



Montana Department of
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Missoula City-County Health Dept.



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MONTANA

SECTION 402

Highway Safety Plan

for

Federal Fiscal Year 2014

Prepared by

Montana Department of Transportation

State Highway Traffic Safety Section

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.**



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LETTER FROM THE DIRECTOR



Montana Department of Transportation

2701 Prospect
PO Box 201001
Helena MT 59620-1001

Michael T. Tooley, Director
Steve Bullock, Governor

June 26, 2013

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

Subject: FFY 204 Section 402 Governor's Highway Safety Plan and Performance Plan

Dear Mr. Moffat:

We appreciate the opportunity to submit the FFY 2014 Governor's Highway Traffic Safety Plan (HSP) and FFY 2014 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 fund:

- The Selective Traffic Enforcement Program (STEP) that involves MDT contracting with local and state law enforcement agencies to enforce Montana's impaired driving and safety belt laws during overtime patrols, both in support of national mobilizations and at other high-risk times.
- Development of a Law Enforcement Liaison (LEL) Program to recruit leaders in the law enforcement community to better organize agencies participating in STEP. Using the 8 existing Montana Highway Patrol (MHP) districts, MDT will divide Montana's city, county, tribal and state law enforcement agencies into 8 regions, each with their own LEL.
- An enforcement team from Montana Highway Patrol that enhances their ability to concentrate their efforts in eight strategic geographical regions in Montana with the objective of decreasing the number of impaired driving related fatalities and injuries.
- Paid and earned media that coincides with high-risk time periods and national mobilizations.
- Continue the Safe On All Roads Program to help reduce the motor vehicle fatality rate among Montana's Native American Population.
- Development of a peer-to-peer teen traffic safety education program to help reduce motor vehicle fatalities and incapacitating injuries among teen drivers.
- Continue DUI courts to help continue their accountability/rehabilitation program for repeat DUI offenders and those who have driven with high blood alcohol concentrations.

We will continue to seek out new countermeasures by working with our traffic safety advocates in support of the emphasis areas listed in the Comprehensive Highway Safety Plan. Our objective is to achieve lasting change that will result in safety Montana roads.

I look forward to continuing our partnership to save lives by implementing traffic safety programs in 2014 and beyond.

Sincerely,

Mike Tooley
Governor's Representative for Highway Safety

copies: Audrey Allums, Grant Bureau Chief

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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 Montana's Comprehensive Safety Plan.

This HSP addresses 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 will continue to provide funds for the deployment of additional law enforcement officers to conduct high visibility enforcement. MDT will also contract for media support to publicize the enforcement efforts. Strategically deployed, well-publicized, high visibility enforcement patrols are a proven strategy.

MDT is expanding the Traffic Safety Resource Officer (TRSO) program to provide additional training for law enforcement on effective identification and investigation of DUI drivers. The TRSO works closely with the state's contracted Traffic Resource Prosecutor on training activities. In FFY 2014, the newly hired state Judicial Outreach Liaison will join the support team for enhancing traffic safety related skills among stakeholders in the criminal justice system.

MDT will provide support for local coalition prevention efforts in the western part of the state.

Continuing DUI courts will be funded at their FFY 2013 levels.

2. Occupant Protection

MDT in FFY 2014 is continuing the contract with Montana's Office of Public Instruction to update their traffic education curriculum. The new curriculum will include a special segment that focuses on the importance of seatbelt use by teens.

MDT will continue funding the Buckle Up Montana (BUMT) and Native American Safe On All Roads (SOAR) programs that focus on public information and education to increase seatbelt and child safety seat usage.

3. Traffic Records System Improvements

MT will continue the MHP's contract to develop a web-based crash reporting system. This will allow local law enforcement agencies to input their crash related information electronically into the MHP MMUCC-compliant system to help maintain statewide consistency and accuracy of this information.

We anticipate the RFP for MDT's Safety Information Management System to be let in September 2013.

4. Legislation

The 2013 Montana Legislature passed the following DUI-related legislation:

HB 168 – Revise DUI laws for THC

Over the last several years, the crime lab has seen a steady increase in DUI blood samples containing cannabinoids. HB 168 will assist prosecution of offenders who drive under the influence of marijuana. It created a new crime for a per se limit of 5 ng/ml for delta-9-tetrahydrocannabinol in blood. Also, law enforcement officers can now obtain a warrant for a first time medical marijuana card holder suspected of DUI who refuses to provide a blood sample. HB 168 becomes effective October 1, 2013.

HB 233 – Modifies the 24/7 Sobriety Program

HB 233 expands and clarifies the 24/7 program in several important ways:

- “Sobriety” is clearly defined as abstinence from drugs, not just alcohol. The new law is called the "Montana 24/7 Sobriety and Drug Monitoring Program Act."
- It expands opportunities for a court to require the 24/7 program for additional offenses, such as assault, when alcohol or drug intoxication contributed to the crime;
- It expands the type of monitoring programs that can be used for 24/7: examples include remote sensing, transdermal detection devices, and testing blood, urine, saliva, or perspiration for drugs;
- It allows for ignition interlock device or 24/7 sobriety program as a condition of a probationary license;
- It allows a sheriff to delegate 24/7 implementation to another law enforcement agency; and
- The 24/7 program may now be used for first offense aggravated DUI.

HB 233 became effective upon signing by the governor on April 26, 2013.

HB 355 – Eliminate the 5-year look back for alcohol and drug driving offenses

Several bills have been introduced in past sessions to eliminate the five-year look back period for second and third DUI offenders. This session saw success with HB 355. It increased the 5-year look back to 10 years for 2nd offense DUI, and eliminated look back for 3rd offense DUI. It also expands those look back periods for Aggravated DUI. HB 355 became effective upon signing by the governor on April 26, 2013.

SB 314 – Generally revise driver licensing laws

The last section of this bill requires courts to report offenses that trigger license suspension, revocation, or restriction to the DMV within 5 days. It eliminates the exceptions that have caused delays in reporting. The implementation of this law brings Montana into compliance with federal reporting requirements. SB 314 is effective October 1, 2013.

SB294 – Generally revise alcohol enforcement laws

SB294 allows the Department of Revenue to adjust penalties for liquor violations if there are mitigating or aggravating circumstances. SB294 becomes effective October 1, 2013 *if* signed by the governor.

HB 155 – Revise school bus safety laws

HB 155 requires a motor vehicle to stop 30 feet before reaching school bus instead of the former requirement of 15 feet. HB 155 becomes effective October 1, 2013.

HB 559 – Generally revise motor vehicle laws

HB 559, in addition to several other items, modifies Montana Code Annotated Section 61-8-309, and provides that speed violations in special speed zones established by the Transportation Commission are misdemeanors and punishable in accordance with Section 61-8-711. It also modifies Section 61-8-310 to provide violations of special speed zones established by a local authority are misdemeanors and punishable in accordance with Section 61-8-711. Fines now double for speed violations in school zones and senior citizen zones. HB 559 became effective upon signing by the governor on May 6, 2013.

