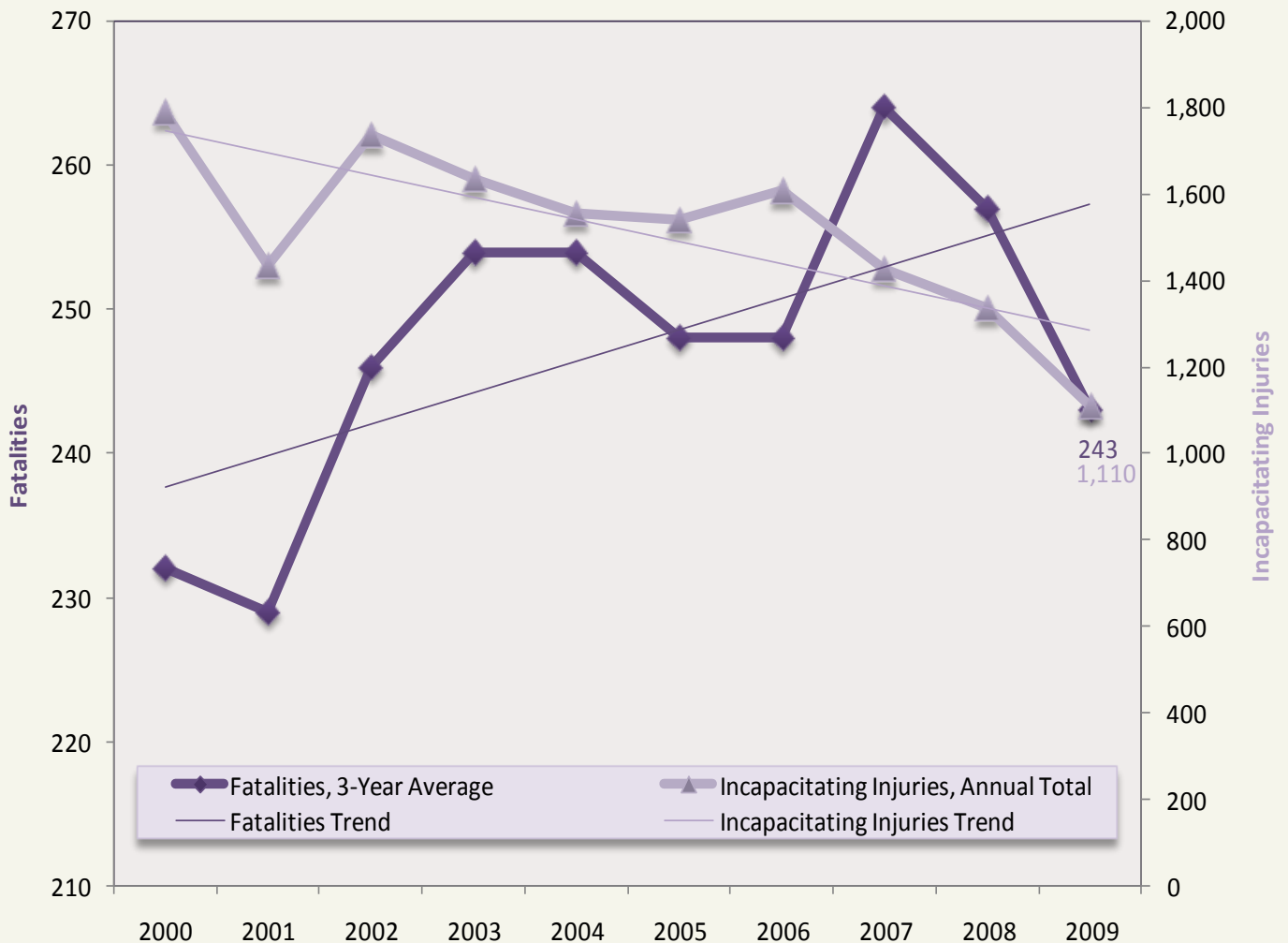
General Traffic Safety

Goal: Reduce Fatalities

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

Goal: Reduce Incapacitating Injuries

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



General Traffic Safety

Goal: Reduce the Fatality Rate

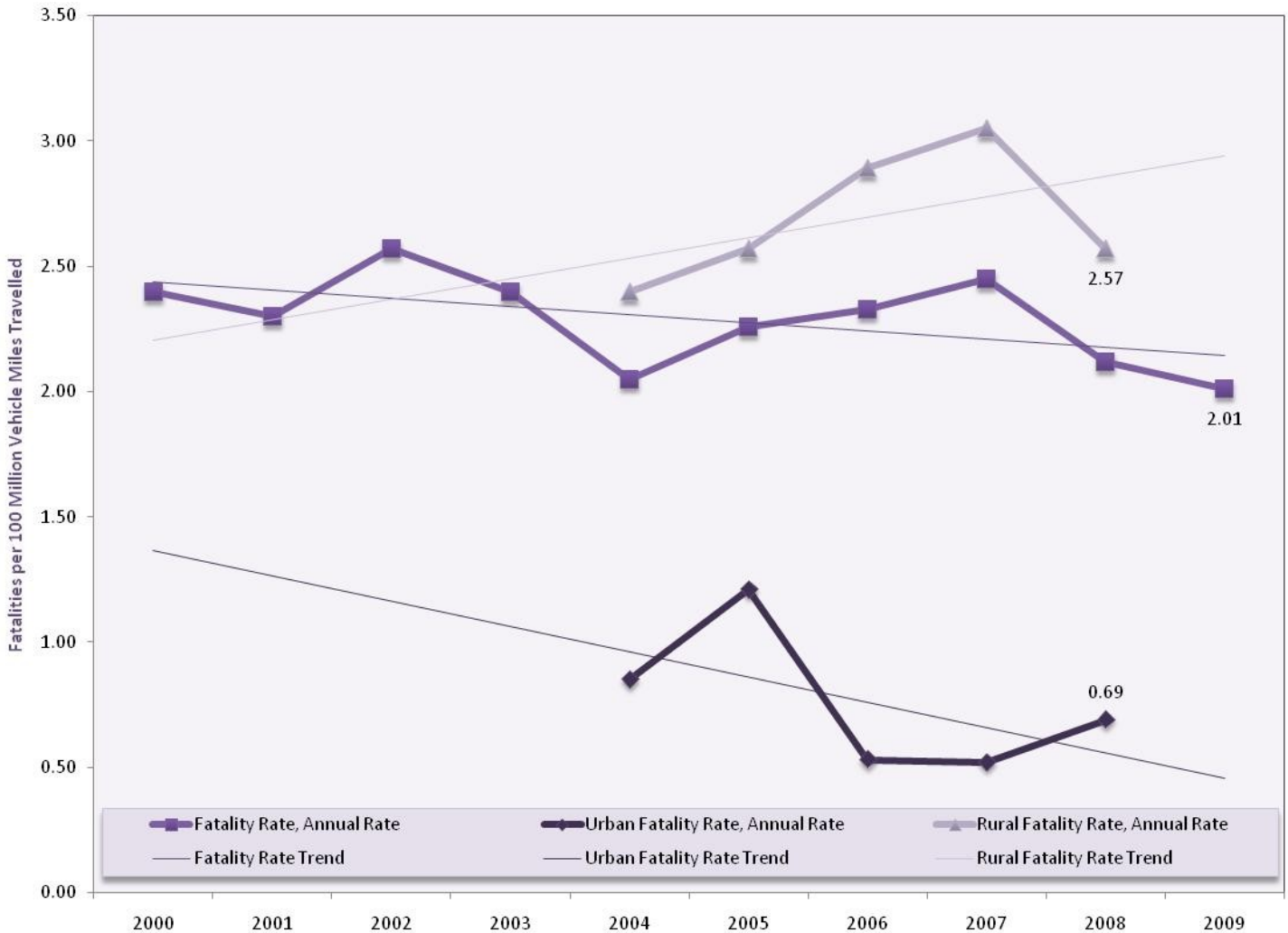
Reduce the annual fatality rate per 100 million vehicle miles travelled from 2.45 in 2007 to 2.00 by 2013.