PROCESS DESCRIPTION

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

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

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
- Montana Behavioral Initiative

MT Department of Corrections

MT Department of Revenue

- Liquor Control and Education

Police & Sheriff's Departments

Tribal Governments

County Health Departments

Other traffic safety advocates:

- Child Passenger Safety technicians/instructors
- Governor's Office – Indian Affairs Coordinator
- 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 Department of Transportation

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

1. Traffic Safety Problem Identification

The FFY 2014 HSP performance measures are directly 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.
- NHTSA State Traffic Safety Information, Montana

2. Performance Measures and Annual Targets

Once Montana's problem areas are identified, performance measures are adopted and targets are set. This process was completed via the annual highway safety planning meeting held June 2012. The data and activities were presented and discussed for each emphasis area. Progress was assessed, and potential new strategies and partners were identified. This year, a major task of the planning meeting was to set targets for each of the performance measures. This was completed and the results are presented in the Performance Measures and Annual Targets section of this document.

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 performance measures are correctly identified in the CHSP and are in harmony with performance measures and objectives identified in the state Highway Safety Plan.

Throughout the year, MDT staff and CHSP champions continue working together to refine performance measures and annual targets. 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. As a side note, not all applications will get funded due to limited funding sources.

3. Project Development

For FFY 2014, SHTSS solicited applications for traffic safety related project funding via emails to known traffic safety stakeholders. Applications were due by March 1, 2013. The application materials directed applicants to connect their potential project to CHSP strategies, and propose an evaluation mechanism. Please reference the following web link for more information about the application process: <http://www.mdt.mt.gov/safety/grants.shtml>.

After the March 1 deadline, SHTSS staff reviewed all the applications and conducted several meetings to discuss the proposals. Projects were evaluated based on their ability to advance strategies within the CHSP, whether or not there is research to support their potential effectiveness, and projected funding levels for FFY 2014. The summary and staff recommendations were presented to the Governor's Representative, Mike Tooley, and adjustments were made based on his direction.

The final list of proposed projects for FFY 2014 is presented in this Highway Safety Plan, as reviewed and approved by Director Tooley, for further review and approval by the NHTSA Regional Office.

PERFORMANCE MEASURES AND ANNUAL TARGETS

Mission statement

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

Primary Performance Measure

All highway users in Montana arrive safely at their destinations.

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

To reduce fatalities and incapacitating injuries in the State of Montana by half in two decades, from 1,704 in 2007 to 852 by 2030.

Strategy to reach the primary performance measures

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 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 performance measures 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 measures, data, trends and Annual Targets

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

These two areas are presented below in text, all other program area performance measures 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. The traffic records data systems include crash records, roadway data, driver and vehicle information, injury tracking information, and conviction and disposition data, as well as tribal data.

1. Improve electronic crash data capture: implement Montana Highway Patrol electronic crash database at the local level so it can receive electronic submission of crash reports.
2. Increase tribal data sharing: work with the tribes to share crash data which will help provide access to funding for road improvements, enforcement and education countermeasure support and EMS deployment.
3. 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.
4. Integrate Model Inventory Roadway Elements (MIRE) into traffic records system: develop and maintain a more comprehensive roadway geometrics database for the highways in Montana.

Emergency Medical Services

Implementation of CHSP EMS strategies

1. Provide for a comprehensive data collection and information system to enable system evaluation and performance improvement.
2. Conduct a preventable mortality study: look at delayed discovery and all levels of care from start to end with a focus on smaller hospitals.
3. Conduct an Advanced Automatic Crash Notification (AACN) project: early, complete and accurate crash information as soon as a crash occurs will help in better crash response, including potential shortened response times, adequate staff and equipment, and better outcomes.
4. Review and assess national EMS research strategies and studies for application and adoption in Montana.

BRIEF PROBLEM IDENTIFICATION

The following section provides a listing of crash data and trends that impact traffic safety in Montana, based on the minimum data elements as required by NHTSA. More detailed information can be found in the Montana Traffic Safety Problem Identification document. A glossary of terms immediately follows these tables to provide Montana-specific definitions. The data is collected from multiple sources:

- NHTSA State Traffic Safety Information, Montana
- Montana Department of Transportation Safety Management System
- Fatality Analysis Reporting System
- Montana State Agency Reports

NOTE: All available 2012 state data is presented below. VMT and FARS data is not available at this time.

Current performance measures follow in the Performance Measure Data section.

General Crash Information

Year	Major Crash Elements			Measures of Crash Exposure			Statewide Rates		
	Total Crashes	Fatal Crashes	Injury Crashes	VMT (100 Million Miles)	Licensed Drivers	Registered Motor Vehicles	Fatality Rate (100 M VMT)	Injury Rate (1 M VMT)	Crash Rate (1 M VMT)
2002	23,527	232	6,479	104.86	694,743	1,108,236	2.57	0.96	2.24
2003	23,160	239	6,229	108.97	704,509	1,327,909	2.40	0.88	2.13
2004	21,783	209	6,000	111.77	712,880	1,351,804	2.05	0.83	1.95
2005	22,376	224	6,066	111.27	715,512	1,985,139	2.26	0.83	2.01
2006	22,186	226	6,245	112.65	723,976	1,550,713	2.33	0.84	1.97
2007	21,829	249	5,990	113.06	735,753	1,560,464	2.45	0.80	1.93
2008	21,971	208	5,793	107.82	738,982	1,620,064	2.12	0.79	2.04
2009	20,967	198	5,227	110.10	737,964	1,603,332	2.01	0.67	1.90
2010	20,146	161	4,972	111.85	743,611	1,576,824	1.69	0.63	1.80
2011	20,275	187	4,920	116.66	752,483	1,802,271	1.79	0.58	1.74
2012	19,841	192	5,355		757,812	2,085,270			