Goal: Reduce the Urban Fatality Rate

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

Goal: Reduce the Rural Fatality Rate

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



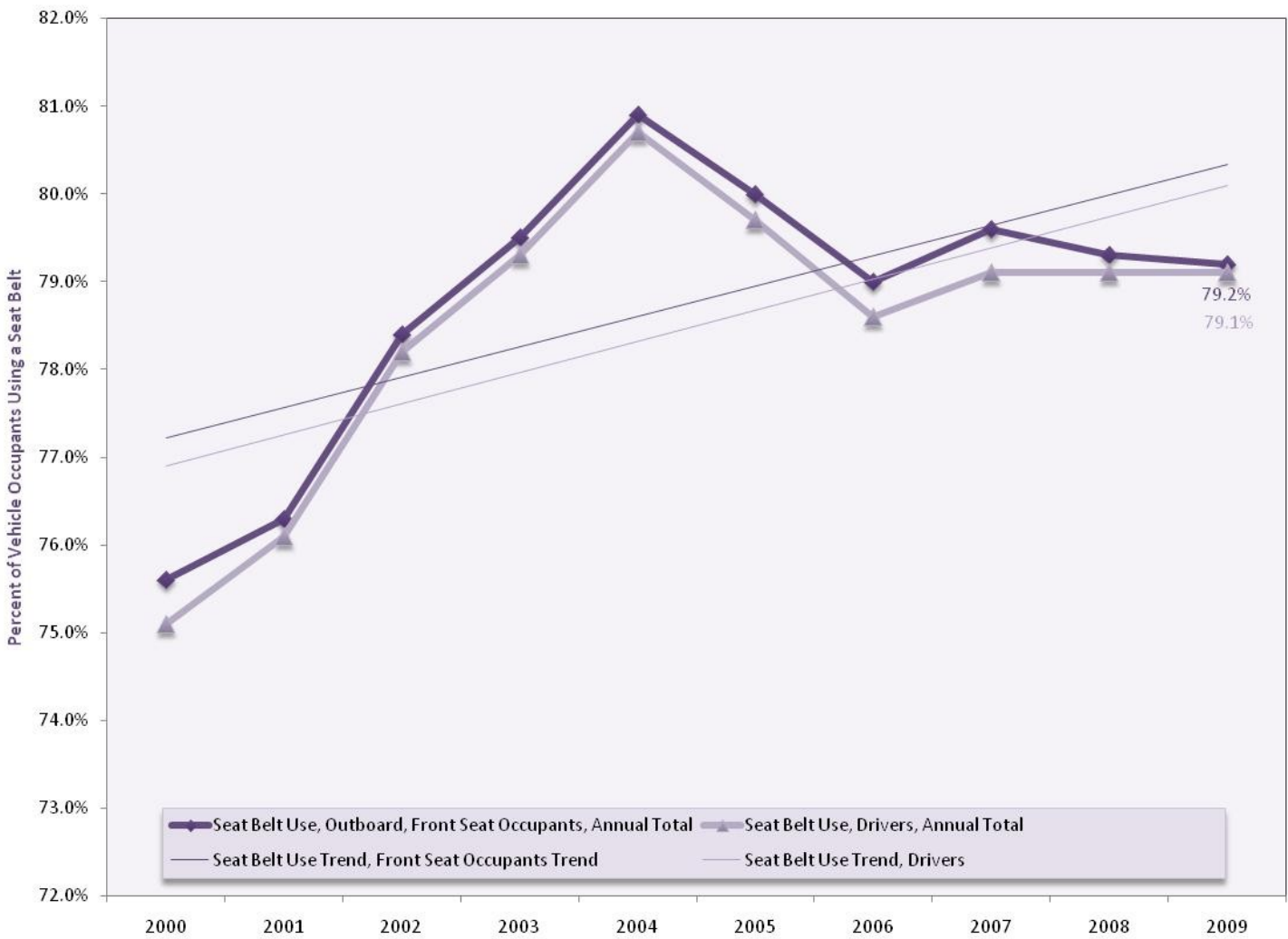
Seat Belt Use

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

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

Goal: Increase Seat Belt Use by Drivers

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



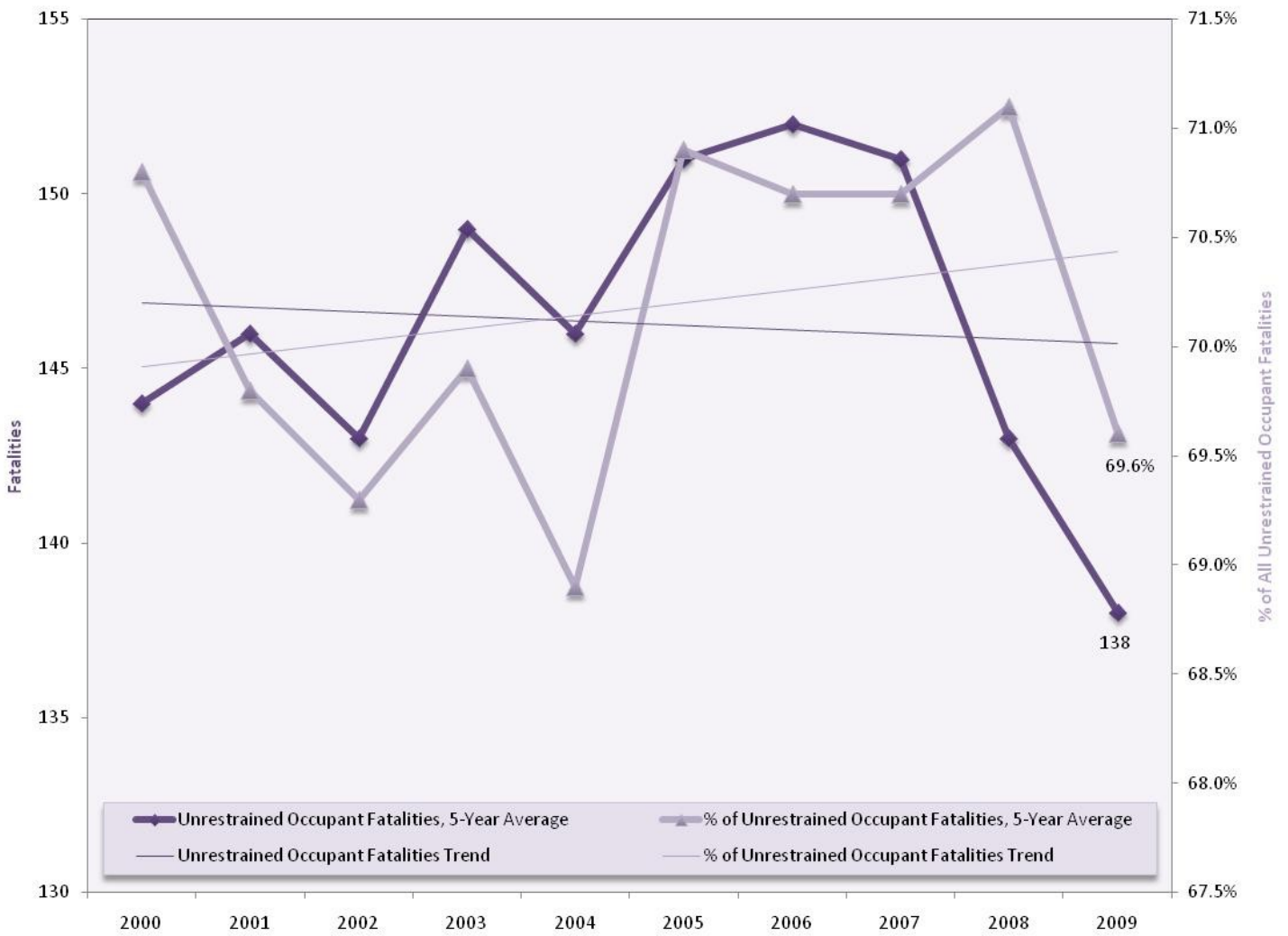
Seat Belt Use

Goal: Reduce Unrestrained Vehicle Occupant Fatalities, Total

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

Goal: Reduce Unrestrained Vehicle Occupant Fatalities, Percent

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



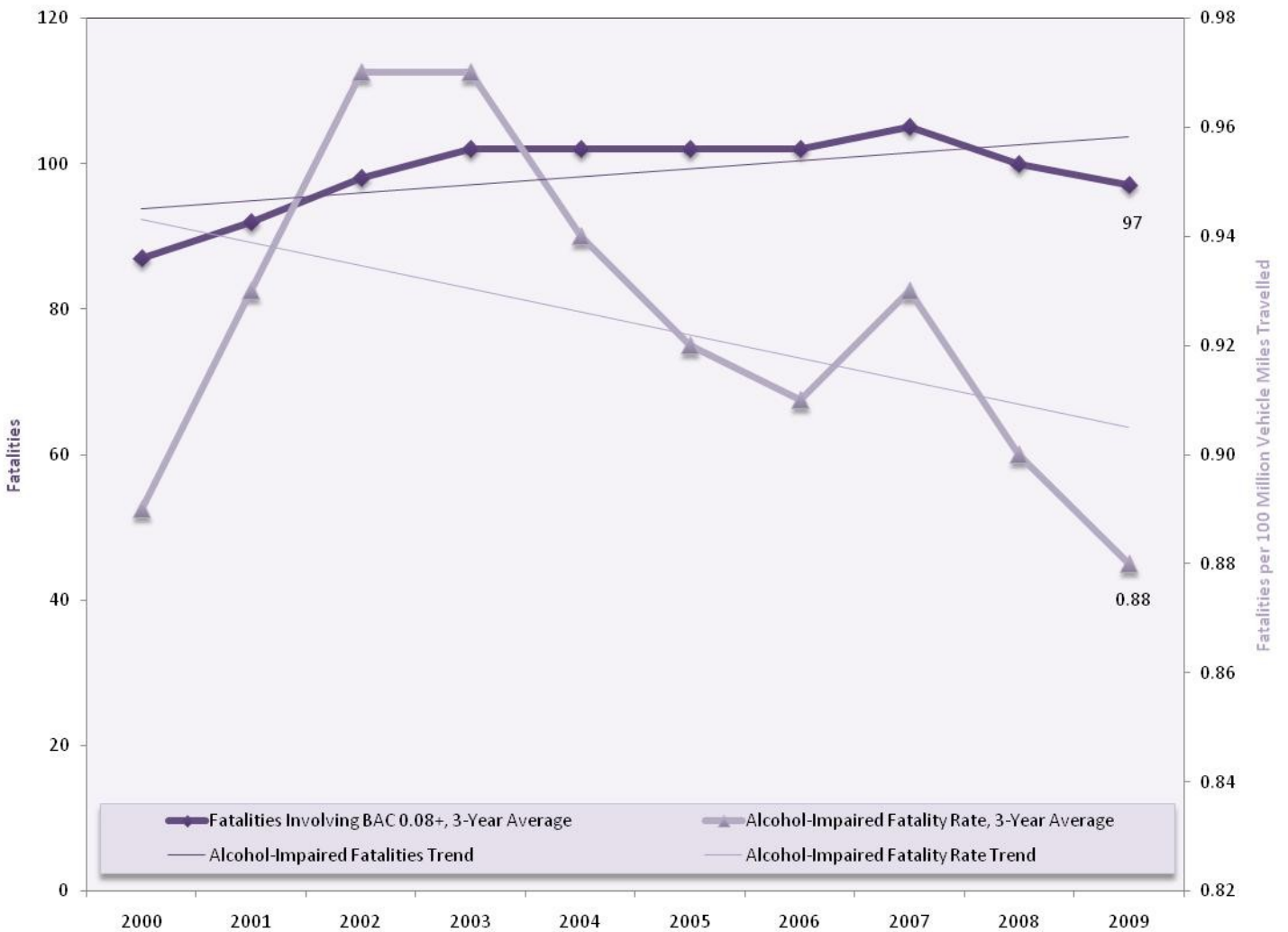
Alcohol & Impaired Driving Fatalities

Goal: Reduce Alcohol-Impaired Fatalities

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

Goal: Reduce the Alcohol-Impaired Fatality Rate

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



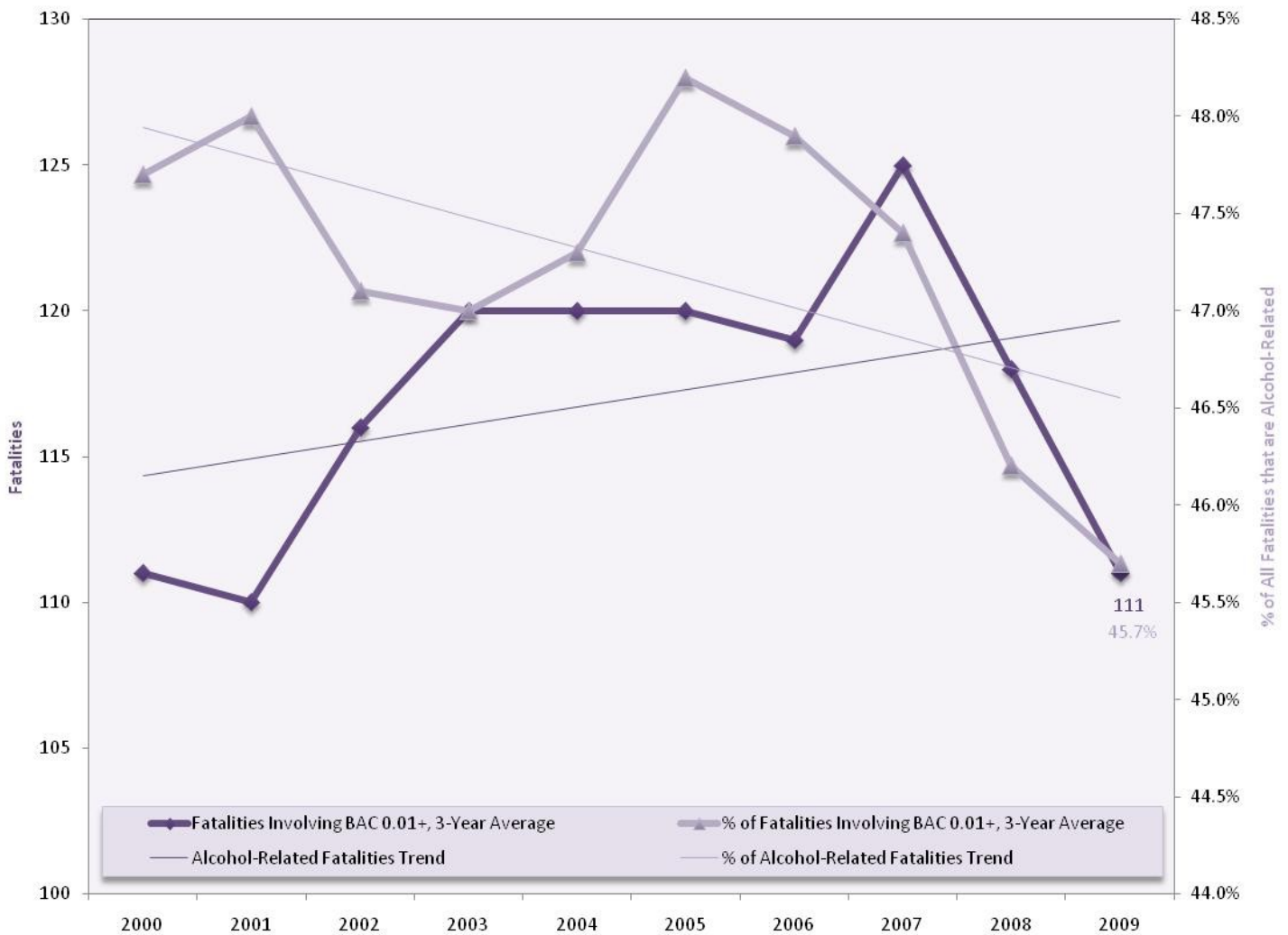
Alcohol & Impaired Driving Fatalities

Goal: Reduce Alcohol-Related Fatalities, Total

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

Goal: Reduce Alcohol-Related Fatalities, Percent

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



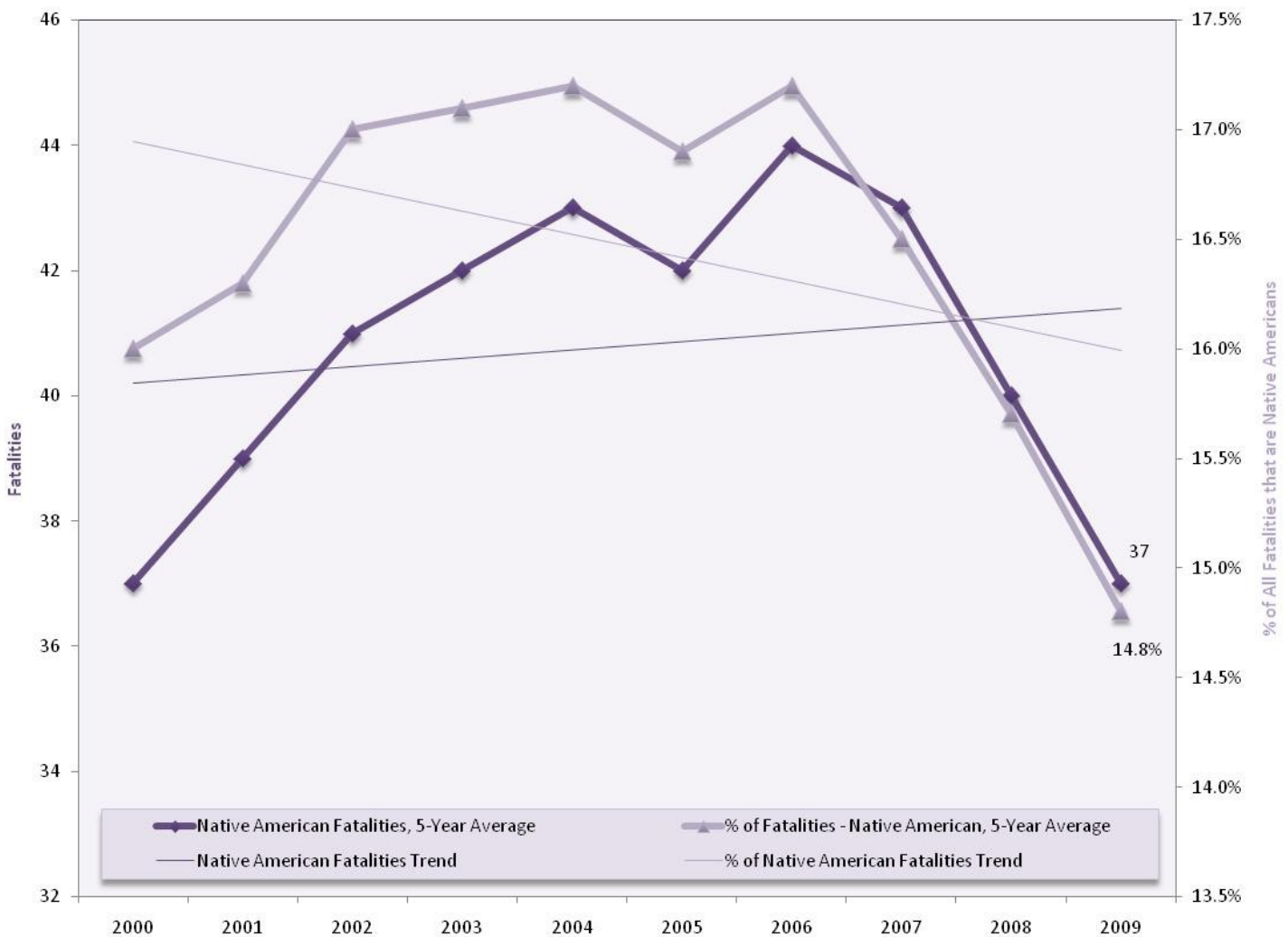
Native American Crash Fatalities

Goal: Reduce Native American Fatalities, Total

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

Goal: Reduce Native American Fatalities, Percent

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



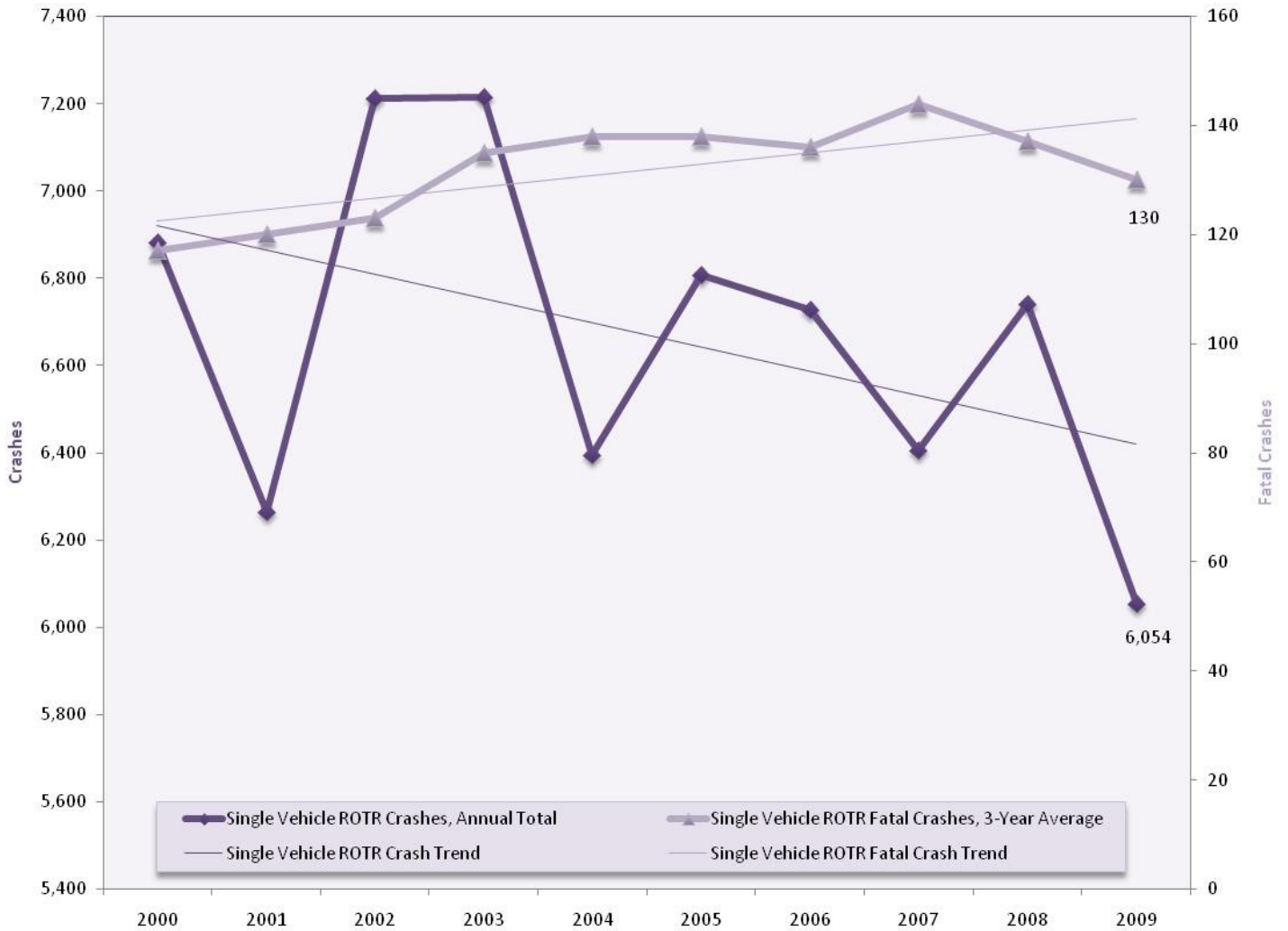
Single Vehicle Run-Off-The-Road Crashes

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

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

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

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



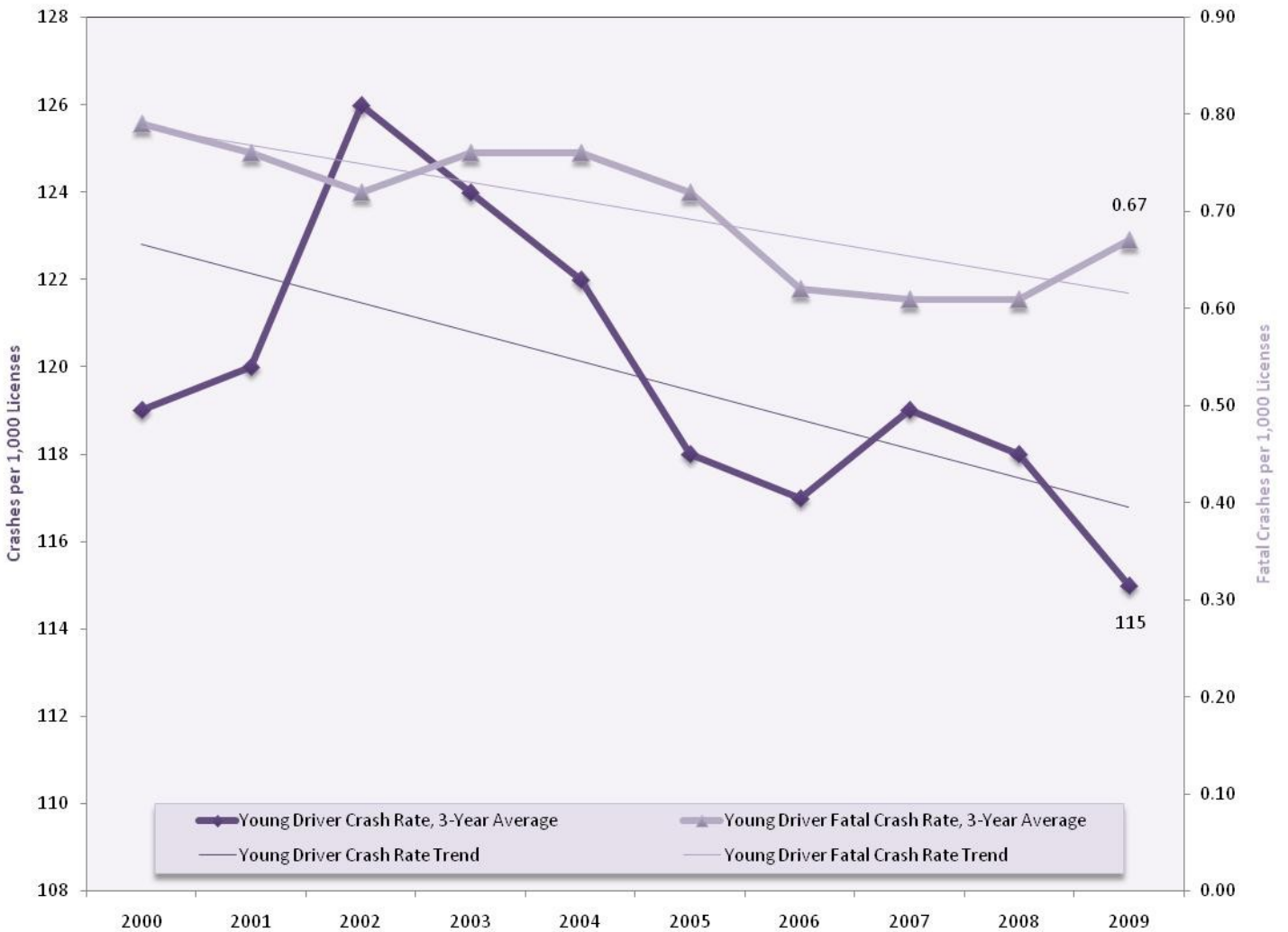
Young Driver Crashes (Age 20 and below)