Crash Information by County

2012 Data County	Population	Crash Numbers			Crash Rate per 100K Pop'n		
		Total	Fatal	Injury	Total	Fatal	Injury
Beaverhead	9,346	192	4	104	2,054	43	1,113
Big Horn	13,061	179	11	143	1,370	84	1,095
Blaine	6,683	53	3	21	793	45	314
Broadwater	5,756	142	4	57	2,467	69	990
Carbon	10,127	223	7	101	2,202	69	997
Carter	1,177	3	1	4	255	85	340
Cascade	81,723	2010	7	662	2,460	9	810
Chouteau	5,904	78	0	32	1,321	0	542
Custer	11,888	216	2	58	1,817	17	488
Daniels	1,786	33	1	10	1,848	56	560
Dawson	9,249	258	1	79	2,789	11	854
Deer Lodge	9,227	92	1	28	997	11	303
Fallon	3,024	38	0	3	1,257	0	99
Fergus	11,435	221	5	80	1,933	44	700
Flathead	91,633	1625	11	655	1,773	12	715
Gallatin	92,614	1668	12	547	1,801	13	591
Garfield	1,261	10	0	14	793	0	1,110
Glacier	13,711	139	3	82	1,014	22	598
Golden Valley	839	12	0	5	1,430	0	596
Granite	3,109	78	0	38	2,509	0	1,222
Hill	16,366	342	6	74	2,090	37	452
Jefferson	11,401	324	6	127	2,842	53	1,114
Judith Basin	2,024	52	1	27	2,569	49	1,334
Lake	28,986	413	6	160	1,425	21	552
Lewis & Clark	64,876	1511	8	501	2,329	12	772
Liberty	2,392	14	1	1	585	42	42
Lincoln	19,491	260	6	116	1,334	31	595
Madison	1,701	159	5	61	9,347	294	3,586
McCone	7,733	26	0	12	336	0	155
Meagher	1,924	24	1	15	1,247	52	780
Mineral	4,167	197	3	80	4,728	72	1,920
Missoula	110,977	1994	10	807	1,797	9	727
Musselshell	4,665	82	0	39	1,758	0	836
Park	15,567	399	6	98	2,563	39	630
Petroleum	511	15	0	12	2,935	0	2,348
Phillips	4,128	71	0	18	1,720	0	436
Pondera	6,165	106	6	44	1,719	97	714
Powder River	1,763	48	2	16	2,723	113	908
Powell	7,096	187	4	63	2,635	56	888
Prairie	1,157	52	3	24	4,494	259	2,074
Ravalli	40,617	547	5	263	1,347	12	648
Richland	10,810	439	3	146	4,061	28	1,351
Roosevelt	10,927	140	4	100	1,281	37	915
Rosebud	9,396	126	8	64	1,341	85	681
Sanders	11,408	166	7	85	1,455	61	745
Sheridan	3,580	78	2	15	2,179	56	419
Silver Bow	34,403	500	2	195	1,453	6	567
Stillwater	9,195	194	2	77	2,110	22	837
Sweet Grass	3,605	117	0	32	3,245	0	888
Teton	6,053	84	0	22	1,388	0	363
Toole	5,220	98	0	32	1,877	0	613
Treasure	736	28	0	10	3,804	0	1,359
Valley	7,505	75	3	43	999	40	573
Wheatland	2,104	39	1	14	1,854	48	665
Wibaux	1,057	36	2	15	3,406	189	1,419
Yellowstone	151,882	3535	19	1432	2,327	13	943
TOTAL	1,005,141	19,748	205	7,563	1,965	20	752

Major Crash Problem Area: Driver Demographics

Driver Gender

2012 Data Driver Gender	Driver Numbers by Crash			Licensed Drivers	
	Total	Fatal	Serious Injury	Total	Percent
Male	13,567	159	841	384,714	50.8%
Female	9,761	64	455	373,098	49.2%
Unknown	24	0	4	0	0.0%

Driver Age

2012 Data Driver Age	Driver Numbers by Crash			Licensed Drivers		Crash Rate per 1K Licenses		
	Total	Fatal	Injury	Total	Percent	Total	Fatal	Injury
Under 21	5,322	28	1,403	48,644	6.4%	109	0.58	28.8
21-24	3,172	21	847	47,472	6.3%	67	0.44	17.8
25-29	3,156	27	868	66,524	8.8%	47	0.41	13.0
30-34	2,544	22	692	62,648	8.3%	41	0.35	11.0
35-44	4,279	49	1,137	112,200	14.8%	38	0.44	10.1
45-54	4,476	38	1,204	135,085	17.8%	33	0.28	8.9
55-64	3,843	44	1,001	144,812	19.1%	27	0.30	6.9
65-74	1,906	20	501	89,801	11.9%	21	0.22	5.6
75+	1,210	16	333	50,626	6.7%	24	0.32	6.6

Major Crash Problem Area: Alcohol Involvement

Multi-Year Trends

Year	Alcohol/Drug Related Crashes		Severe Night Crashes	Alcohol Related Convictions**
	Total	Percent		
2002	2,288	9.7%	634	5,764
2003	2,173	9.4%	647	5,906
2004	2,113	9.7%	620	6,197
2005	2,182	9.8%	588	6,356
2006	2,243	10.1%	631	6,931
2007	2,273	10.4%	559	7,027
2008	2,313	10.5%	537	7,165
2009	2,138	10.2%	460	6,954
2010	1,935	9.6%	426	6,664
2011	1,945	9.6%	376	5,917
2012	2,053	10.3%	383	6,141

***Note: Complete DUI arrest data is not currently available. In lieu of arrest data for Montana, conviction data that impacts a driver's record is provided. This data includes out-of-state convictions for Montana licensed drivers. For more detailed information regarding this data, see the Montana Traffic Safety Problem Identification document*

Alcohol-Related Crashes and Driver Age

2012 Data Driver Age	Driver Numbers by Crash		
	Total	Fatal	Injury
Under 21	258	12	135
21-24	403	17	184
25-29	356	21	151
30-34	237	13	101
35-44	315	21	139
45-54	285	12	135
55-64	157	10	75
65-74	47	2	25
75+	6	0	4

Major Crash Problem Area:

Occupant Protection

Observed Seat Belt Usage Rates					
Year	Interstate	Primary	City	Other	All Roads
1984	24.7%	20.7%	8.4%	8.4%	16.8%
1985	30.6%	25.8%	9.7%	12.2%	21.7%
1986	43.4%	33.9%	14.8%	17.1%	29.5%
1987	54.8%	44.0%	24.0%	27.0%	39.7%
1988	75.8%	64.7%	41.2%	45.6%	59.5%
1989	78.6%	69.3%	40.6%	47.5%	61.8%
1990	79.1%	70.5%	40.2%	48.4%	62.6%
1991	80.9%	72.8%	41.4%	49.3%	64.5%
1992	83.1%	75.3%	47.8%	53.7%	68.0%
1993	84.2%	75.9%	49.6%	56.2%	69.2%
1994	84.7%	75.4%	51.1%	26.4%	69.6%
1995	86.4%	75.0%	51.3%	57.5%	70.1%
1996	86.2%	75.5%	51.8%	61.0%	70.8%
1997	87.9%	79.3%	52.4%	60.2%	72.6%
1998	88.4%	78.2%	54.0%	63.5%	73.1%
1999	89.1%	78.9%	55.3%	65.0%	74.0%
2000	91.3%	79.5%	58.3%	65.5%	75.6%
2001	92.5%	79.6%	59.7%	65.7%	76.3%
2002	94.3%	82.5%	60.8%	69.7%	78.4%
2003	93.6%	82.3%	65.1%	71.7%	79.5%
2004	93.0%	83.3%	67.7%	73.1%	80.9%
2005	92.6%	82.4%	66.9%	72.6%	80.0%
2006	92.6%	81.7%	64.9%	70.6%	79.0%
2007	92.2%	82.1%	67.4%	70.5%	79.6%
2008	92.1%	81.7%	66.6%	70.7%	79.3%
2009	82.9%	83.8%	64.9%	75.6%	79.2%
2010	87.0%	81.2%	64.7%	74.1%	78.9%
2011	84.4%	80.9%	67.7%	68.8%	76.9%
2012	82.8%	80.1%	65.7%	70.5%	76.3%
2013					79% **
Chg 1 Yr	-1.9%	-1.0%	-3.0%	+2.5%	-0.8%
Chg 5 Yr Ave	-5.6%	-2.2%	-0.8%	-2.0%	-3.1%
Source: Montana Department of Transportation Observational Study					
** June 2013 preliminary result					

Note: Motorcycle helmet usage is a secondary part of the observational seat belt survey conducted by Montana, usage data is not statistically valid and not included here. Also, safety belt usage information is not currently summarized for vehicle occupants involved in non-injury crashes.