Goal: Reduce the Young Driver Crash Rate

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

Goal: Reduce the Young Driver Fatal Crash Rate

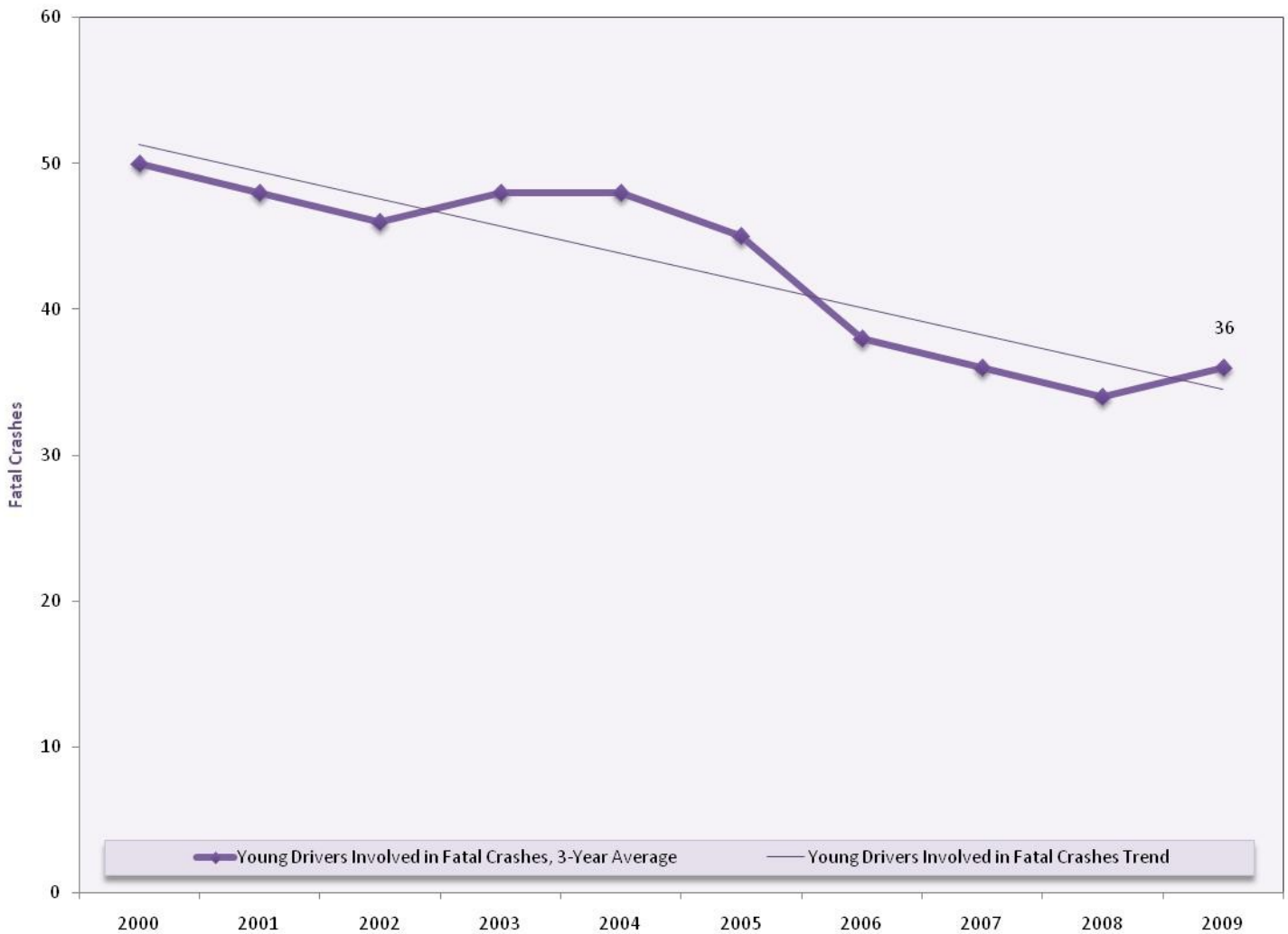
Reduce the three-year average fatal crash rate per 1,000 licenses of drivers age 20 and below from 0.61 in 2008 to 0.57 by 2013.



Young Driver Crashes (Age 20 and below)

Goal: Reduce Young Driver Fatal Crashes

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



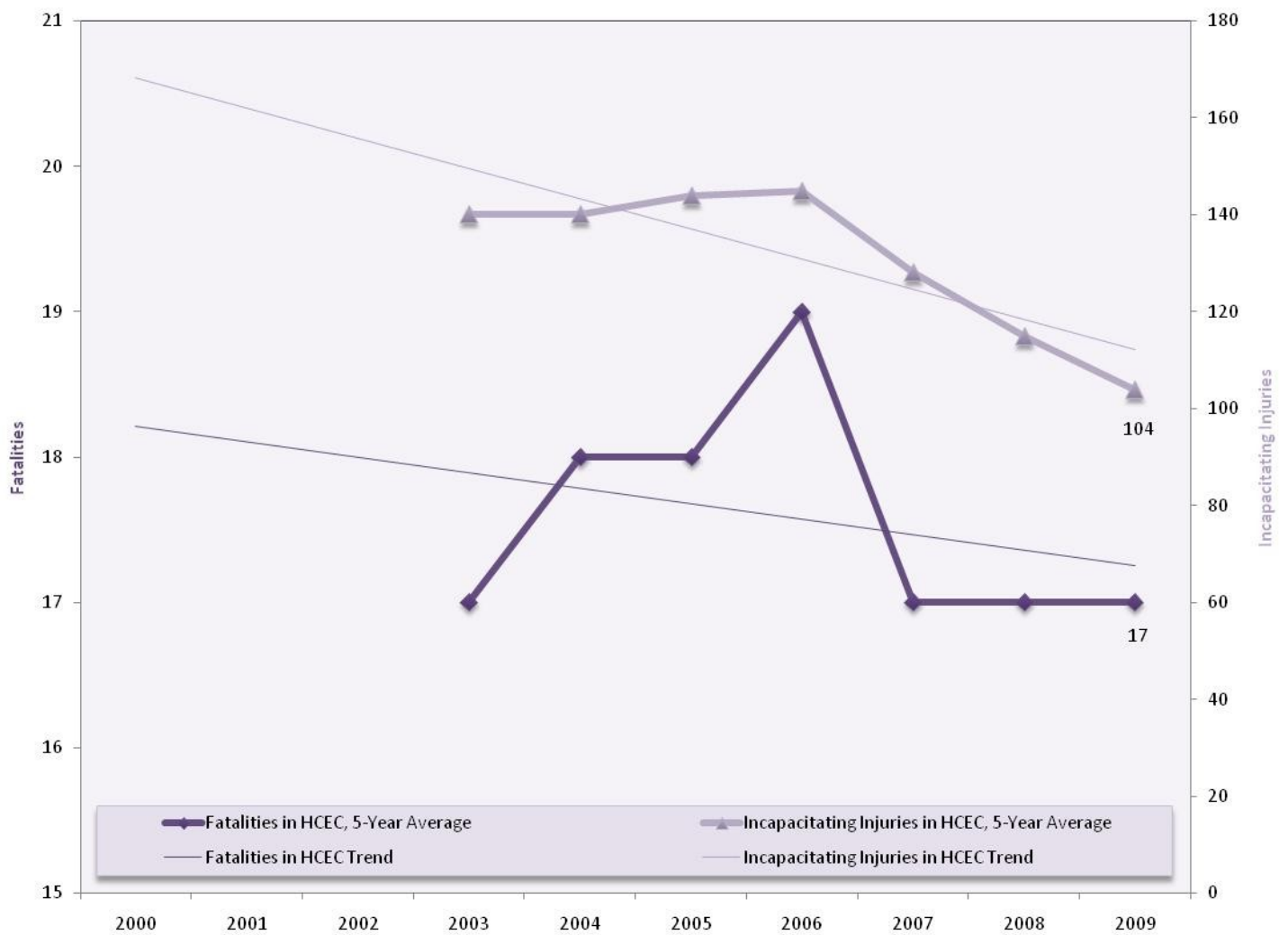
High Crash Enforcement Corridors

Goal: Reduce Fatalities in High Crash Enforcement Corridors

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

Goal: Reduce Incapacitating Injuries in High Crash Enforcement Corridors

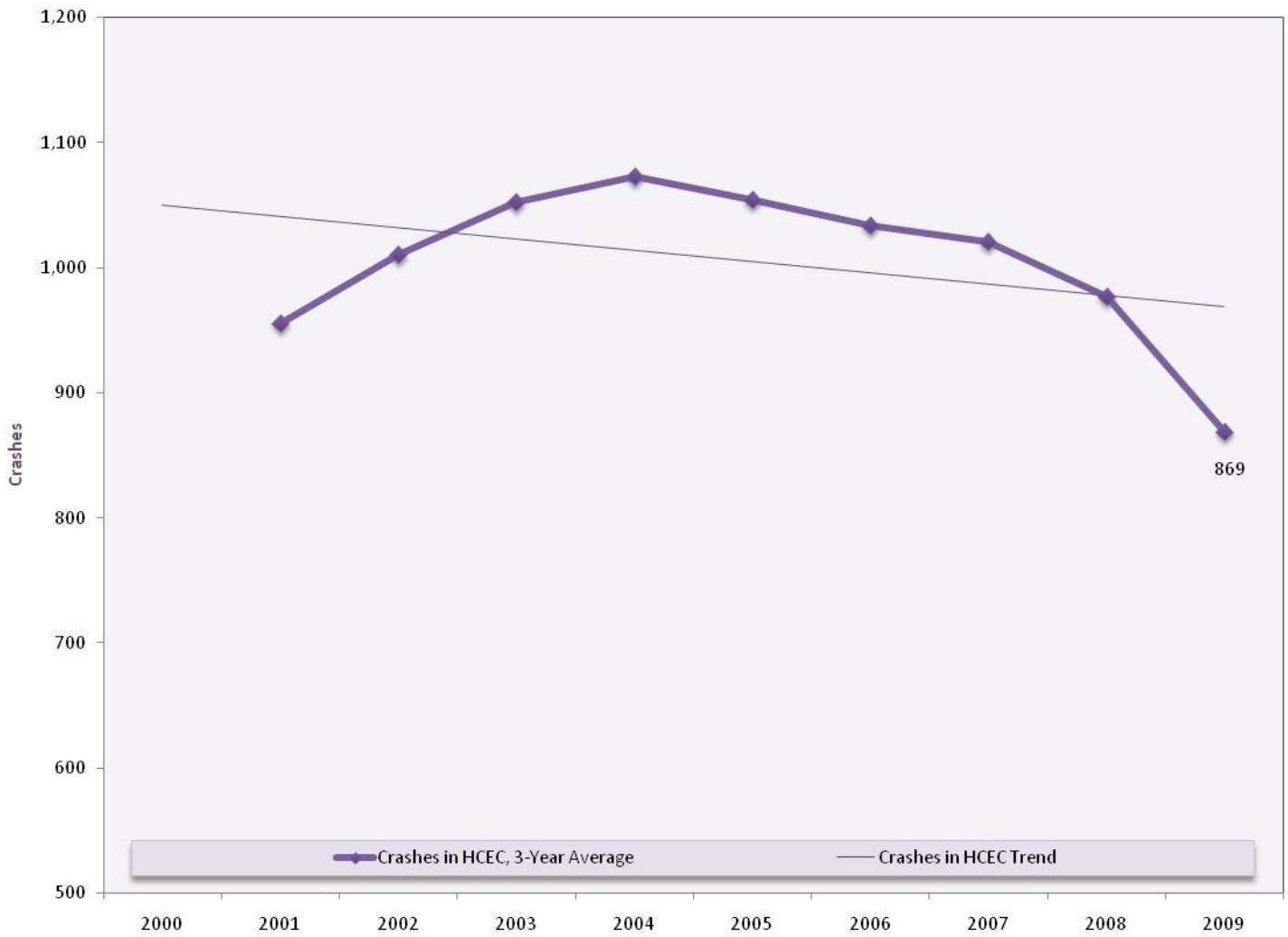
Reduce the five-year average number of incapacitating injuries occurring in high crash enforcement corridors from 115 in 2008 to 100 by 2013.