Injury Severity by Usage

2008 - 2012 Data Injury Severity	All Injuries				Children			
	Belted	Unbelted	Unknown	Total	Belted	Unbelted	Unknown	Total
Fatal	251	593	29	873	16	18	0	34
Incapacitating	2,347	1,899	265	4,511	106	72	10	188
Non-Incapacitating	8,350	3,531	739	12,620	589	204	22	815
Other	12,664	1,966	3,044	17,674	988	157	140	1,285
Total	23,612	7,989	4,077	35,678	1,699	451	172	2,322

Safety Belt Usage by Age Group

2008 - 2012 Crash Data					
Age	Belted	Unbelted	Unkn	Total	% Belted
0-4	473	176	24	673	70.3%
5-9	568	100	55	723	78.6%
10-14	652	245	85	982	66.4%
15-19	3,390	1,634	517	5,541	61.2%
20-24	2,914	1,492	569	4,975	58.6%
25-29	2,060	900	450	3,410	60.4%
30-34	1,673	569	303	2,545	65.7%
35-39	1,458	461	235	2,154	67.7%
40-44	1,467	469	250	2,186	67.1%
45-49	1,567	429	262	2,258	69.4%
50-54	1,711	351	232	2,294	74.6%
55-59	1,521	261	212	1,994	76.3%
60-64	1,150	175	147	1,472	78.1%
65-69	818	100	102	1,020	80.2%
70-74	608	76	58	742	81.9%
75-79	415	56	53	524	79.2%
80-84	316	57	60	433	73.0%
85+	216	24	39	279	77.4%
Total	22,977	7,575	3,653	34,205	67.2%

Note: Vehicle occupants with unknown age are not included.

Major Crash Problem Area:

Motorcycle Crashes

Note: The number of motorcycle-licensed riders and motorcycle registrations is unavailable. The motorcycle information provided below will be raw numbers, not normalized by number of licensed riders or registrations.

Motorcycle Crashes

Year	Crashes	Percent of All Crashes	Fatal Crashes	Percent of All Fatal Crashes	Injury Crashes	Percent of All Injury Crashes
2002	347	1.5%	24	10.3%	251	3.9%
2003	375	1.6%	12	5.0%	314	5.0%
2004	400	1.8%	20	9.6%	325	5.4%
2005	473	2.1%	28	12.5%	362	6.0%
2006	501	2.3%	25	11.1%	402	6.4%
2007	522	2.4%	33	13.3%	424	7.1%
2008	523	2.4%	38	18.3%	386	6.7%
2009	435	2.1%	24	12.1%	333	6.4%
2010	419	2.1%	25	15.5%	330	6.6%
2011	398	2.0%	19	10.2%	293	6.0%
2012	439	2.2%	28	14.6%	338	6.3%

Motorcycle Rider Injury Severity

Note: The number of injured motorcyclist by age and by helmet use is not currently summarized by injury severity. Rather, the information is provided in two separate tables, below.

Age	Used	Not Used	% Usage
14 & Under	25	28	47.2%
15-17	15	19	44.1%
18-19	44	42	51.2%
20-24	149	148	50.2%
25-34	162	214	43.1%
35-64	730	766	48.8%
65 & Over	106	57	65.0%
Not Stated	5	18	21.7%
Total	1,236	1,292	48.9%

Injury	Used	Not Used	% Usage
Fatal	55	82	40.1%
Incapacitating	325	333	49.4%
Non-Incapacitating	472	407	53.7%
Possible	125	155	44.6%
No Injury	224	219	50.6%
Total	1,201	1,196	50.1%

Injury Comparison: Motorcycle Operators vs. Passenger Vehicle Occupants

Note: A rate comparison of the injury severity for motorcycle operators as compared to the injury severity for vehicle occupants is not currently available.

Glossary of Montana Terms

ALCOHOL-IMPAIRED

Crashes or fatalities that involve at least one driver or motorcycle operator with a BAC of 0.08 grams per deciliter (g/dL) or higher.

ALCOHOL-RELATED

A crash, fatality or injury is alcohol-related if at least one driver involved in the crash is determined to have had a BAC of 0.01 g/dL or higher OR if police indicate on the police accident report that there is evidence of alcohol present. This does not necessarily mean that a driver was tested for alcohol. The term alcohol-related does not indicate that a crash, fatality or injury was caused by the presence of alcohol.

BLOOD ALCOHOL CONCENTRATION (BAC)

The BAC is measured as a percentage by weight of alcohol in the blood (g/dL). A positive BAC level (0.01 g/dL and higher) indicates that alcohol was consumed by the person tested; a BAC level of 0.08 g/dL or more indicates that the person was alcohol-impaired.

CRASH

An event that produces injury and/or property damage, involves a motor vehicle in transport and occurs on a trafficway, or while the vehicle is still in motion after running off the trafficway.

Fatal Crash A law enforcement-reported crash involving a motor vehicle in transport on a trafficway in which at least one person dies within 30 days of the crash.

Injury Crash A law enforcement-reported crash involving a motor vehicle in transport on a trafficway in which no one died but at least one person was reported to have an injury.

Property Damage Only Crash A law enforcement-reported crash involving a motor vehicle in transport on a trafficway in which no one in the crash suffered any injuries.

DRIVER

An occupant of a vehicle who is in physical control of a motor vehicle in transport, or for an out-of-control vehicle, an occupant who was in control until control was lost.

Older Driver A driver over the age of 64 years.

Young Driver A driver under the age of 21 years.

FATALITY ANALYSIS REPORTING SYSTEM (FARS)

A national database that contains data on fatal crashes.

INJURY

Fatal An injury that results in the person dying within 30 days of the crash.

Incapacitating/Serious Any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing.

Severe A fatal or incapacitating injury.

Non-Incapacitating Any injury other than a fatal or incapacitating injury, which is evident to observers at the scene of the crash..

Possible/Other Any claim of injuries not evident, complaint of pain, etc.

LARGE VEHICLE (TRUCK)

Vehicle with a truck body-type and over 10,000 pounds gross vehicle weight rating, including single unit trucks and truck tractors. Not limited to commercial vehicles, but all trucks.

LOCATION

Rural Any location not specifically marked as urban.

Urban Any location either identified as a city or identified as an urban trafficway by the Montana Department of Transportation.

MOTORCYCLE

A two- or three-wheeled motor vehicle designed to transport one or two people, including motor-scooters, minibikes and mopeds. This excludes ATVs and snowmobiles.

NIGHT

From 6 PM to 5:59 AM.

OCCUPANT

Any person who is in or upon a motor vehicle in transport. This includes the driver, passengers, and persons riding on the exterior of a motor vehicle.

RUN-OFF-THE-ROAD CRASHES

Crashes where the first harmful event was overturn, immersion, other non-collision, collisions with motor vehicle on another roadway and collision with any fixed object, since these objects would be off the roadway.

TRAFFICWAY

Any land way open to the public as a matter of right or custom for moving persons or property from one place to another.

VEHICLE MILES TRAVELED (VMT)

The estimated number of total miles driven by all vehicles on public roads.

P E R F O R M A N C E M E A S U R E D A T A

The following section provides the specific current annual targets and trends for each performance measure. Everyone who participated in the 2012 highway safety planning meeting was tasked with helping to determine specific targets for each emphasis area and for general crash areas of interest. The performance measures presented in this section are tied directly to the Montana CHSP objective of reducing fatalities and incapacitating injuries.

Each performance measure chart may include:

- Specific crash numbers for each year (the thin black line with small dashes). The actual number is for the final year in the five-year sequence.
- The five-year “rolling” average (the thick black line with squares).
- The trend line for the five-year rolling average (the thin dashed line).
- The 2015 performance measure selected by Montana traffic safety stakeholders.

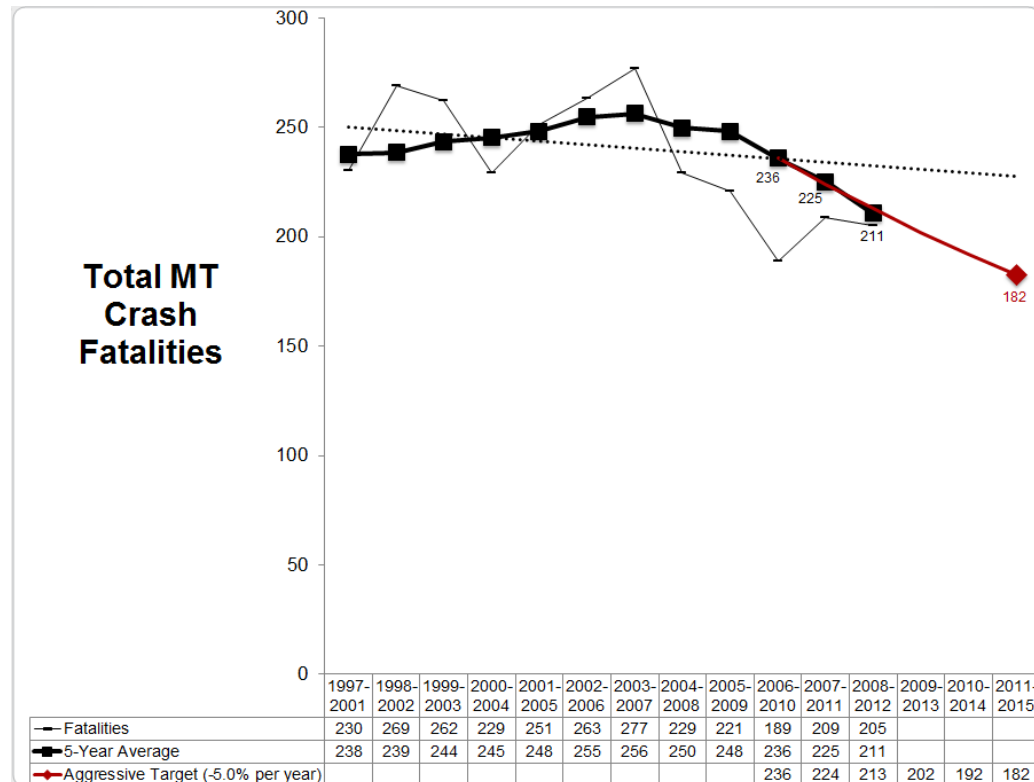
General Traffic Safety

Reduce Fatalities

Performance Measure: Reduce the five-year average number of crash fatalities from 236 in 2010 to 182 by 2015.

Annual Targets 2013-2015: 166 per year.

(NHTSA Core Outcome Measure C-1.)

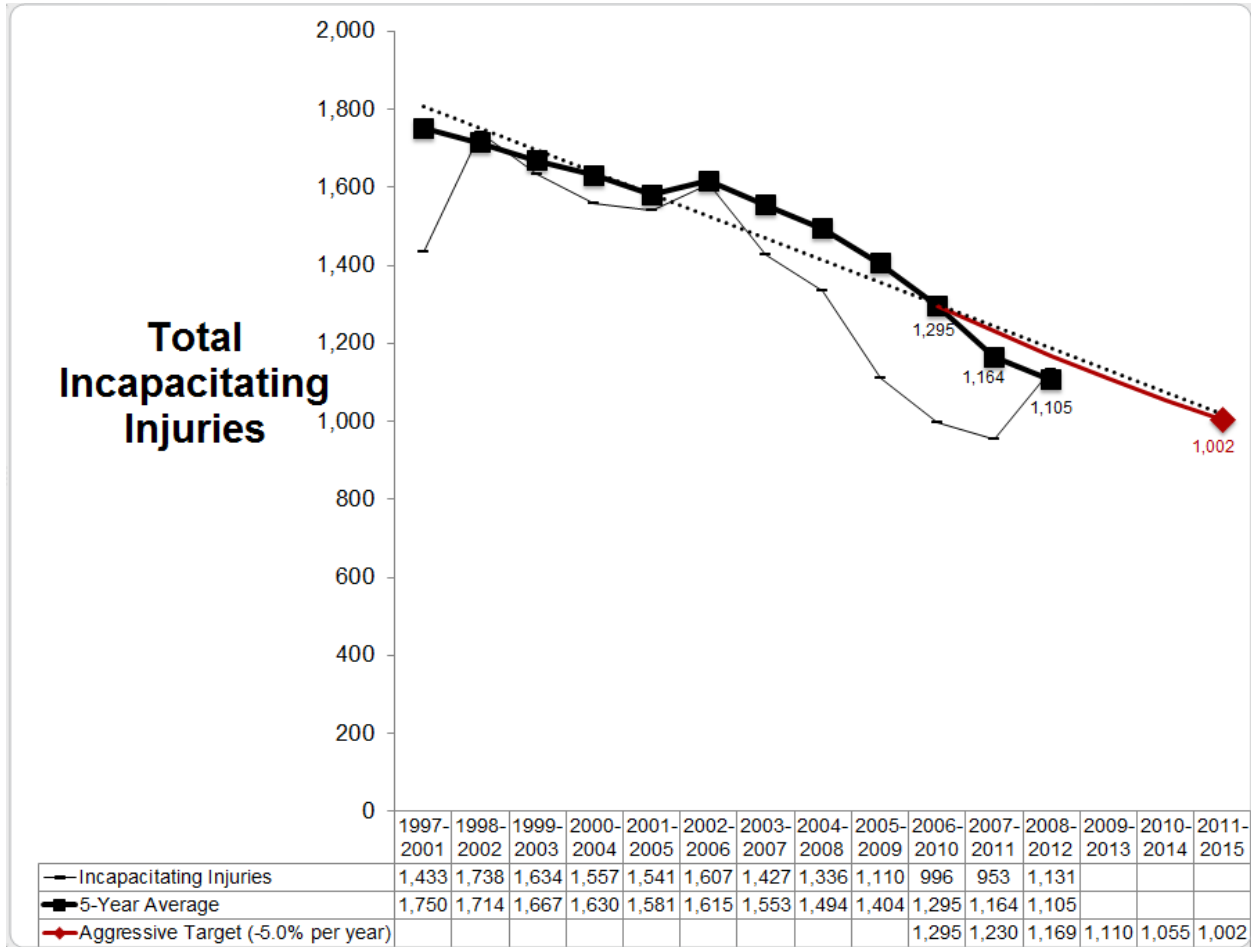


Reduce Incapacitating Injuries

Performance Measure: Reduce the five-year average number of incapacitating injuries from 1,295 in 2010 to 1,002 by 2015.