High Crash Enforcement Corridors

Goal: Reduce Crashes in High Crash Enforcement Corridors

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



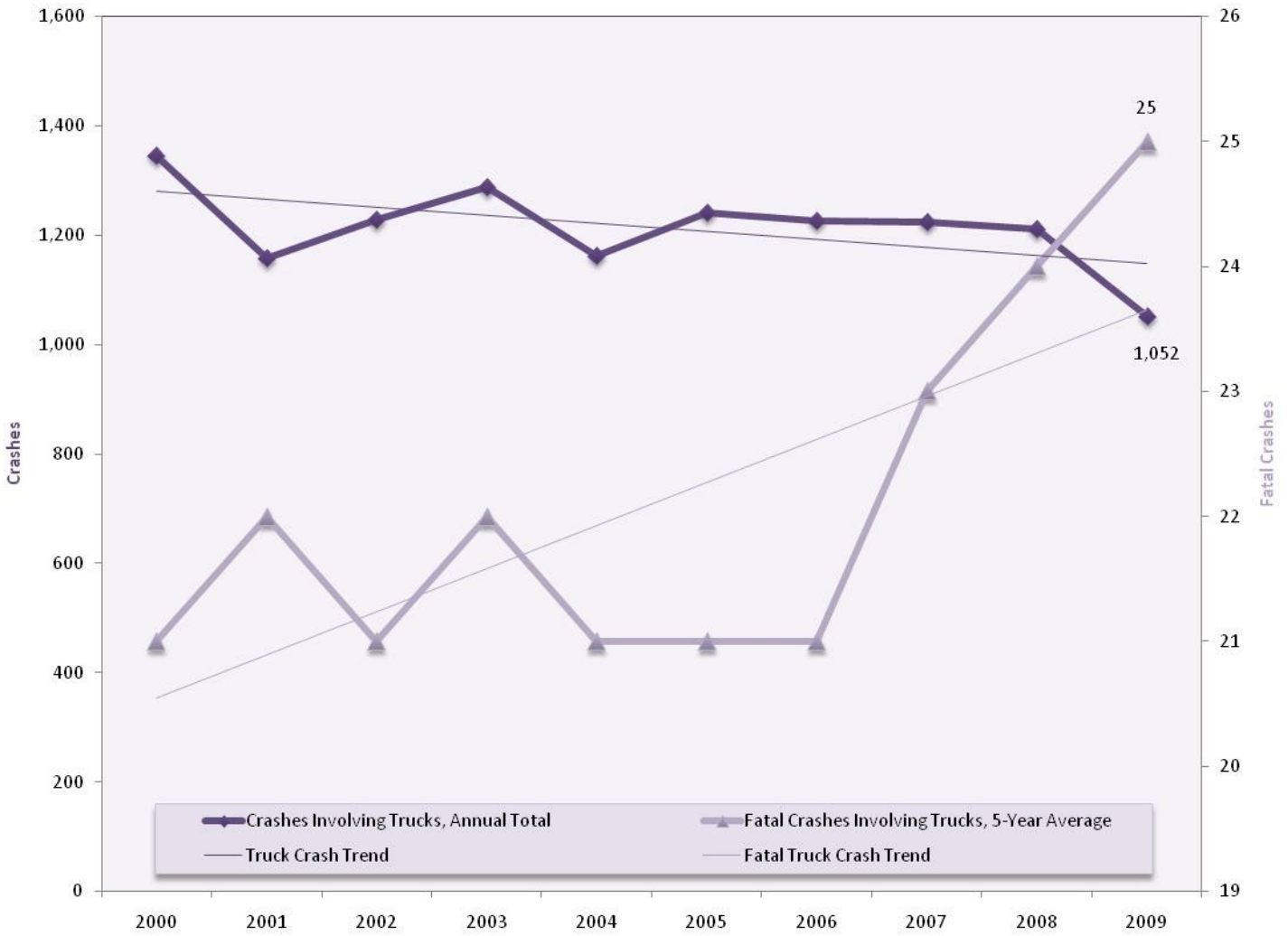
Truck Crashes

Goal: Reduce Truck Crashes

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

Goal: Reduce Fatal Truck Crashes

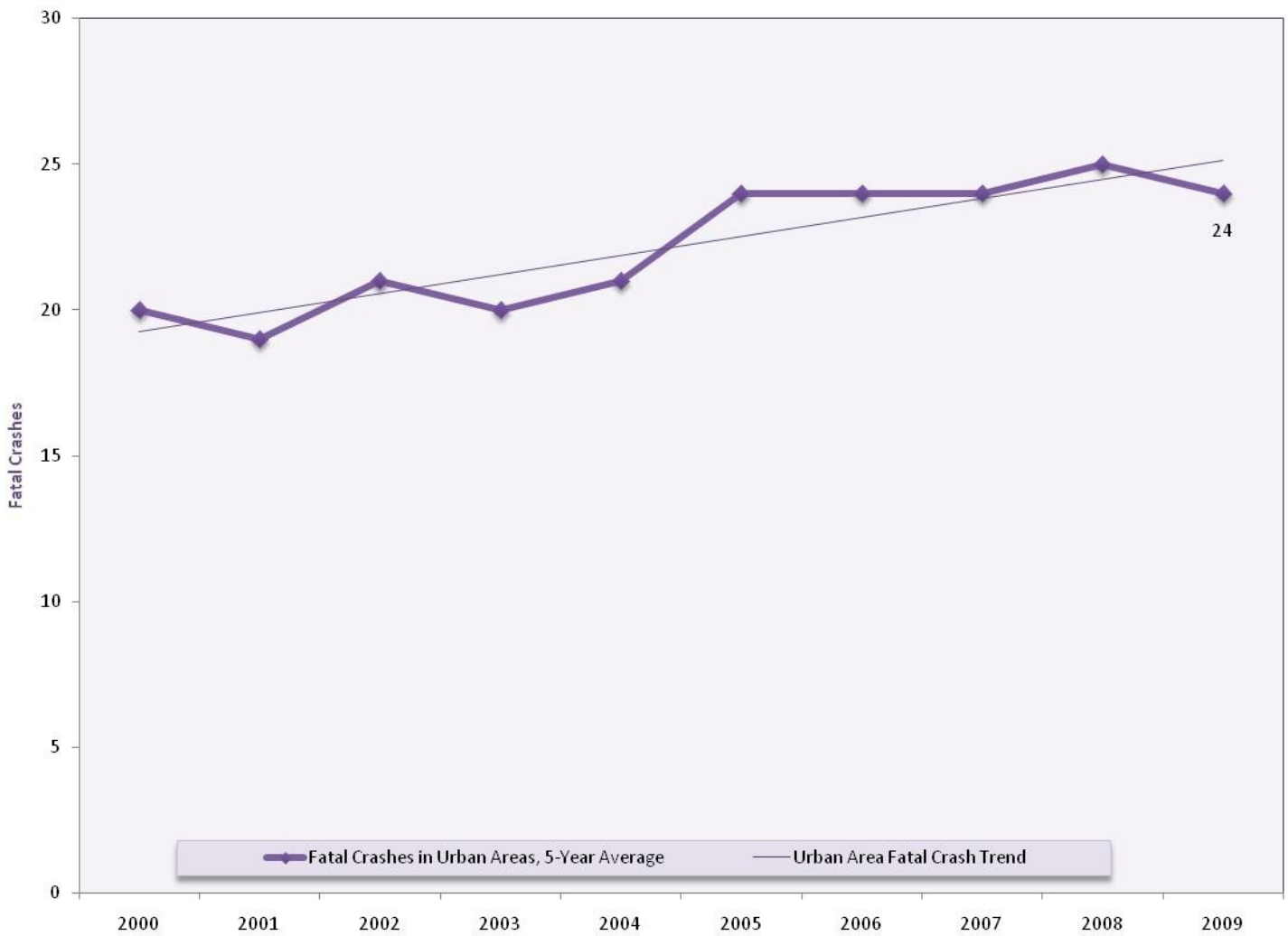
Reduce the five-year average number of fatal crashes involving trucks from 24 in 2008 to 20 by 2013.



Urban Area Crashes

Goal: Reduce Fatal Crashes in Urban Areas

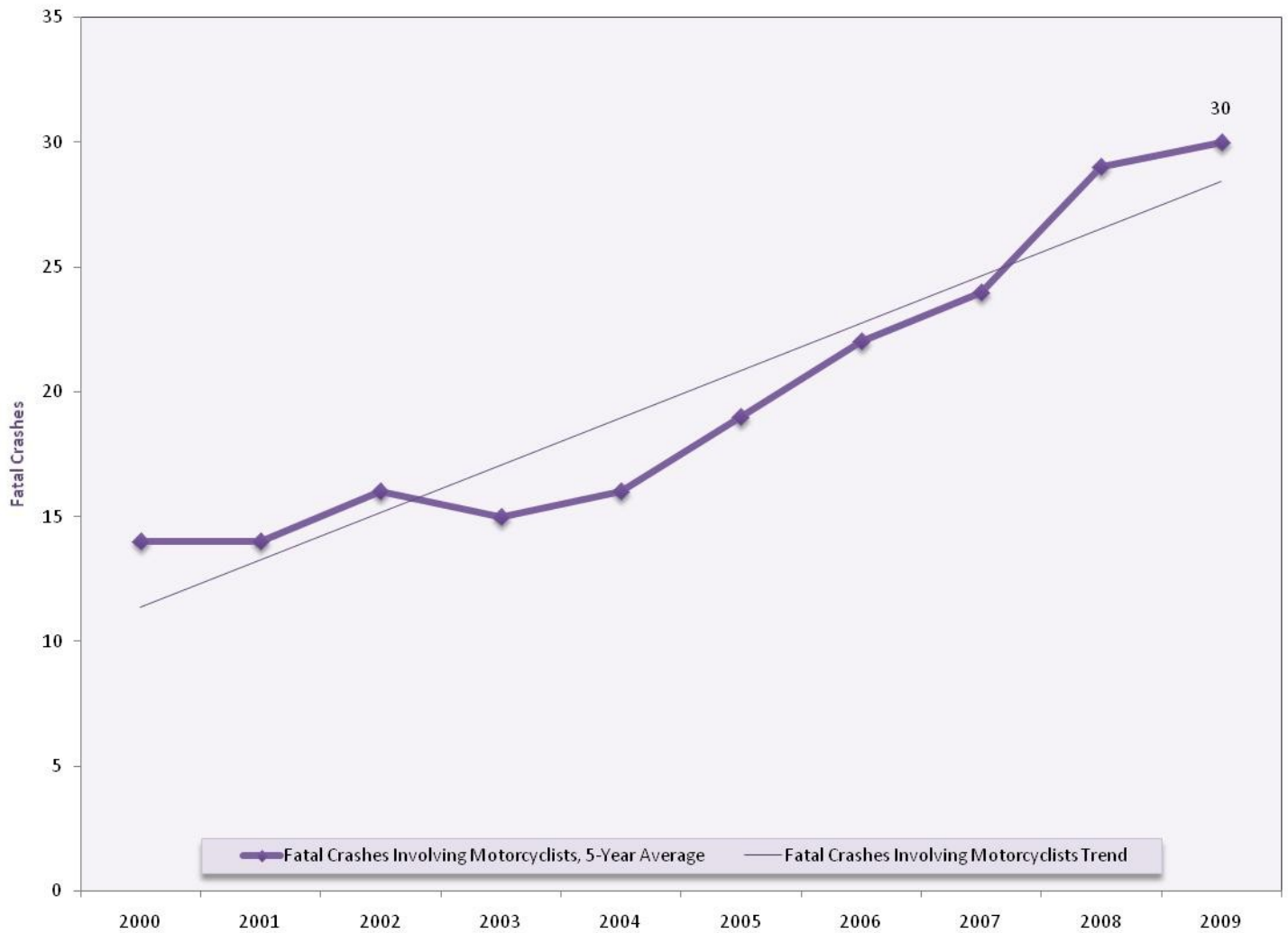
Reduce the five-year average number of fatal crashes in urban areas from 25 in 2008 to 23 by 2013.



Motorcycle Crashes

Goal: Reduce Fatal Crashes involving Motorcycles

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



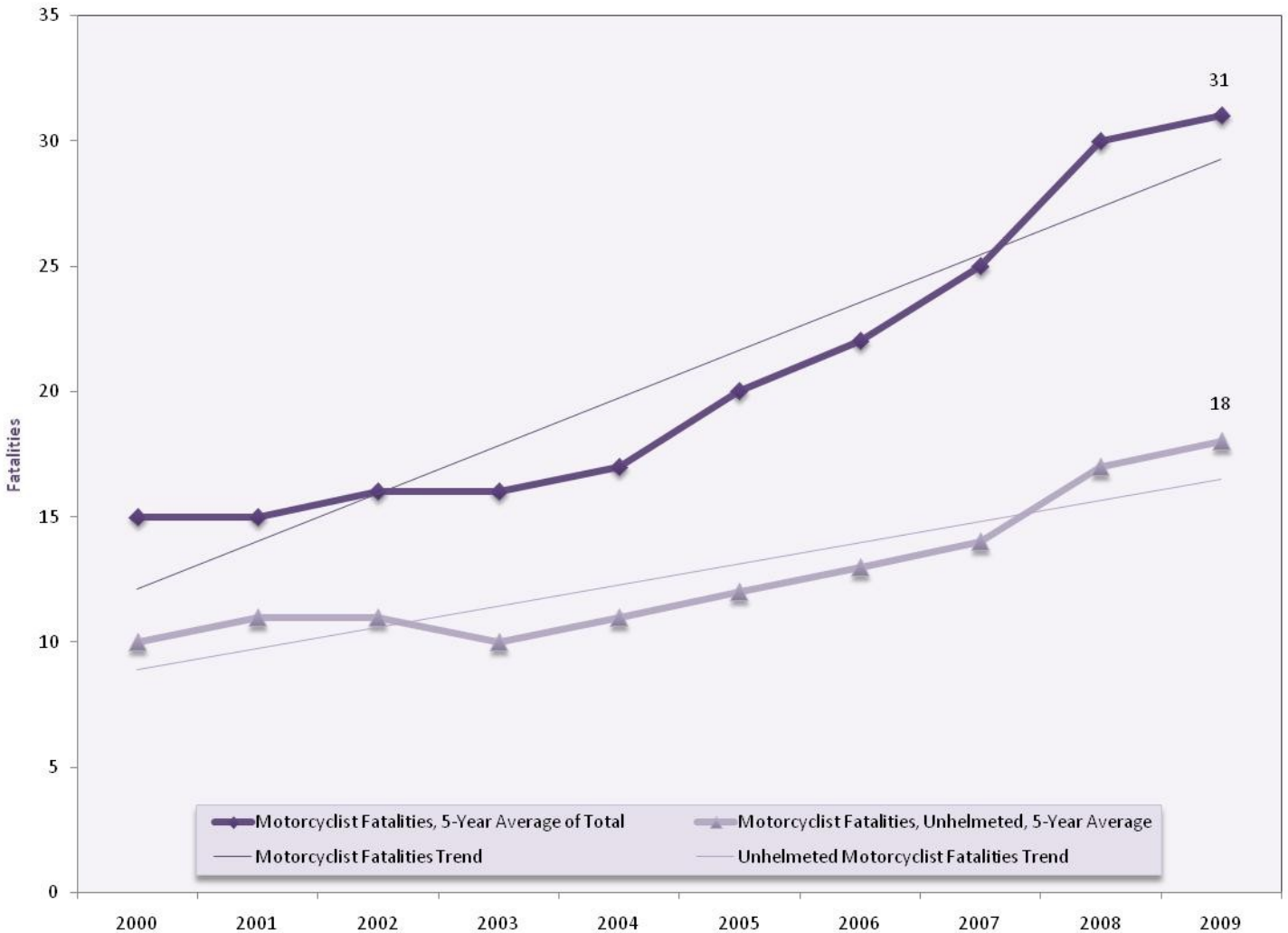
Motorcycle Crashes

Goal: Reduce Motorcyclist Fatalities

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

Goal: Reduce Fatalities for Motorcyclists Not Wearing Helmets

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



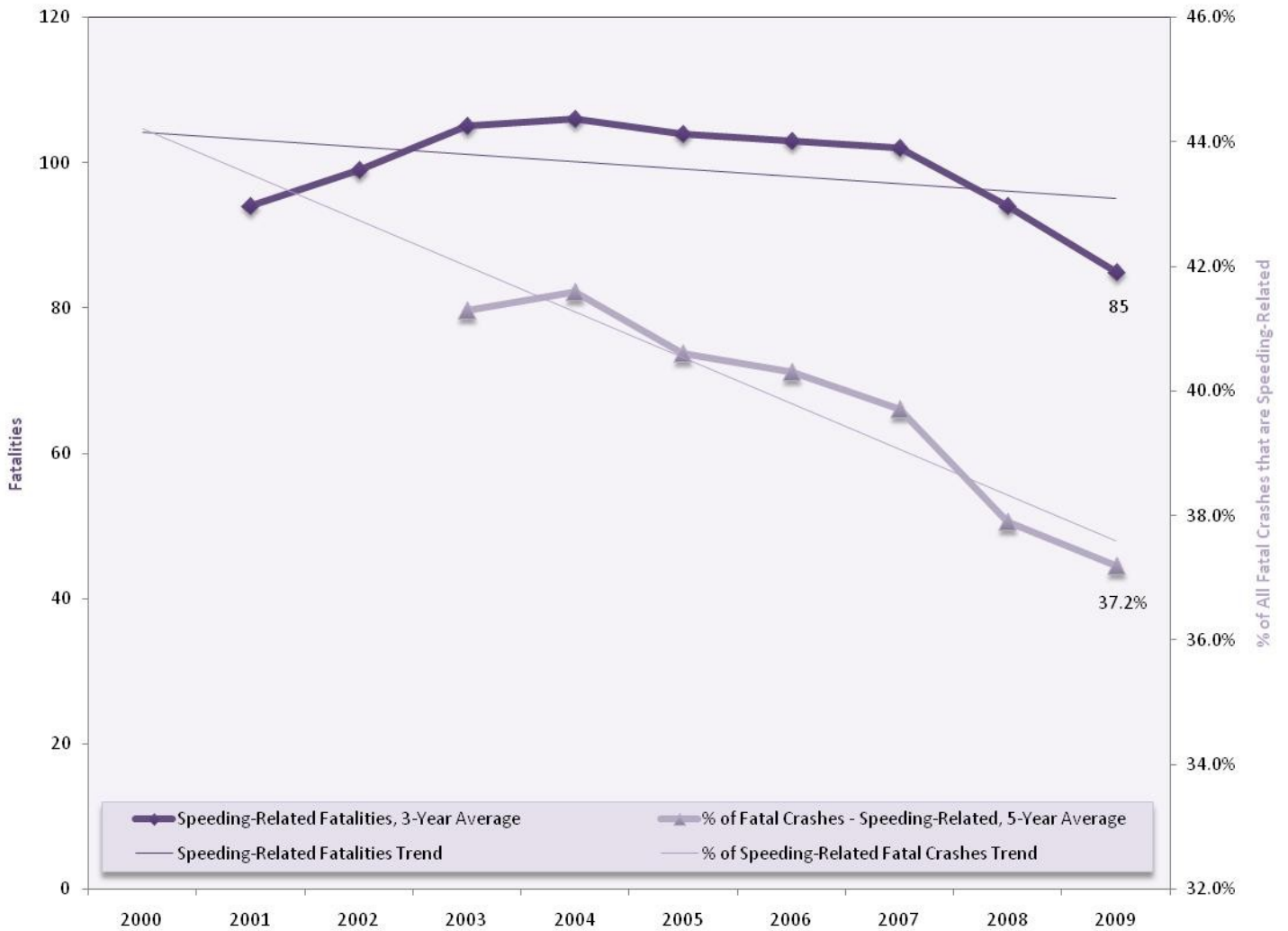
Speed Control

Goal: Reduce Speeding-Related Fatalities

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

Goal: Reduce Speeding-Related Fatal Crashes, Percent

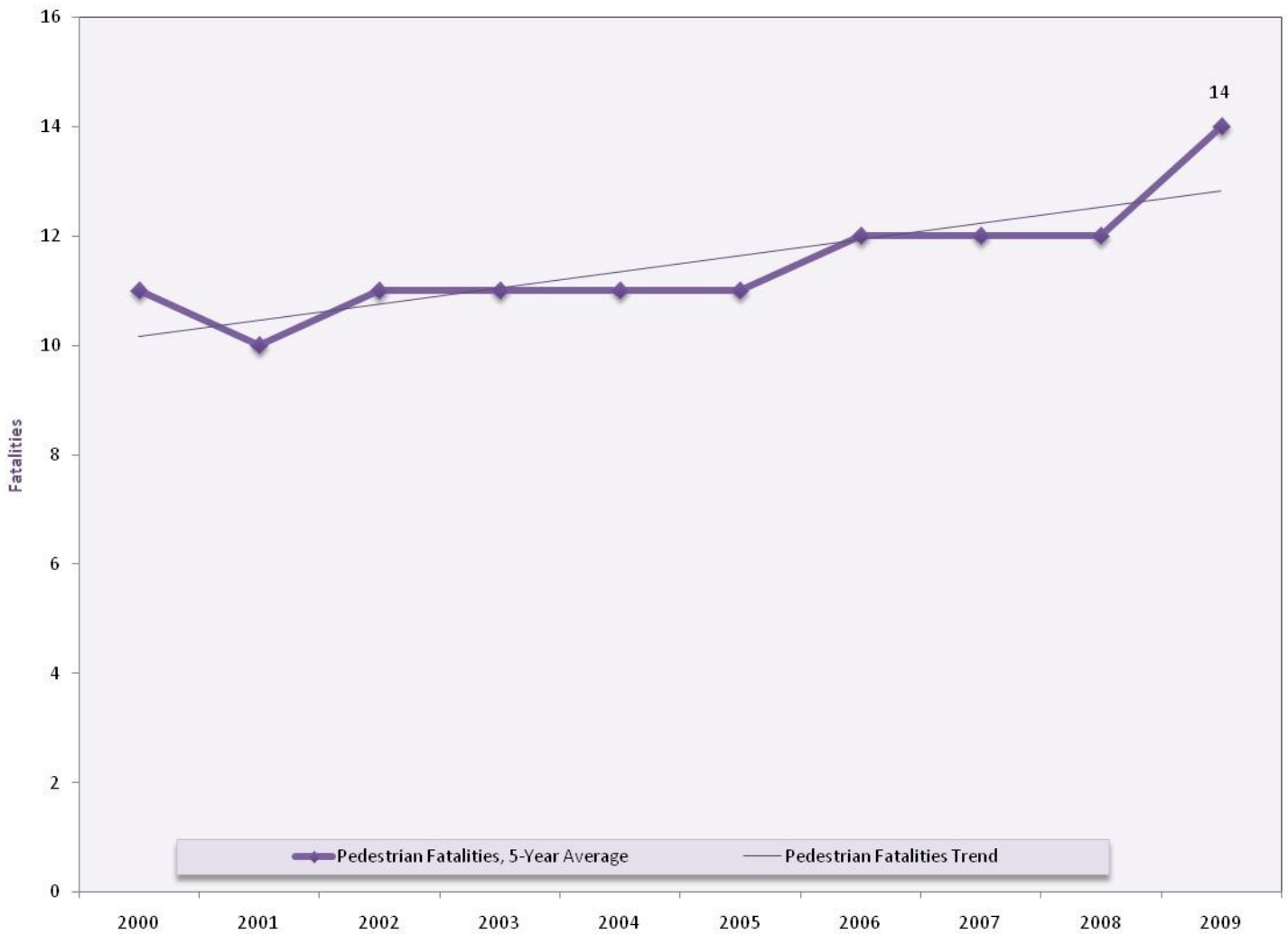
Reduce the five-year average number of speeding-related fatal crashes as a percent of all fatal crashes from 37.9% in 2008 to 35.0% by 2013.



Pedestrian Fatalities

Goal: Reduce Pedestrian Fatalities

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



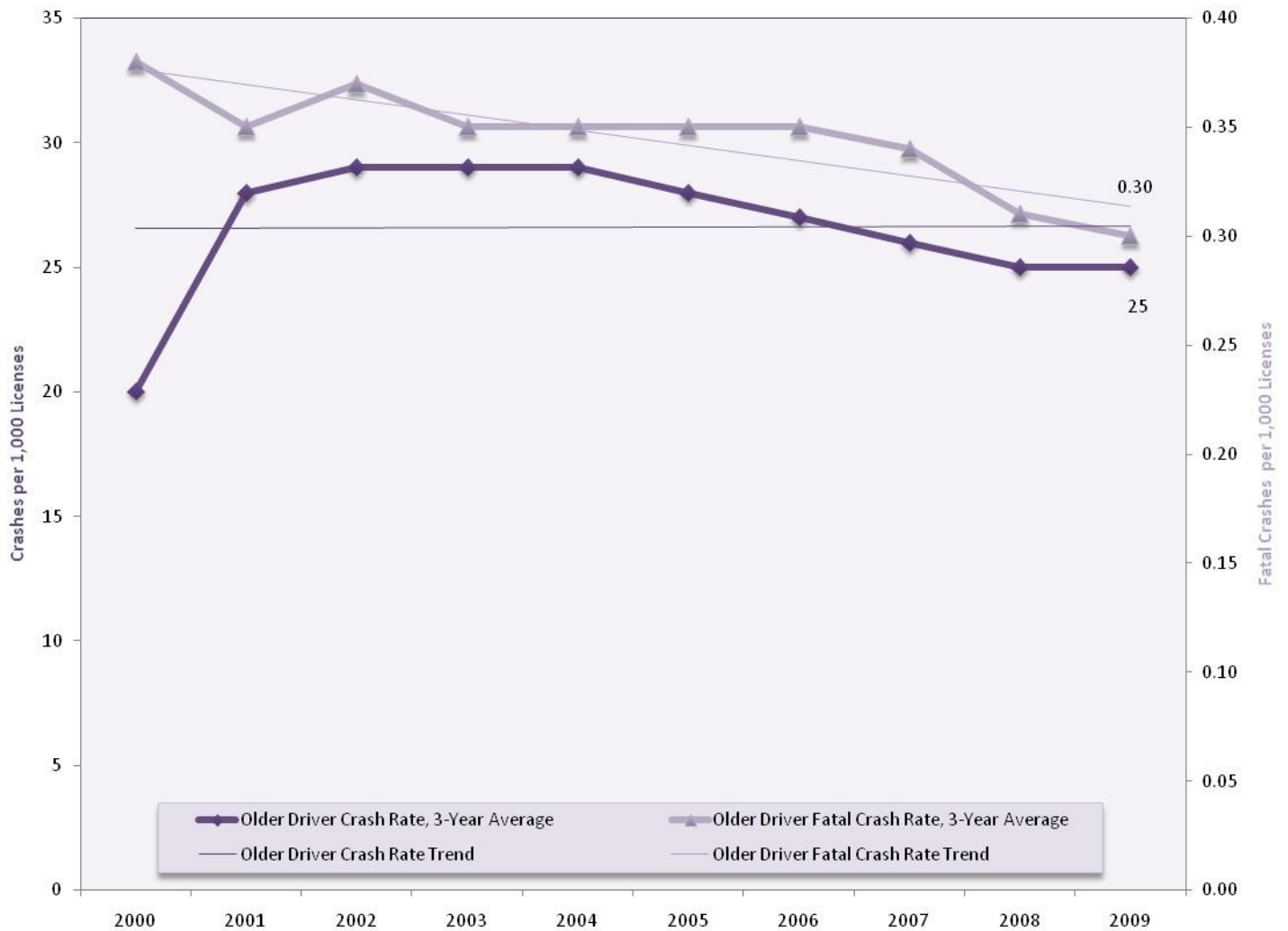
Older Driver Crashes (Age 65 and above)

Goal: Reduce the Older Driver Crash Rate

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

Goal: Reduce the Older Driver Fatal Crash Rate

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



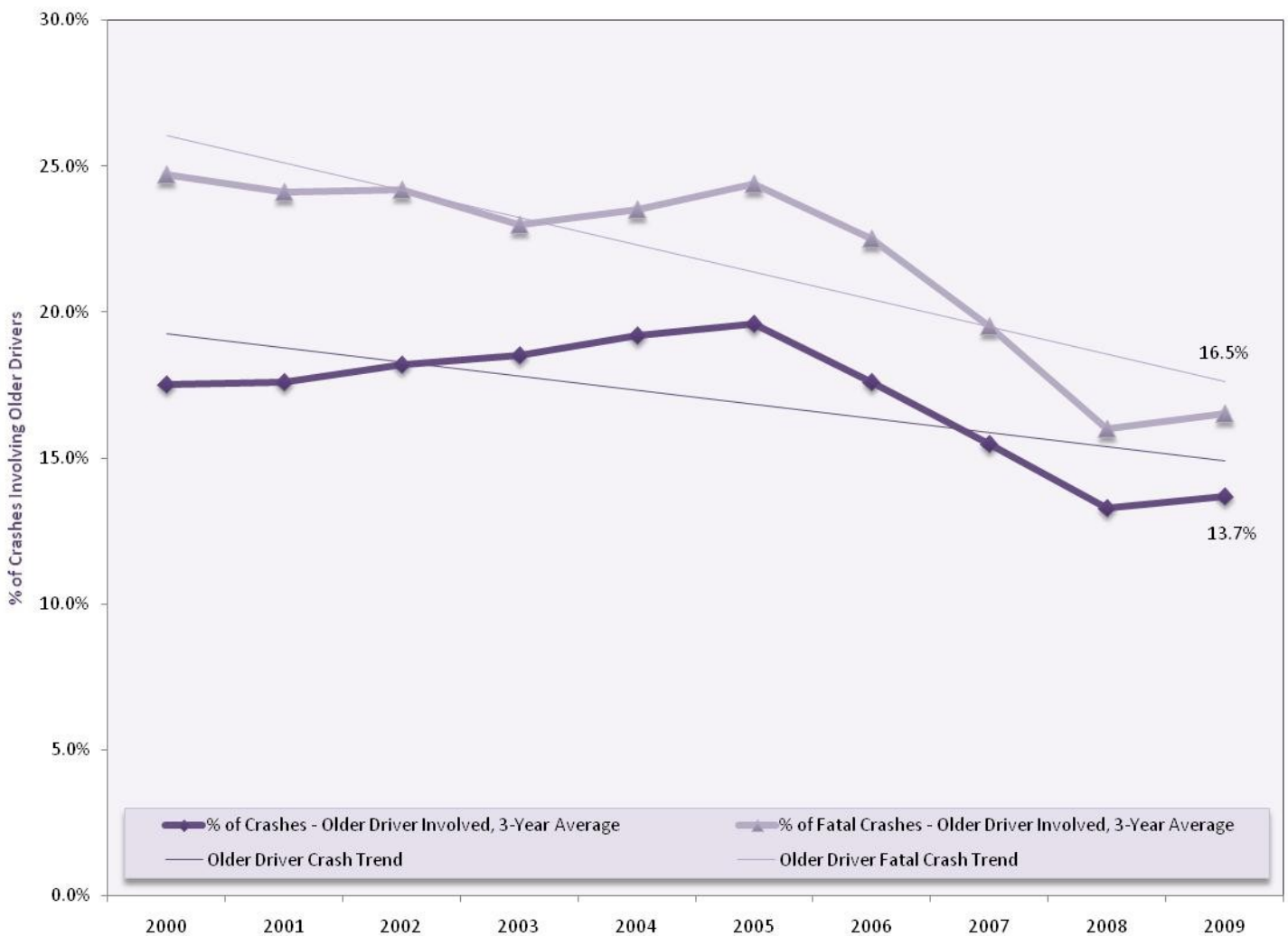
Older Driver Crashes (Age 65 and above)

Goal: Reduce Older Driver Crashes, Percent

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

Goal: Reduce Older Driver Fatal Crashes, Percent

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



Grant-Funded Enforcement Activities

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

Measure: Seat Belt Citations

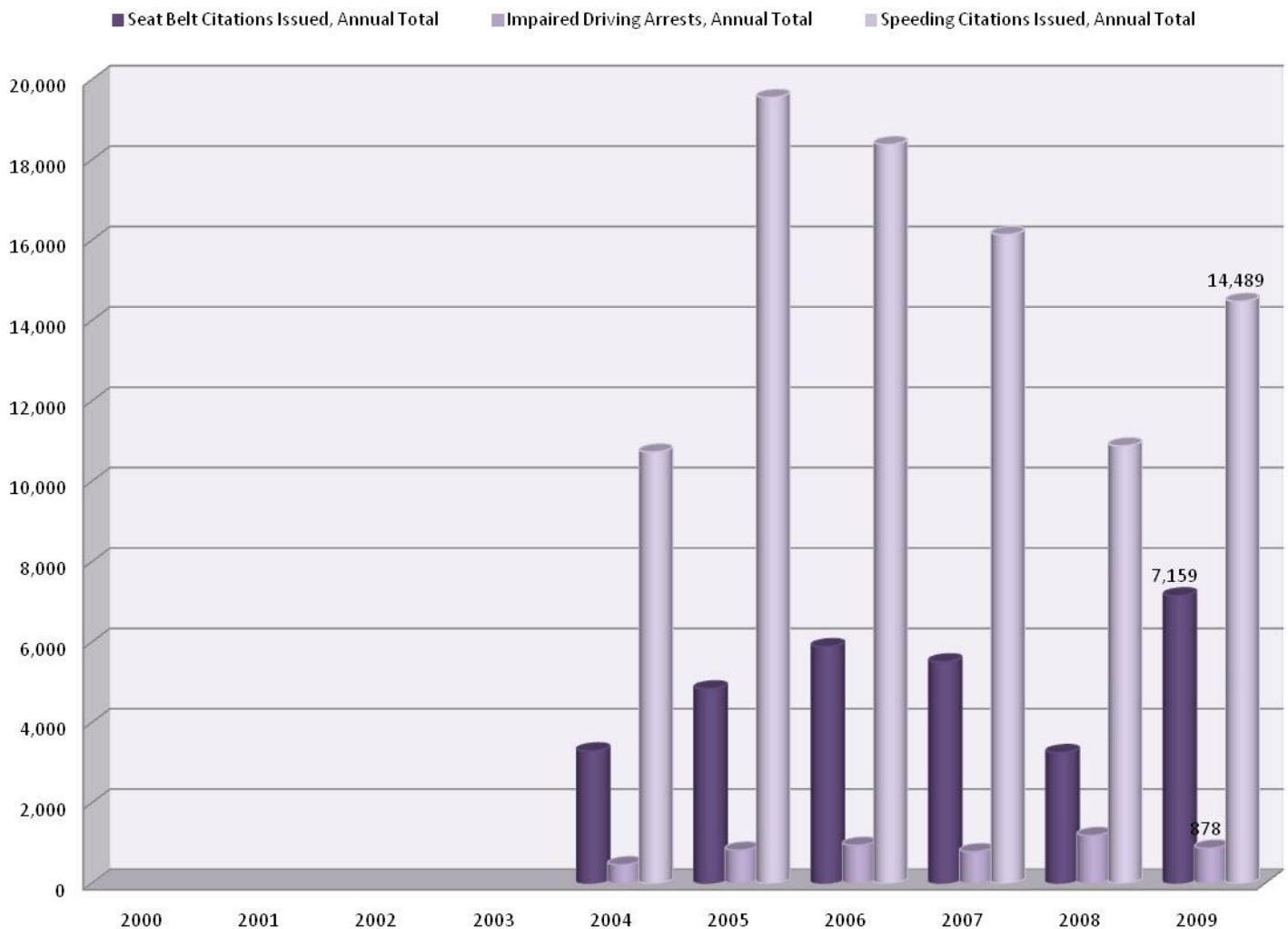
3,257 seat belt citations were issued during grant-funded enforcement activities during FFY2008.

Measure: Impaired Driving Arrests

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

Measure: Speeding Citations

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



PROGRAMS & PROJECTS

NEW AND INNOVATIVE PROGRAMS

Data Driven Approaches to Crime & Traffic Safety (DDACTS)

Implementation of Data-Driven Approaches to Crime and Traffic Safety (DDACTS) is a starting point for executing long-term change in which law enforcement professionals take a more integrated approach to the deployment of personnel and resources.

Many law enforcement agencies struggle with manpower shortages and limited resources. DDACTS provides a scientifically based method for law enforcement to accurately target its efforts. It also emphasizes collaboration, which helps to overcome artificial boundaries created by city, county and tribal jurisdictions.

Taking advantage of modern technology, geo-mapping is used to identify areas that have high incidences of crime and crashes.

DDACTS draws on the deterrent value of highly visible traffic enforcement and the knowledge that crimes often involve the use of motor vehicles.

DDACTS relies on seven guiding principles for its implementation.

1. Partners & Stakeholder Participation

Partnerships among law enforcement agencies and with local stakeholders are essential. Community residents and businesses are a good source of information about where and when crime and traffic safety issues occur. Stakeholder and partner support for highly visible traffic enforcement is vital to the success of a DDACTS initiative. SHTSO already has a strong network in place, but the local law enforcement agencies will need to work

with their DUI Task Forces and other community groups to ensure local support for heightened HVE.

2. Data Collection

Place-based, current crime, crash, and traffic-related data, coded for type of incident, time of day, and day of week are the building blocks of DDACTS. Additional data may include citizen complaints, field interviews, dangerous driving behaviors, and other nontraditional data such as the location of parolees and probationers, individuals with suspended or revoked licenses, and wanted persons. Montana intends to overlay the data with the location of other traffic citations and liquor licenses.

3. Data Analysis

The creation of integrated maps that overlay crime, crash, and traffic-related data lets agencies identify problem locations, or "Hot Spots." Additional analysis, through a number of proven Hot Spot evaluation techniques, can distinguish causation factors for each type of data, delineate spatial and temporal factors, and consider environmental influences on crime and crashes.

High visibility enforcement in Montana will continued to be directed at high risk times, using local and statewide data collection and analysis. Attached are two draft maps which will create the starting point for the efforts in Montana.

4. Strategic Operations

Based on data analysis, agencies are able to identify Hot Spots that focus enforcement on activities and counter-

measures. Hot Spot analysis guides the realignment of workflow and operational assignments to focus enforcement efforts and increase efficiency.

5. Information Sharing and Outreach

Built into the model are opportunities to share results, promote community participation, and document accomplishments. Regularly generated progress reports provide management the documentation needed to keep officers informed, hold meetings with community members, and report to government administrators and elected officials. Progress reports also provide the basis for ongoing media relations.

6. Monitoring, Evaluation, & Adjustments

Data collection and analysis procedures allow for the monitoring, evaluating, and adjusting of field and internal operations. They also provide an opportunity to regularly assess crime and crash reduction, cost savings, and other outcome measures that define success.

7. Outcomes

Goals and objectives that emerge during problem area identification and strategic plan preparation are developed into outcome measures. These measures are used to assess effectiveness relating to reductions in crime, crashes, and traffic violations; cost savings; the use of specific interventions; and personnel deployment.

DDACTS model used to overhaul STEP

STEP is used to provide High Visibility Enforcement on high crash corridors and at high-risk time frames such as rodeos, fairs, and community events that have a history of high fatality rates and injuries caused by impaired driving and non-seatbelt usage. This serves as a deterrent to motorists to help prevent traffic violations such as impaired driving and the non-use of seatbelts.

New this year

MDT will be employing the DDACTS model to increase collaboration between law enforcement entities in order to heighten the presence of high visibility enforcement in Montana at strategic places and times.