Annual Targets 2013-2015: 976 per year.

(NHTSA Core Outcome Measure C-2.)

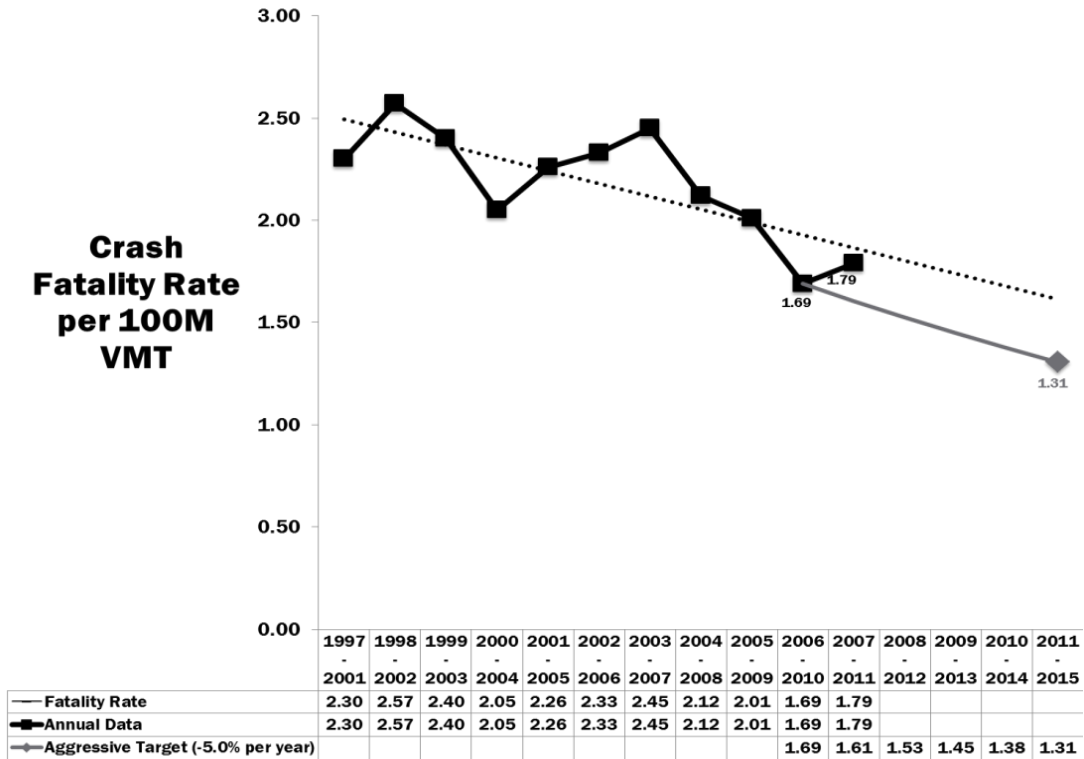


Reduce the Fatality Rate

Performance Measure: Reduce the annual fatality rate per 100 million vehicle miles traveled from 1.69 in 2010 to 1.31 by 2015.

Annual Targets 2012-2015: 1.62 per year. 2011 data is the most current data available for this Performance Measure.

(NHTSA Core Outcome Measure C-3.)

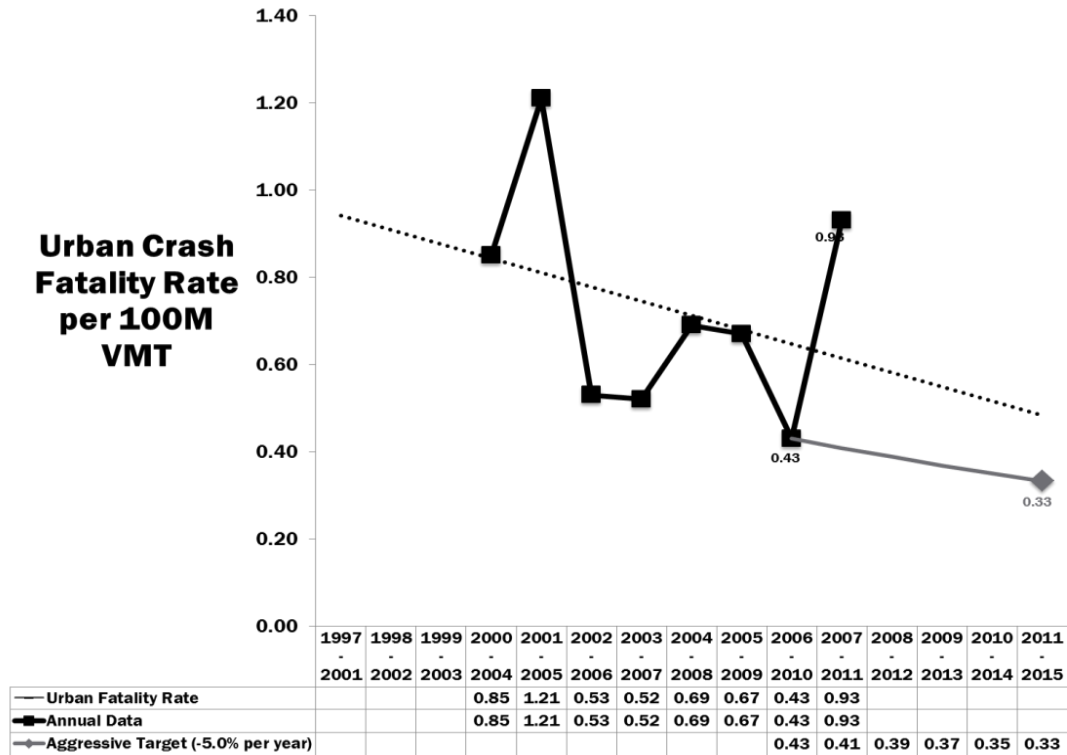


Reduce the Urban Fatality Rate

Performance Measure: Reduce the annual urban fatality rate per 100 million vehicle miles traveled from 0.43 in 2010 to 0.33 by 2015.

Annual Targets 2012-2015: 0.21 per year. 2011 data is the most current data available for this Performance Measure.

(NHTSA Core Outcome Measure C-3.)