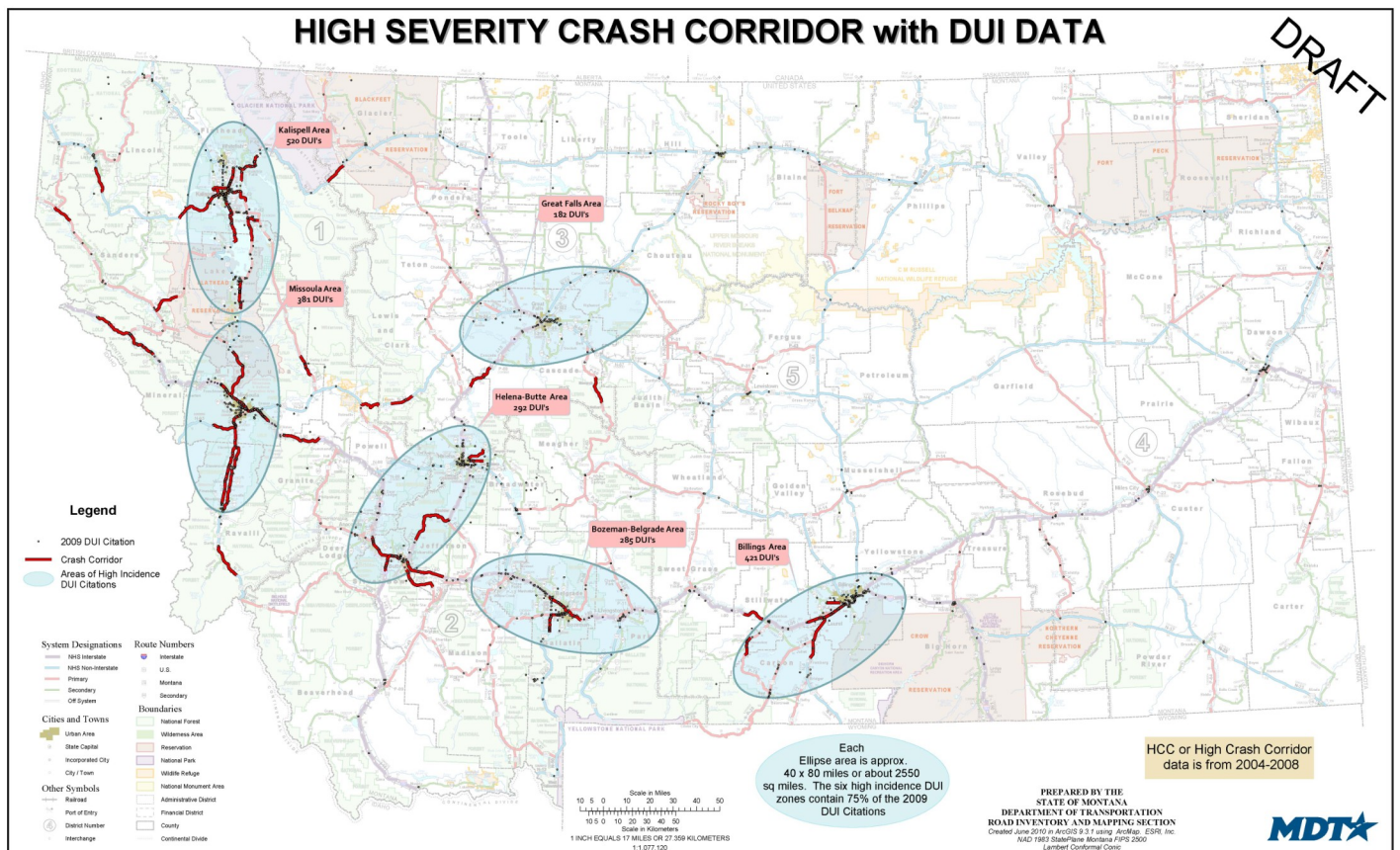
- Only DUI certified officers may be used for STEP overtime traffic patrols.
- Local police departments will be asked to patrol streets that feed traffic into the corridors patrolled by the Montana Highway Patrol's Roving Patrol unit.
- STEP agencies will patrol targeted enforcement corridors jointly identified by MDT and MHP, if applicable.
- STEP agencies will work with SHTSO's Law Enforcement Liaison, MHP District Commander, and/or SHTSO Operations Research Analyst to schedule STEP shifts within the

identified targeted enforcement corridors when applicable.

This includes:

- > Time of day (when DUI is most likely to occur)
 - > Length of shift
 - > Special events within proximity to high crash enforcement corridors
 - > Local high risk corridors identified by local data
 - > Location of high-risk events and areas
- Rather than requiring one shift per month, sustained enforcement activities will be required at a threshold of at least 3 shifts per quarter. A shift is considered to be a four-hour overtime shift.

(Continued on page 35)



(Continued from page 34)

- Work with MHP on investigating alcohol overservice as it relates to DUI arrests and crashes.
- STEP agency will contact local media outlets such as newspapers, radio stations, and television stations in advance of, during, and/or after scheduling STEP patrols.

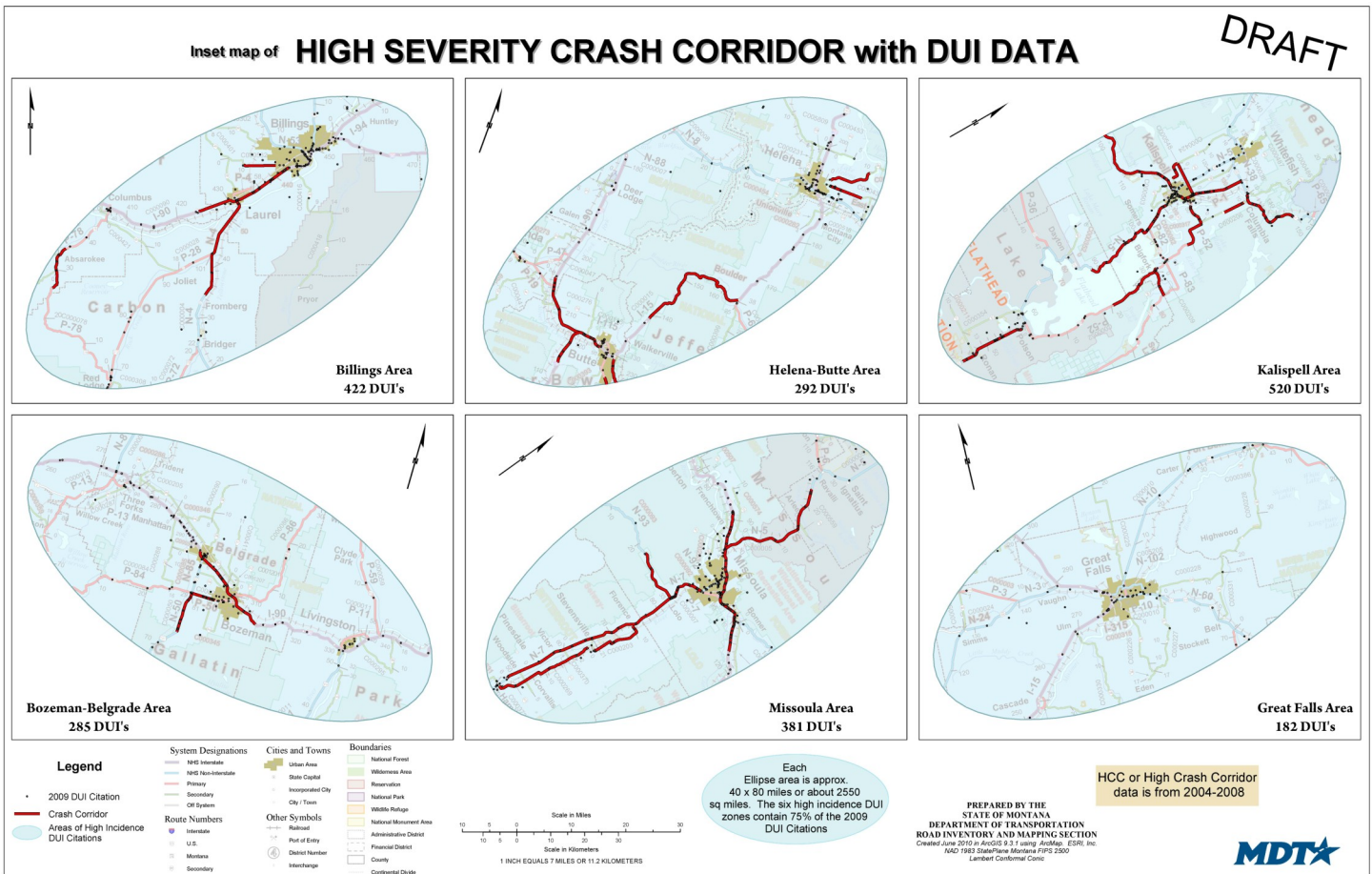
As in years past, law enforcement agencies with STEP contracts will be required to participate in:

- the two **national** mobilizations:
 - > Memorial Day mobilization (May 23 – June 5, 2011)
 - > Labor Day mobilization (August 19 – Sept 5, 2011)
- the **two** state mobilizations:
 - > Winter Holiday Season (Nov 19, 2010 – January 2, 2011)
 - > 4th of July Season (June 27 – July 5, 2011)



The Montana Highway Patrol Roving Patrol Team

STEP patrols will be done in collaboration with MHP Strategic Enforcement Team (aka Roving Patrols), where possible, to increase the level of HVE during high-risk time periods.



The *Respect the Cage* exhibit grew out of MDT's 2009 video creation entitled *Room to Live*. This video tells the story of two young Montana men who were involved in an alcohol-related rollover crash in 2007. The driver, who was wearing his seatbelt, walked away from the mangled car. His best friend and passenger, who wasn't buckled up, died. See the *Room to Live* video online at www.mdt.mt.gov/mdt/room_to_live.shtml



Crashed vehicle featured in the *Room to Live* video

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

This exhibit includes:

- Two pick-up trucks, a GMC and a Ford 250, wrapped in “Respect the Cage – Buckle Up” graphics. The trucks pull the trailers carrying the crashed vehicle and the rollover simulator.
- The crashed vehicle from *Room to Live*.
- The *Room to Live* video plays inside the trailer.
- A Rollover Simulator: a compact pickup truck cab affixed to a two-axle, low profile trailer. Acceleration and braking control systems spin the cab to simulate a rollover vehicle crash. A crash-

test dummy gets ejected out of the vehicle.

- “Fastest Belt in the West” buckle up contest.
- Prizes and giveaways.

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

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



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

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

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



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

EQUIPMENT VALUED AT OVER \$5,000

Any equipment valued at over \$5,000 purchased with federal traffic safety grant funds must be approved in advance by the Pacific Northwest Region of NHTSA. MDT is not advancing equipment related requests at this time.

P L A N N E D P R O J E C T S (N E W & C O N T I N U I N G)

Hazard Elimination

Hazard elimination projects

Project description

Projects for the Hazard Elimination funds have not been decided for FFY 2011. The projects will be prioritized using a rating system performed by Engineering's Traffic and Safety Bureau within the Montana Department of Transportation.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Priscilla Sinclair	164HE	\$8,250,000	\$00
TOTAL		\$8,250,000	\$00

Impaired Driving Prevention

Alcohol screening, brief intervention, and referral to treatment (SBIRT)

Continuing

Project description

Third year of funding for the Alcohol Screening, Brief Intervention & Referral to Treatment (SBIRT) program. DPHHS Injury Prevention Program will use the funding to provide continued mentoring for the existing sites (hospitals and university health services) implementing SBIRT protocols. A focus will be on data gathering and reporting to DPHHS in order to evaluate the success of program implementation. Much of the mentoring will be achieved through DPHHS subcontracting with a registered nurse to provide technical assistance. A formal training will be provided during the year, as well as monthly phone calls and regular on-site visits.

Expansion of the program will be pursued via increased collaboration with the DUI Task Forces, a presentation to the Carroll College Nursing Department to begin the process of getting SBIRT incorporated into the nursing curriculum, marketing of SBIRT through newsletter articles, conference displays, and other venues. DPHHS and the subcontractor will also pursue the possibility of incorporating SBIRT into the Hospital Association's Performance Improvement Network (PIN) in the critical access hospitals in Montana.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Lorelle Demont	410 K8	\$14,500	\$00
TOTAL		\$14,500	\$00

DUI court implementation

Continuing

Project description

Continue funding the following operational DUI courts: Billings Municipal, Kalispell Municipal, Fort Peck Tribal and 7th Judicial District. The DUI court program is designed to change the behavior of hardcore DUI offenders by providing intensive supervision and treatment for willing, eligible impaired driving offenders.

Upon choosing to join the program, participants come under the Court’s supervision and are required to attend assigned treatment sessions, undergo frequent and random alcohol/drug testing using advanced alcohol testing and monitoring equipment, appear before the judge and DUI court team on a scheduled (usually weekly) basis, and commit to seatbelt use. These courts also address 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.

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.

Funding permitting, MDT may providing implementation funding to courts that have previously sent teams to DUI Court training, such as Butte-Silver Bow County, Mineral County, Laurel City, and Lake County/City of Polson.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Lorelle Demont	402 TC	\$440,000	\$440,000
	410 K8FR	\$240,000	\$00
	TOTAL	\$680,000	\$440,000

DUI court training

Continuing

Project description

Send two teams to out-of-state training on the DUI court model. Each team will be awarded up to \$8,000 for travel costs for 8 required participants (judge, DUI court coordinator, prosecutor, defense counsel, expert in research & evaluation, law enforcement, treatment, and probation). The training is 3.5 days long. It covers the 10 guiding principles of the DUI court model and includes an on-site visit to an academy DUI court. Applications are required and the process may be competitive if more than two teams apply.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Lorelle Demont	402 TC	\$8,000	\$8,000
	410 K8FR	\$8,000	\$00
	TOTAL	\$16,000	\$8,000

Prime for Life—DUI offender education

Continuing

Project description

Montana law requires those convicted of driving under the influence of alcohol or drugs (DUI) to complete the Assessment, Course, and Treatment (A.C.T.) Program. *(Note: This applies to the first three DUI convictions only. Fourth or subsequent DUIs are considered felonies and subject to a different set of penalties.)* The purpose for the A.C.T. program is to reinforce the consequences of DUI conviction and interrupt the cycle of driving impaired.

The Chemical Dependency Bureau from the Department of Public Health & Human Services (DPHHS) manages the A.C.T. program. During FFY 2010, the Chemical Dependency Bureau adopted *PRIME For Life* as the sole curriculum to be offered in state-approved A.C.T. programs across Montana (the “C” in A.C.T.).

PRIME For Life uses a research-based persuasion protocol, which has shown to contribute to lower recidivism rates (DUI re-arrests) in seven independent studies. Funding for the second year of *Prime for Life* implementation will focus on fidelity of curriculum delivery through on-site visits and mentoring, and may include training for reservation-based programs.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Lorelle Demont	410 K8	\$16,284	\$00
TOTAL		\$16,284	\$00

Statewide DUI Task Force Facilitator

Continuing

Project description

Continue contracting with Missoula County DUI Task Force Coordinator, Lonie Hutchison, to serve as a technical resource for the state’s DUI task forces in creating and implementing their annual plans, promote consistency and unity among existing DUI task forces, and increase the number of counties in Montana to form and implement their own DUI task forces in the state.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Lorelle Demont	402 AL	\$25,000	\$25,000
	410 K8	\$21,000	\$00
TOTAL		\$46,000	\$25,000

Supplemental funding for DUI Task Forces

Continuing

Project description

DUI task forces operate at the county level to reduce and prevent impaired driving and engage in a variety of activities. Effective DUI task forces are an important mechanism for decreasing the state’s alcohol-related injury and fatality rates at the local level.

The county DUI Task Forces are funded by driver license reinstatement fees, provided by Montana law according to MCA 61-2-107. There are three Tribal DUI Task Forces, funded by other revenue sources: Crow Nation, Fort Belknap Tribes, and Fort Peck Assiniboine & Sioux Tribes.

Many task forces operate on small annual budgets. In mid-2009, MDT solicited applications from the county and tribal DUI Task Forces for up to \$15,000 each in supplemental funding for compliance checks, Cops In Shops program, and Responsible Alcohol Sales and Service (RASS) training. Other proposals were considered on a case-by-case basis. Contracts began in FFY 2010 and will continue on into FFY 2011.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Lorelle Demont	402 AL	\$310,000	\$310,000
Pam Buckman			
Priscilla Sinclair			
TOTAL		\$310,000	\$310,000

Traffic Safety Resource Prosecutor

Continuing

Project description

Continue contracting with Erin Inman to serve as Montana’s Traffic Safety resource Prosecutor (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 TSRP provides a variety of services, such as:

- > phone consultation and on-site visits
- > briefs and other legal document templates for the processing of DUI and other traffic safety related cases
- > training to enhance the consistent identification, arrest, prosecution and sentencing of traffic safety violations, particularly focusing on the following:
 - Failure to wear seatbelt
 - Failure to use child safety seats appropriate to the height, size, and weight of the child
 - Operating a vehicle while under the influence of alcohol, drugs, or any combination thereof
 - Vehicle crashes involving personal injuries
 - Negligent Homicide involving vehicles
 - Vehicular Homicide While Under the Influence

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Lorelle Demont	410 K8FR	\$196,400	\$00
TOTAL		\$196,400	\$00

Motorcycle Safety

Countermeasures to reduce impaired motorcycle operation

Continuing

Project description

MDT started the development of a new motorcycle awareness campaign that would have involved development of videos as part of a press release that included the Governor's Representative for Highway Safety. We currently have a motorist awareness campaign on our motorcycle website but decided to take a new approach with this message. This new concept was titled "They're Never Where You Think They Are" and presented to the Governor's Representative in FFY 2010. The campaign was not completed because MDT's contract with the media agency developing this campaign was getting ready to expire. Also, the Governor's Representative for Highway Safety wanted some changes to this campaign that in his opinion would better convey the driver's awareness messages for the public. We now have selected four media companies and will decide which agency will continue this campaign in FFY 2011.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Angie Mullikin	2010 K6	\$10,000	\$0
TOTAL		\$10,000	\$0

An additional \$147,622 is available in 2010 funds but no details are available at the time of this submittal.