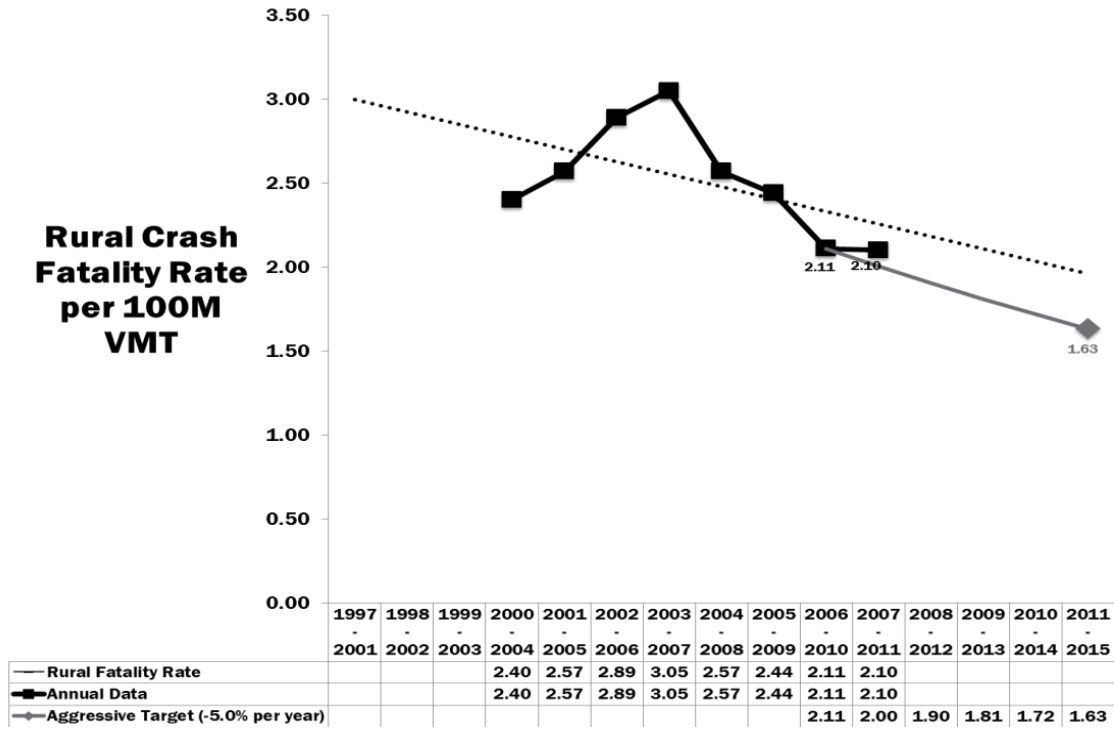


Reduce the Rural Fatality Rate

Performance Measure: Reduce the annual rural fatality rate per 100 million vehicle miles traveled from 2.11 in 2010 to 1.63 by 2015.

Annual Targets 2013-2015: 1.62 per year. 2011 data is the most current data available for this Performance Measure.

(NHTSA Core Outcome Measure C-3.)

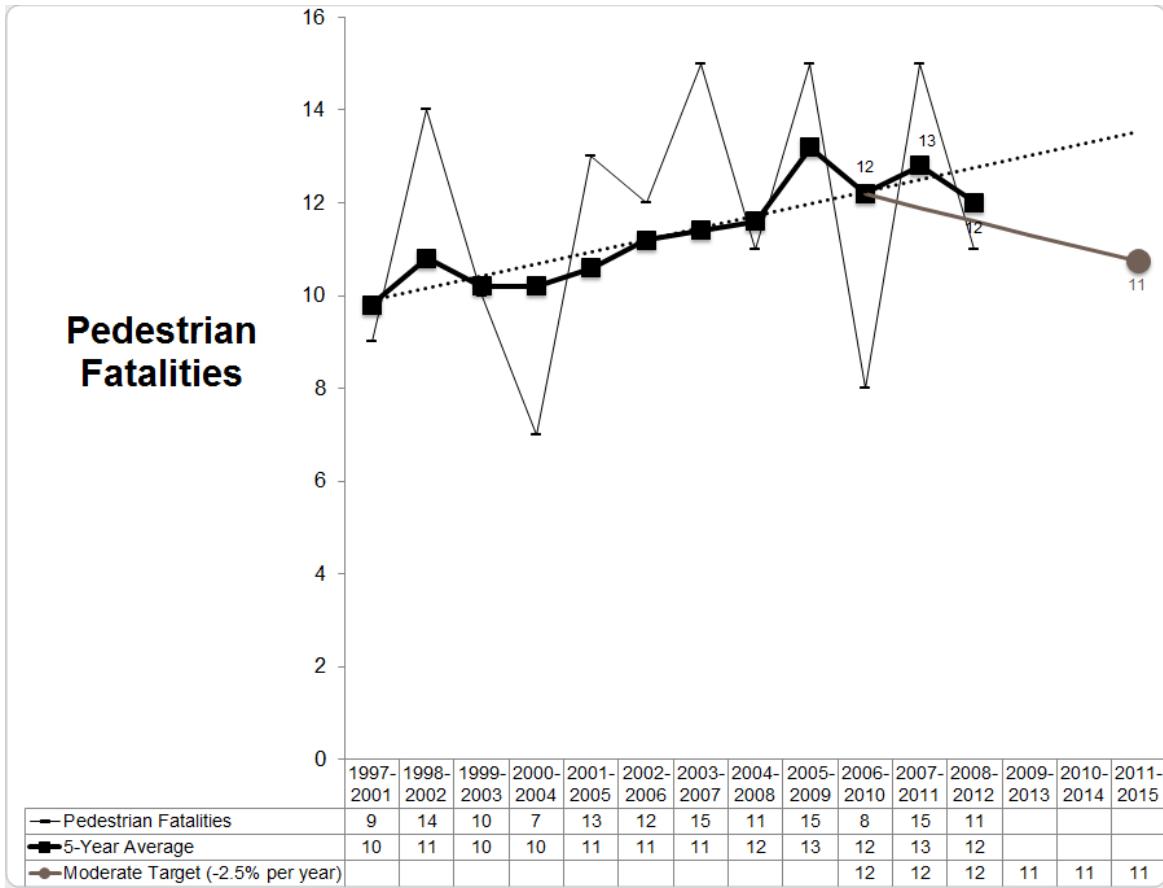


Reduce Pedestrian Fatalities

Performance Measure: Reduce the five-year average number of pedestrian fatalities from 12 in 2010 to 11 by 2015.

Annual Targets 2013-2015: 7 per year.

(NHTSA Core Outcome Measure C-10.)