Occupant protection

Buckle Up Montana program

Continuing

Project description

Continue contracting with *Healthy Mothers/Healthy Babies – the Montana Coalition* to provide programmatic and fiscal management of the Buckle Up Montana program. The Buckle Up Montana (BUMT) coalitions at the grassroots level strive to increase seatbelt and child restraint usage through education.

There are currently 9 Buckle Up Montana coalitions directly serving 14 of Montana’s 56 counties. The coalitions are based in Kalispell, Bozeman, Polson, Butte, Conrad, Havre, Miles City, Helena and Glendive. The coalitions committed to indirectly support an additional 17 counties with occupant protection educational information. Also supporting occupant protection are the Safe Kids Coalitions promoting child passenger safety. The coalitions are located in Missoula, Yellowstone and Cascade counties. Combined, these coalitions serve 83% of Montana’s population.

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

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



This is year 3 of a contract that was renewable for up to 3 years. State purchasing policies require a competitive bid process for continuing this project beyond FFY 2011.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Pam Buckman	402 OP	\$300,000	\$225,000
TOTAL		\$300,000	\$225,000

Child Passenger Safety technician and instructor development

Continuing

Project description

Continuation of child passenger safety certification training 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.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Pam Buckman	405 K2	\$38,500	\$00
TOTAL		\$38,500	\$00

Child Safety Seats

Continuing

Project description

Purchase child safety seats for distribution to low income families. Seats will be shipped directly to local permanent CPS inspection stations and also to CPS technicians in counties that don't have inspection stations.

The availability of free child restraints for low income parents/caregivers increases the chances that these children will be properly restrained every trip, every time. Equally as important is the opportunity to educate them about overall child passenger safety for all their children now and in the future, as well as the importance of every vehicle occupant being properly restrained.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Pam Buckman	405 K2	\$20,000	\$20,000
TOTAL		\$20,000	\$20,000

Projects covering multiple emphasis areas

Media

Continuing

Project description

This project includes development and distribution of public information and education materials on seatbelt usage, child safety seats, impaired driving prevention, motorcycle safety, distracted driving, and other traffic safety related information. High visibility enforcement campaigns are publicized through both earned and paid media using radio and television and other types of media before, during, and after enforcement overtime activities. Certain campaigns will coincide with May and Labor Day National Mobilizations.

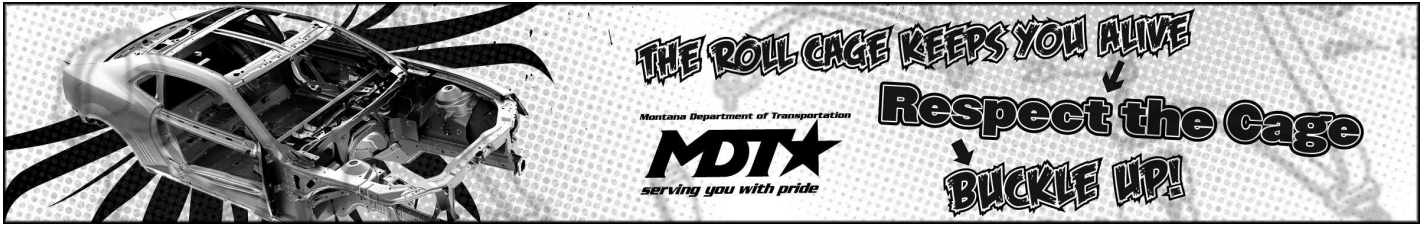
Examples of paid media and earned media spots developed and disseminated in Montana during FFY 2010 are available for viewing at <http://archives.banik.com/>. MDT's website also provides examples of Montana's traffic safety related media at <http://www.mdt.mt.gov/safety/>.

During FFY 2010, MDT issued a competitive request for proposal for media services. Four contractors were chosen to support NHTSA media related campaigns in Montana. These contractors are knowledgeable of Montana's markets and are able to conduct an analysis to determine the optimum media channel(s) for reaching specific target audiences on traffic safety.

With television and radio buys, media buyers are required by contract with MDT to obtain no charge bonus media of equal or greater value than purchased media. Paid media will be evaluated based upon gross rating points (GRPs), reach and frequency obtained. Also, the new performance measure survey of public attitudes regarding traffic safety will continue in FFY 2011 to help MDT evaluate paid media in support of Labor Day.

Program	Fund	Month	Media Channel(s)	Remarks
Sustained enforcement. Includes Impaired Driving & Seatbelts.	410 405	Oct - Sept 2011	Radio/Television News releases written by SHTSO staff	Managed by MDT staff.
Impaired Driving Labor Day mobilization. Includes seatbelt message.	410 405	Aug - Sept 2011	Radio/ Television/ other media venues. News releases written by SHTSO staff	Involves media contractor. Includes before, during, and after media in support of each scheduled law enforcement activity.
Seatbelt May Mobilization. Includes Impaired Driving message.	410 405	May 2011	Radio/ Television/ other media venues. News releases written by SHTSO staff	Involves media contractor. Includes before, during, and after media in support of each scheduled law enforcement activity
Motorcycle safety	2010	May 2011	TV, radio, MDT website	Specific campaign unknown until later in FFY 2011.
Native American Safe on All Roads Media Program for Impaired Driving and Occupant Protection	402	October 2010 to September 2011.		Will transition SOAR program from media contractor to MDT staff.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Various MDT Personnel	402 AL, 402 OP, 402 SE, 402 CR, 402 YA, 402 DD, 402 MC, 402 PM	\$329,500	\$00
	405 K2, 405 K2 PM	\$50,000	\$00
	410 K8, 410 K8PM 410 K8FR 410 K8	\$377,154	\$00
	2010 K6	\$10,000	\$00
TOTAL		\$766,654	\$00



Respect the Cage

Continuing

Project description

Four or more interns attend various events around the state teaching the public about the importance of buckling up and not driving impaired. This project includes a demonstration of rollover simulator and display of crashed vehicle that had actually been involved in rollover crash killing an occupant that was not wearing a seatbelt . A project coordinator is funded to manage this program.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Priscilla Sinclair	402 OP, 402 AL, 402 PM	\$240,000	\$150,000
TOTAL		\$240,000	\$150,000

Safe On All Roads (SOAR) Program

Continuing

Project description

Public information & education campaign for increased seatbelt use and impaired driving prevention on all 7 reservations. The goal is to provide messaging that is culturally relevant and resonates with the target audience. 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: www.safeonallroads.com.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Priscilla Sinclair	402 OP, 402 PM, 402 AL	\$212,000	\$85,000
	410 K8, 410 PM	\$181,000	\$00
TOTAL		\$393,000	\$85,000



Planning & Administration

Project administration and management

Continuing

Project description

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

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Priscilla Sinclair	402 PA	\$729,879	\$00
	405 K2	\$9,000	\$00
	410 K8	\$35,000	\$00
	408 K9	\$40,000	\$00
	TOTAL	\$813,879	\$00

Training, travel and supplies

Continuing

Project description

Staff and other travel & training, operating supplies, GHSA dues, travel reimbursement for public to attend meetings & trainings such as the annual CHSP session, annual DUI Task Force meeting, and CPS Instructors to conduct 4-day certification trainings.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Priscilla Sinclair	402 PA	\$25,000	\$00
	410 K8	\$10,000	\$00
	408 K9	\$10,000	\$00
	1906 K10	\$15,000	\$00
	TOTAL	\$60,000	\$00

Indirect cost

Continuing

Project description

In accordance with state law, the Montana Department of Transportation assesses an indirect cost on all projects. The approved rate for State Fiscal Year 2011 is 13.35%. A new rate will be determined for SFY 2012, effective July 1, 2011.

Indirect cost has already been accounted for so funding amounts approved in this plan represent actual amounts available for contracts and/or expenditures.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Accountant	402	\$405,603	\$00
	405	25,298	\$00
	408	53,670	\$00
	410	316,119	\$00
	1906	113,350	\$00
	2010	\$26,700	\$00
	164 HE	\$1,134,750	\$00
	TOTAL	\$2,075,490	\$00

Police Traffic Services

MHP Strategic Traffic Enforcement Team (aka Roving Patrols)

Continuing

Project description

The Strategic Traffic Enforcement Team (STET) of the Montana Highway Patrol consists of 1 sergeant and 5 troopers that conduct roving patrols in high crash corridors identified in conjunction by MDT & MHP. This team seeks out their own media coverage to enhance their high visibility enforcement activities and increase general deterrence.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Angie Mullikin	410 K8HV, 410 K8	\$535,000	\$00
TOTAL		\$535,000	\$00

MHP Traffic Safety Resource Officer**Continuing****Project description**

Fund one full-time MHP Traffic Safety Resource Officer (TSRO) to serve as a liaison between the Montana Highway Patrol and local law enforcement officers, tribal governments, prosecutors, judges and the public. This person has skills in training, management, coordination and public relations. The TSRO focuses on impaired driving issues and programs (SFST/DRE/MIDAC); prevention of racial profiling; occupant restraint issues; traffic records management and issues related to young drivers. The TSRO works closely with the Traffic Safety Resource Prosecutor and MDT Law Enforcement Liaison.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Angie Mullikin	410 K8, 410	\$95,000	\$00
TOTAL		\$95,000	\$00

Selective Traffic Enforcement Program**Continuing****Project description**

Continue funding overtime law enforcement traffic patrols to address impaired driving, occupant protection, speed, and distracted driving. STEP participants are required to participate in the two national mobilizations: Memorial Day Mobilization to increase seatbelt use and Labor Day Mobilization to counter impaired driving. Law enforcement also participates in two state mobilizations: July 4th and the winter holiday season from Thanksgiving Day to New Year's. STEP participants are required to perform three additional shifts per quarter based on local high-risk events and times. A shift is considered to be a four-hour patrol.

This year, STEP funding recipients will also be required to work with the Montana Highway Patrol Strategic Enforcement Team and patrol streets that feed into the high-risk enforcement corridors that the STET Team is patrolling.

STEP participants include city, county, state, and tribal law enforcement agencies.

Continue contracting with the Montana Sheriffs and Peace Officers Association to provide programmatic and fiscal coordination of STEP contracts with some of the sheriffs offices and police departments serving sparse rural populations.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Angie Mullikin	402 SE, 402 OP	\$326,000	\$200,000
	405 K2	\$72,000	\$00
	410 K8FR, 410	\$402,000	\$00
TOTAL		\$800,000	\$00

SFST, ARIDE and DRE Training for Law Enforcement

Continuing

Project description

Training for law enforcement on best practices for identifying and arresting impaired drivers, including drivers that are under the influence of drugs other than alcohol. Training will include Standard Field Sobriety Testing (SFST) refresher training, Advanced Roadside Impaired Driving Enforcement (ARIDE) training, and Drug Recognition Expert (DRE) training.

MHP will offer the following:

- > 13+ classes to local, tribal and state agencies on SFST
- > 2 ARIDE classes a month throughout the state
- > Conduct a DRE school and add 40 DRE's to the existing 40 in the State
- > Obtain DRE Instructor Training for three existing DREs.

This will provide the program stability and expand it to the eastern region of the state.

Project cost includes overtime pay for MHP Traffic Safety Resource Officer to coordinate and conduct training.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Angie Mullikin	410 K8FR	\$180,000	\$00
TOTAL		\$180,000	\$00

Training series for law enforcement

New

Project description

Produce a DVD series that will provide training to law enforcement and partners on practical measures to enforce laws pertaining to underage drinking, reduction of availability of alcohol to minors, deterring adults in providing alcohol to minors, and how to reduce overservice of alcohol to intoxicated patrons.

Instruction will be provided on the following:

- > Party/DUI patrols
- > Controlled party dispersal techniques (safely disperse large gatherings to ensure people are accounted for and released to sober drivers)
- > Compliance checks
- > Overservice (e.g. bar checks, follow-up after DUI-related crash)

Note: The state purchasing policy requires a competitive process for awarding this contract.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Angie Mullikin			
Lorelle Demont	410 K8	\$13,182	\$00
TOTAL		\$13,182	\$00

Racial Profiling Prevention

Racial Profiling Prevention

Continuing

Project description

Continuation of MDT's Prevention of Racial Profiling program managed by the MT Sheriff's and Peace Officers Association (MSPOA). This year MSPOA will be contacting the seven reservations and creating curriculum and cultural awareness trainings for adjudicators, prosecutors and law enforcement .

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Angie Mullikin	1906 K10	\$50,000	\$00
TOTAL		\$50,000	\$00

MHP Citation Study

Continuing

Project description

Fund a citation study of the race information MHP troopers have collected on all traffic stops and police call outs. The independent study will examine traffic stop data for evidence of biased policing at a statewide level as well as individual areas that have high rates of racial diversity. The study will also test the utility of racial coded traffic crash data as a “denominator” for racial profiling assessments by means of three observational studies conducted with digital photography. These results can indicate that crash data may be able to represent a reliable and cost-effective indicator of driver population demographics, making the monitoring of racial profiling an affordable practice in nearly all police jurisdictions.

The purpose of the study is threefold: 1. It will give Commanders at the patrol a baseline of Trooper citation rates that will enable Command Staff a greater ability to monitor Racial Profiling behaviors. 2. It may help increase positive relations between state law enforcement and tribal nations— it will show that state law enforcement is truly concerned about the topic of Racial Profiling and the Patrol is willing to be analyzed by outside entities in order to better control this type of behavior from State Troopers. 3. It will provide state law enforcement the ability to demonstrate to the legislature they are appropriately adhering to MCA 41-2-117, *Prevention of Racial Profiling*.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Angie Mullikin	1906 K10	\$50,000	\$00
TOTAL		\$50,000	\$00

Traffic Records

Court System Interface

Continuing

Project description

Continuation of a project that began in October 2009 to establish interactions between MDT's Information Broker and the DOJ's Integrated Justice Information Services Broker (IJIS Broker). This will allow traffic safety citation and adjudication data to be used in conjunction with crash data. This will also allow for in-depth analysis of enforcement, citation, and adjudication activities, especially relating to driving under the influence, speeding and occupant protection.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Danielle Murphy	408 K9	\$50,000	\$00
TOTAL		\$50,000	\$00

DPHHS Web-Based EMS Data Entry for Hospitals

Continuing

Project description

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

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

This project continues to lay the foundation for sharing enhanced EMS data, specifically for the smaller hospitals in the state. The information supports data-driven operational decisions and performance measures related to highway traffic safety. The information will provide more detail in responses to data requests from other state agencies, health care systems and enti-

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Danielle Murphy	408 K9	\$10,000	\$00
TOTAL		\$10,000	\$00

Law enforcement Equipment

New

Project description

DUI and Prevention of Racial Profiling equipment such as in-car videos and Preliminary Breath Testers.

Software and/or hardware which will allow local law enforcement the ability to electronically interface with MHP's Smart-Cop/CTS America crash data system. This will result in an integrated crash data system that will provide timely, uniform and complete crash data. This will allow for comprehensive analysis of Montana's crash data, including causal and contributory factors such as driving under the influence, speeding and whether or not restraints were in use at the time of the crash.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Angie Mullikin	1906 K10	\$25,000	\$00
	410 K8	\$40,000	\$00
	408 K9	\$355,000	\$00
TOTAL		\$420,000	\$00

MDT ISD Contracted Services

Continuing

Project description

Continue funding MDT ISD to provide a project manager and data architect to assist SHTSO in managing the Section 408 traffic records program and explore possibilities for increased integration of the traffic record systems.

The goal is to facilitate detailed data analysis of many different aspects of traffic-safety including, but not limited to: crash data; arrests, prosecution, adjudication of traffic-safety related offenses; emergency medical services response times; driver and vehicle information; and roadway safety characteristics for all road users. This data will be used to help improve the process of justifying the need for various traffic-safety related programs.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Danielle Murphy	408 K9	\$85,000	\$00
TOTAL		\$85,000	\$00

MHP Data Project Manager

Continuing

Project description

Training of local law enforcement on the use of CTS-America/SmartCop system by MHP. Involves funding one MHP FTE to train and coordinate on the use of CTS America software. This will ensure crash data across the state is collected in a uniform manner and with timely submission to the central database.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Angie Mullikin	408 K9	\$92,024	\$00
TOTAL		\$92,024	\$00

Safety Information Management System

Continuing

Project description

In 2008, the Montana Highway Patrol (MHP) implemented a new, MMUCC compliant system. The current Safety Management System is not capable of accepting the full set of data elements provided by the MHP, resulting in multiple entries and conversion of the MMUCC compliant data causing data quality issues. Overall, the system is not meeting customer needs.

The new Safety Information Management System (SIMS) will provide MDT proactive capabilities to analyze crash data and perform system-wide analyses. SIMS will help MDT reach its goal of reducing the number and severity of highway crashes in Montana by securing a more robust set of crash data, with improved data accuracy, particularly with identifying crash locations and high-incident roadways through the use of GPS. GPS would align with the MHP's use of GPS.

This project will also address several recommendations made in the NHTSA Traffic Records Assessment conducted in 2009. Those recommendations that are met wholly or partially by this project are in strategic planning, data integration, data analysis and uses and incorporating uniform data standards.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Danielle Murphy	408 K9	\$400,000	\$00
TOTAL		\$400,000	\$00

Web-based Crash Reporting Application

Continuing

Project description

Mid-September 2009 marked the completion of the Montana Highway Patrol (MHP) first full year with the CTS-America Computer Aided Dispatch/Records Management System (CAD/RMS). The patrol is continuing the implementation of the CTS-America system with the next phase: development of a web-based crash reporting system that allows local law enforcement to input their crashes directly into the MHP's new system. Currently, local law enforcement are submitting their crash data into the Montana Accident Reporting System (MARS).

As of January 1, 2011 local law enforcement will be submitting reports directly into the CTS-America system through an interface. The Web-based crash system will be activated by April 1, 2011.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Angie Mullikin	408 K9	\$115,000	\$00
TOTAL		\$115,000	\$00

FINANCIAL SUMMARY

During FFY 2010, Montana successfully applied for and received funding from the National Highway Traffic Safety Administration via Section 405 (Occupant Protection), 408 (Traffic Records), 410 (Impaired Driving Prevention), 1906 (Prevention of Racial Profiling), and 2010 (Motorcycle Safety). Base level funding under Section 402 was received following the submission of a Performance Plan, in accordance with federal law. Montana estimates carry forward into FFY 2011 to be \$2,876,502 which includes funding for contracts spanning FFY 2010-2011 (DUI Task Force supplemental funding). Montana anticipates again qualifying for Section 402, 405, 408, 410, 1906 and 2010 funds in FFY 2011.

Section 164 Penalty Transfer funds carried forward from FFY 2010 into FFY 2011.

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

Multiplication Table
Date: 11/16/2010
Page 1
Montana HSP-1

Program Area	Project	Description	State Funds	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
NHTSA						
NHTSA 402						
Planning and Administration						
	PA-2011-01-00-00		\$146,963.67	\$136,650.43	\$42,546.79	\$0.00
	Planning and Administration Total		\$146,963.67	\$136,650.43	\$42,546.79	\$0.00
Alcohol						
	AL-2011-02-00-00		\$350,431.88	\$419,720.00	\$196,369.80	\$314,790.00
	Alcohol Total		\$350,431.88	\$419,720.00	\$196,369.80	\$314,790.00
Emergency Medical Services						
	EM-2011-06-00-00		\$11,877.16	\$14,990.00	\$5,891.09	\$2,998.00
	Emergency Medical Services Total		\$11,877.16	\$14,990.00	\$5,891.09	\$2,998.00
Motorcycle Safety						
	MC-2011-04-00-00		\$18,355.73	\$29,980.00	\$2,290.98	\$0.00
	Motorcycle Safety Total		\$18,355.73	\$29,980.00	\$2,290.98	\$0.00
Occupant Protection						
	OP-2011-05-00-00		\$257,650.95	\$499,700.00	\$3,272.83	\$337,275.00
	Occupant Protection Total		\$257,650.95	\$499,700.00	\$3,272.83	\$337,275.00
Police Traffic Services						
	PT-2011-07-00-00		\$21,148.11	\$29,980.00	\$7,200.23	\$0.00
	Police Traffic Services Total		\$21,148.11	\$29,980.00	\$7,200.23	\$0.00
Traffic Records						
	TR-2011-08-00-00		\$10,387.90	\$14,990.00	\$3,272.83	\$0.00
	Traffic Records Total		\$10,387.90	\$14,990.00	\$3,272.83	\$0.00
Safe Communities						
	SA-2011-09-00-00		\$39,690.01	\$59,960.00	\$9,818.49	\$29,980.00
	Safe Communities Total		\$39,690.01	\$59,960.00	\$9,818.49	\$29,980.00
Speed Enforcement						
	SE-2011-10-00-00		\$90,847.88	\$149,900.00	\$9,818.49	\$119,920.00
	Speed Enforcement Total		\$90,847.88	\$149,900.00	\$9,818.49	\$119,920.00
Traffic Courts						
	TC-2011-11-00-00		\$95,892.65	\$142,405.00	\$26,182.64	\$85,443.00

Multiplication Table

Date: 11/16/2010

Page 2

Program Area	Project	Description	State Funds	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
	Traffic Courts Total		\$95,892.65	\$142,405.00	\$26,182.64	\$85,443.00
Child Restraint	CR-2011-12-00-00		\$6,124.74	\$7,495.00	\$3,272.83	\$5,621.25
	Child Restraint Total		\$6,124.74	\$7,495.00	\$3,272.83	\$5,621.25
Paid Advertising	PM-2011-23-00-00		\$55,506.29	\$97,584.90	\$15,545.94	\$0.00
	Paid Advertising Total		\$55,506.29	\$97,584.90	\$15,545.94	\$0.00
Distracted Driving	DD-2011-03-00-00		\$43,190.04	\$74,950.00	\$981.85	\$0.00
	Distracted Driving Total		\$43,190.04	\$74,950.00	\$981.85	\$0.00
	NHTSA 402 Total		\$1,148,067.01	\$1,678,305.33	\$326,464.79	\$896,027.25
405 OP SAFETEA-LU	K2-2011-13-00-00		\$183,947.25	\$146,000.00	\$49,299.00	\$0.00
	405 Occupant Protection Total		\$183,947.25	\$146,000.00	\$49,299.00	\$0.00
405 Paid Media	K2PM-2011-14-00-00		\$48,344.25	\$50,000.00	\$14,459.00	\$0.00
	405 Paid Media Total		\$48,344.25	\$50,000.00	\$14,459.00	\$0.00
	405 OP SAFETEA-LU Total		\$232,291.50	\$196,000.00	\$63,758.00	\$0.00
408 Data Program SAFETEA-LU	K9-2011-15-00-00		\$278,537.60	\$500,000.00	\$892,688.00	\$0.00
	408 Data Program Incentive Total		\$278,537.60	\$500,000.00	\$892,688.00	\$0.00
	408 Data Program SAFETEA-LU Total		\$278,537.60	\$500,000.00	\$892,688.00	\$0.00
410 Alcohol SAFETEA-LU	K8-2011-16-00-00		\$915,627.50	\$540,244.00	\$375,383.50	\$0.00
	410 Alcohol SAFETEA-LU Total		\$915,627.50	\$540,244.00	\$375,383.50	\$0.00
410 Alcohol Planning and Administration	K8PA-2011-24-00-00		\$55,000.00	\$55,000.00	\$5,000.00	\$0.00
	410 Alcohol Planning and Administration Total		\$55,000.00	\$55,000.00	\$5,000.00	\$0.00
410 Alcohol SAFETEA-LU Paid Media	K8PM-2011-17-00-00		\$477,154.00	\$377,154.00	\$100,000.00	\$0.00
	410 Alcohol SAFETEA-LU Paid Media Total		\$477,154.00	\$377,154.00	\$100,000.00	\$0.00
	410 Alcohol SAFETEA-LU Total		\$1,447,781.50	\$972,398.00	\$480,383.50	\$0.00
410 High Fatality Rate	K8FR-2011-18-00-00		\$1,010,584.00	\$504,792.00	\$504,792.00	\$0.00
	410 High Fatality Rate Total		\$1,010,584.00	\$504,792.00	\$504,792.00	\$0.00
410 High Visibility	K8HV-2011-19-00-00		\$1,010,584.00	\$504,792.00	\$504,792.00	\$0.00
	410 High Visibility Total		\$1,010,584.00	\$504,792.00	\$504,792.00	\$0.00
2010 Motorcycle Safety	K6-2011-20-00-00		\$0.00	\$100,000.00	\$157,738.00	\$0.00
	2010 Motorcycle Safety Incentive Total		\$0.00	\$100,000.00	\$157,738.00	\$0.00
	2010 Motorcycle Safety Total		\$0.00	\$100,000.00	\$157,738.00	\$0.00
1906 Prohibit Racial Profiling	K10-2011-21-00-00		\$83,058.80	\$0.00	\$415,294.00	\$0.00
	1906 Prohibit Racial Profiling Total		\$83,058.80	\$0.00	\$415,294.00	\$0.00
164 Transfer Funds	164HE-2011-26-00-00		\$0.00	\$0.00	\$8,250,000.00	\$0.00
	164 Hazard Elimination Total		\$0.00	\$0.00	\$8,250,000.00	\$0.00
	164 Transfer Funds Total		\$0.00	\$0.00	\$8,250,000.00	\$0.00
	NHTSA Total		\$5,210,904.41	\$4,456,287.33	\$11,595,910.29	\$896,027.25
	Total		\$5,210,904.41	\$4,456,287.33	\$11,595,910.29	\$896,027.25



[Handwritten Signature]

11/16/10

A G R E E M E N T P R O V I S I O N S S T A T E C E R T I F I C A T I O N S & A S S U R A N C E S

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

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

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

Certifications and Assurances

Section 402 Requirements

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

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

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivi-

sion of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

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

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

- > **National law enforcement mobilizations,**
- > **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- > **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**

- > **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources. (23 USC 402 (b)(1)(E))**

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402 (I)).

Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement (49 CFR 18.20).

Cash disbursements and balances will be reported in a timely manner as required by NHTSA (49 CFR 18.21).

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.41).

Failure to adhere to these provisions may result in the termination of drawdown privileges.

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

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

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

Federal Funding Accountability and Transparency Act

The State will report for each **sub-grant** awarded:

- > **Name** of the **entity** receiving the award
- > **Amount** of the award
- > **Information** on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source
- > **Location** of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action
- > A unique **identifier** (DUNS)
- > The names and total compensation of the five most highly compensated officers of the entity if -- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity
 - (i) the **entity** in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards; and
 - (II) \$25,000,000 or more in **annual** gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- > Other relevant information specified by the Office of Management and Budget in subsequent guidance or regulation.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to **nondiscrimination**. These include but are not limited to:

- a. Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of **race, color or national origin** (and 49 CFR Part 21)
- b. Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-

1686), which prohibits discrimination on the basis of **sex**

- c. Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of **disabilities** (and 49 CFR Part 27)
- d. The Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of **age**
- e. The Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to non-discrimination on the basis of **drug abuse**
- f. The comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or **alcoholism**
- g. §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to **confidentiality of alcohol and drug abuse patient records**
- h. Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 *et seq.*), as amended, relating to nondiscrimination in the sale, rental or financing of **housing**
- i. Any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made
- j. The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws
- k. The requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-Free Workplace Act of 1988(41 U.S.C. 702)

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition.

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

Buy America Act

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:



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

Political Activity (Hatch Act)

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, & Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of

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

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall

disqualify such person from participation in this transaction.

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

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

1. The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of



embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

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

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

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

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

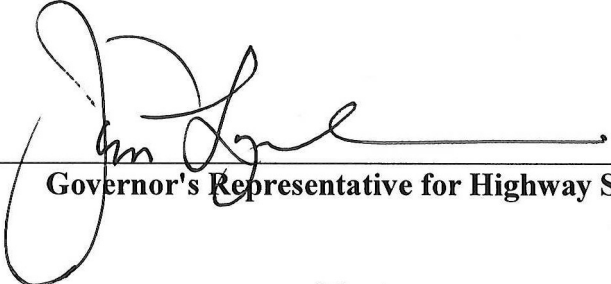
In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

1. Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
 - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
2. Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as —
 - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan

will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Governor's Representative for Highway Safety

Montana
State or Commonwealth

2011
For Fiscal Year

8/26/2010
Date



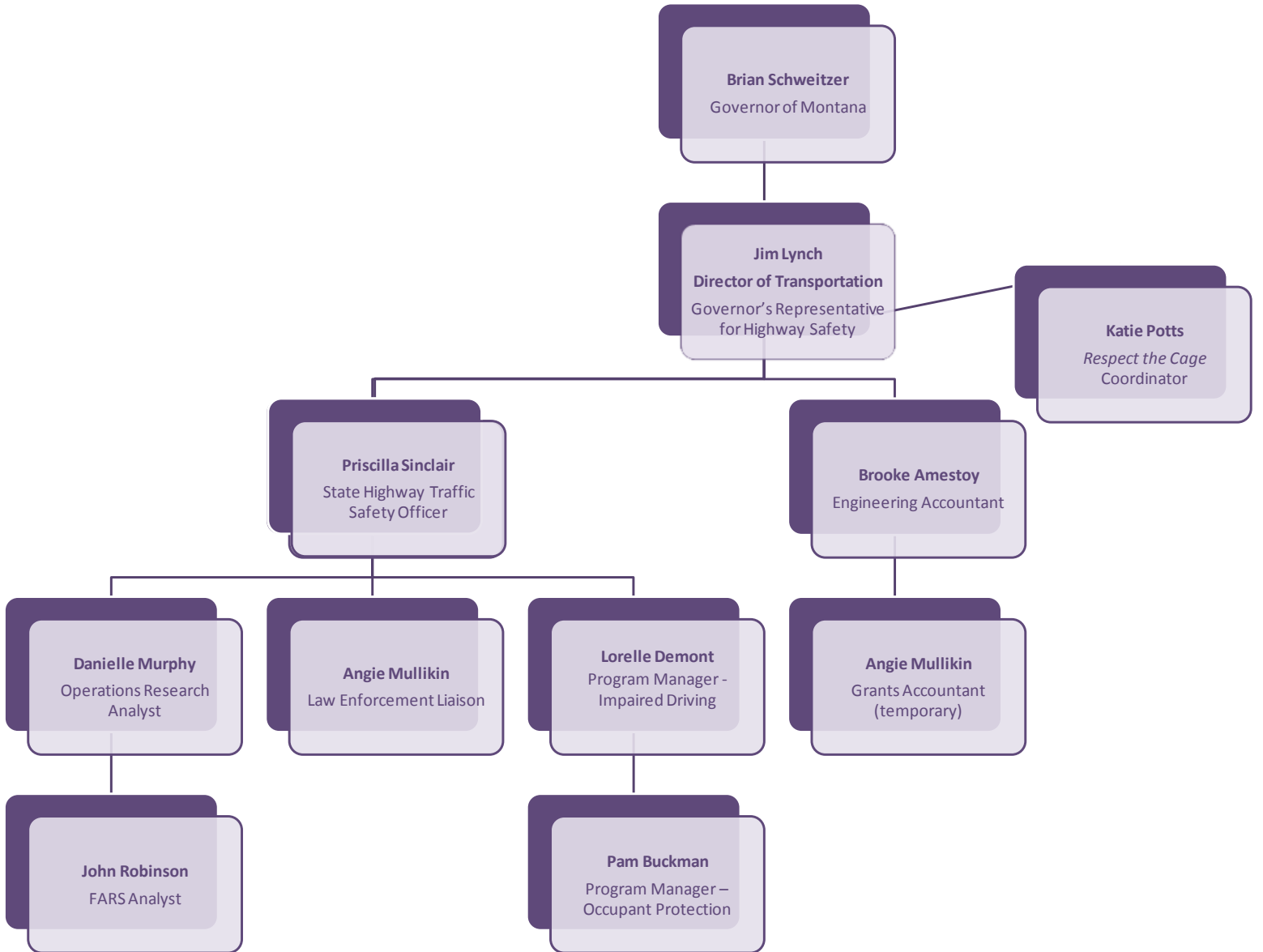
P L A N N I N G & P R O G R A M M I N G T I M E L I N E

Timelines and milestones for FFY 2011 funding

(October 1, 2010 – September 30, 2011)

Milestone	Timeline
Application submission deadline for FFY 2011.	April 30, 2010
Annual Highway Safety Planning Meeting. Applicants attending annual meeting have proposals scored by meeting participants for proposed project and budget using form provided by MDT.	May 11-12, 2010
Participants at annual meeting that did not have the opportunity to submit applications are given an opportunity to do so.	June 30, 2010
Application review and assessment. Funding and project recommendations made to the Governor's Representative (GR) for Highway Traffic Safety. GR makes final decision.	July 15–August 1, 2010
Draft Annual Highway Safety Plan (HSP) prepared by MDT staff based on GR's final decisions on projects and submitted him for approval.	August 1–August 26, 2010
Deadline for Annual Highway Safety Plan submission to NHTSA.	September 1, 2010
Deadline for NHTSA to notify state whether or not FFY 2010 Highway Safety Plan is approved.	September 30, 2010
Notification to applicants regarding funding approval or denial.	October 15, 2010
Preliminary contract negotiations.	timeline varies
Federal Fiscal Year 2011 Contracts are finalized and routed for signatures. Contracts are effective once all signatures have been obtained.	October 1, 2010 – September 30, 2011

ORGANIZATIONAL STRUCTURE



CONTACT INFORMATION

Governor's Representative for Highway Traffic Safety..... Jim Lynch	(406) 444-6201 jilynch@mt.gov
Public Information Officer (for all media inquiries) Lori Ryan	(406) 444-7205 lryan@mt.gov
State Highway Traffic Safety Officer..... Priscilla Sinclair	(406) 444-7417 psinclair@mt.gov
Operations Research Analyst (for all data inquiries)..... Danielle Murphy	(406) 444-3430 dmurphy@mt.gov
Fatality Analysis Reporting System (FARS) Analyst John Robinson	(406) 444-7302 jorobinson@mt.gov
Accountant..... vacant	(406) 444-3675
Fiscal Supervisor Chris Currie Brooke Amestoy	(406) 444-6100 ccurrie@mt.gov bamestoy@mt.gov
Law Enforcement Liaison Angie Mullikin	(406) 444-7301 amullikin@mt.gov
Occupant Protection Program Manager Pam Buckman	(406) 444-0809 pbuckman@mt.gov
Impaired Driving Prevention Program Manager Lorelle Demont	(406) 444-7411 ldemont@mt.gov
FAX Number.....	(406) 444-9409
Front Desk	(406) 444-6200

Mailing address

State Highway Traffic Safety
PO Box 201001
Helena MT 59620-1001

Physical location

State Highway Traffic Safety
2701 Prospect Avenue
Helena MT 59620-1001

On the web

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



State Highway Traffic Safety
PO Box 201001
Helena MT 59620-1001
Phone: 406-444-7417
Fax: 406-444-9409

www.mdt.mt.gov/safety

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

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

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

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**This report was submitted to the National Highway Traffic Safety Administration on August 31, 2010
in accordance with 23 CFR 1200.10**
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