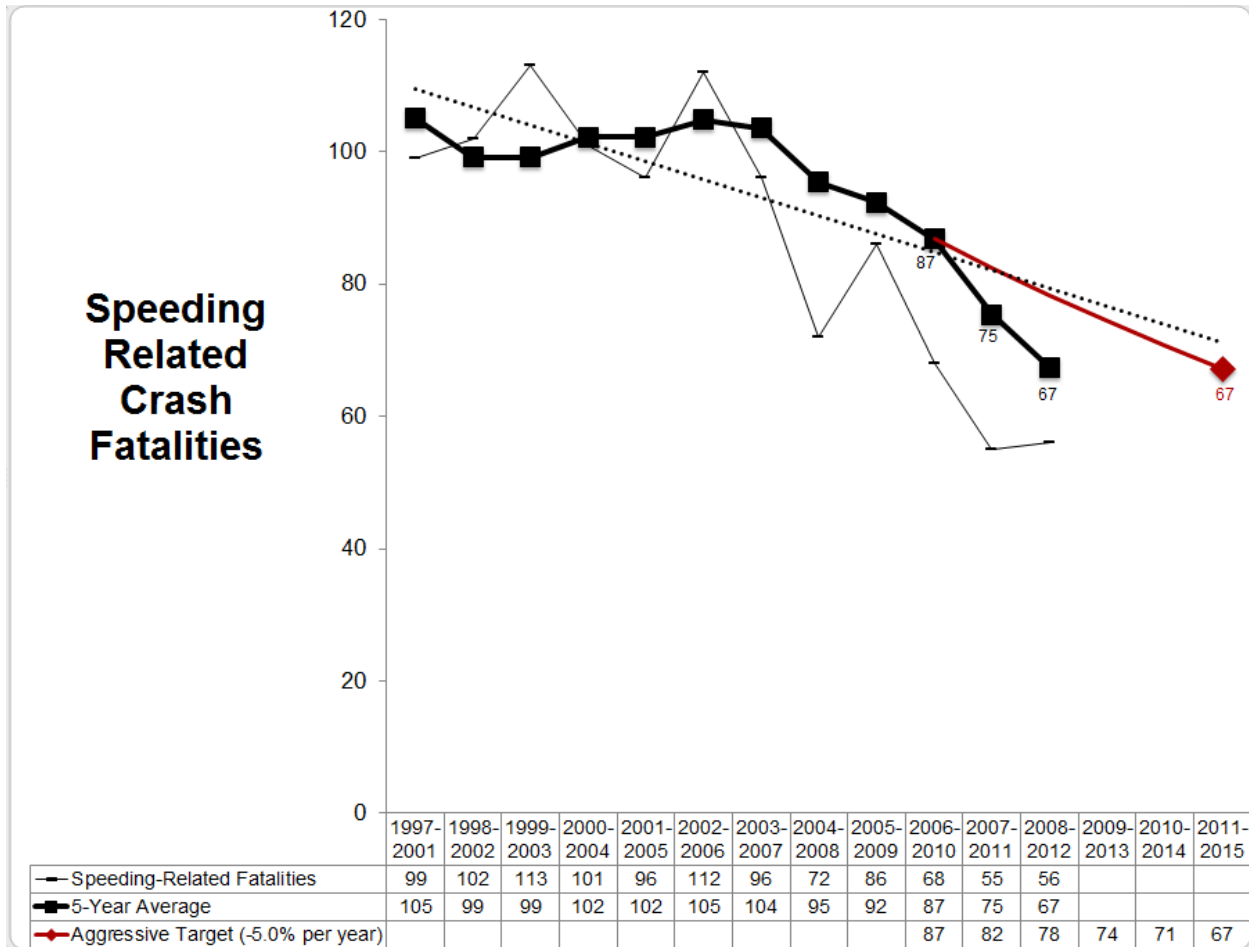


Reduce Speeding-Related Fatalities

Performance Measure: Reduce the five-year average number of fatalities involving speed from 87 in 2010 to 67 by 2015.

Annual Targets 2013-2015: 75 per year.

(NHTSA Core Outcome Measure C-6.)

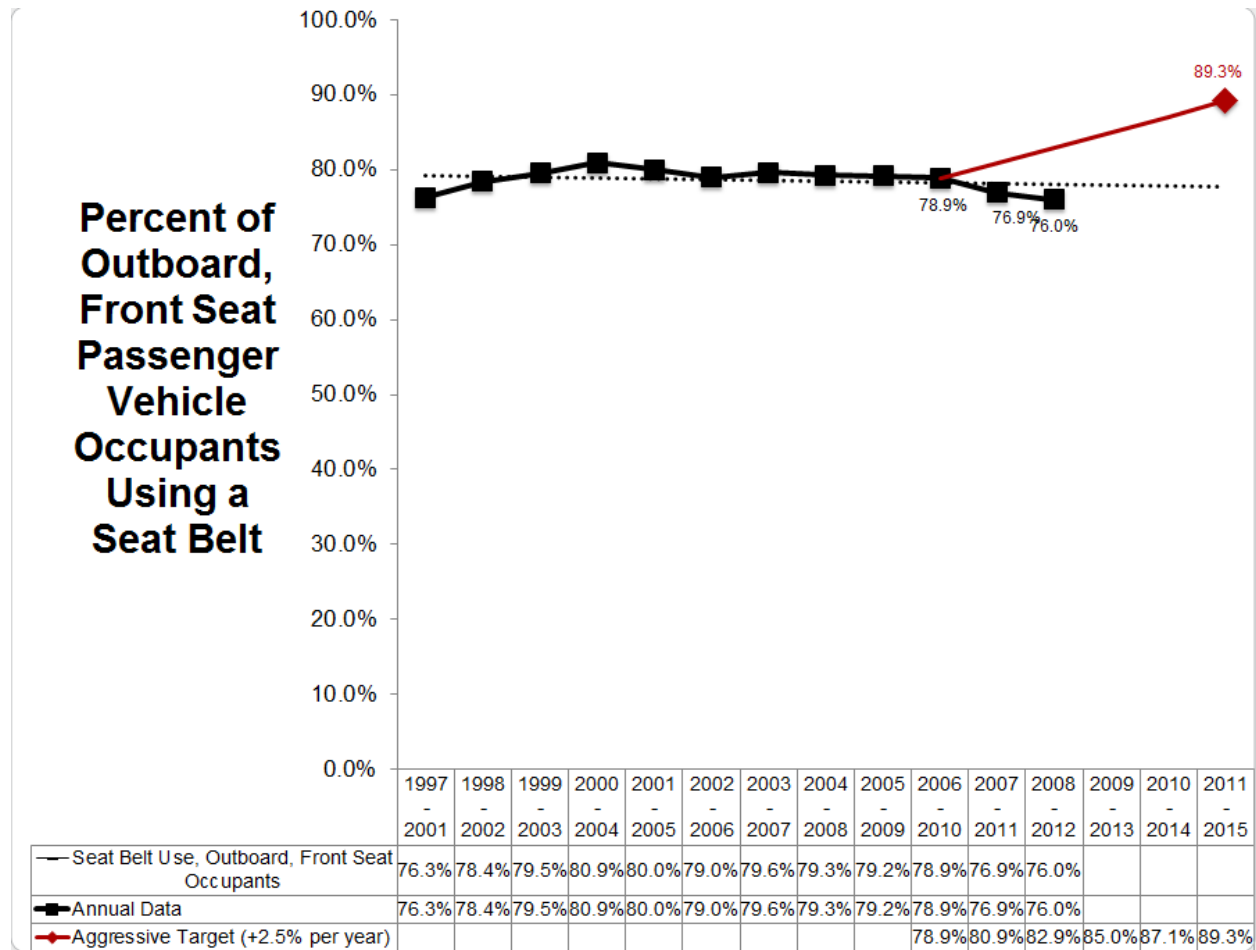


Seat Belt Use

Increase Observed Seat Belt Use of Outboard, Front Seat Vehicle Occupants

Performance measure: Increase the annual observed rate of seat belt use of outboard, front seat vehicle occupants from 78.9% in 2010 to 89.3% by 2015. (NHTSA Core Behavior Measure B-1.)

This performance measure is unattainable (2014-2015 target 102%), and will be reevaluated at the October 2013 CHSP meeting.

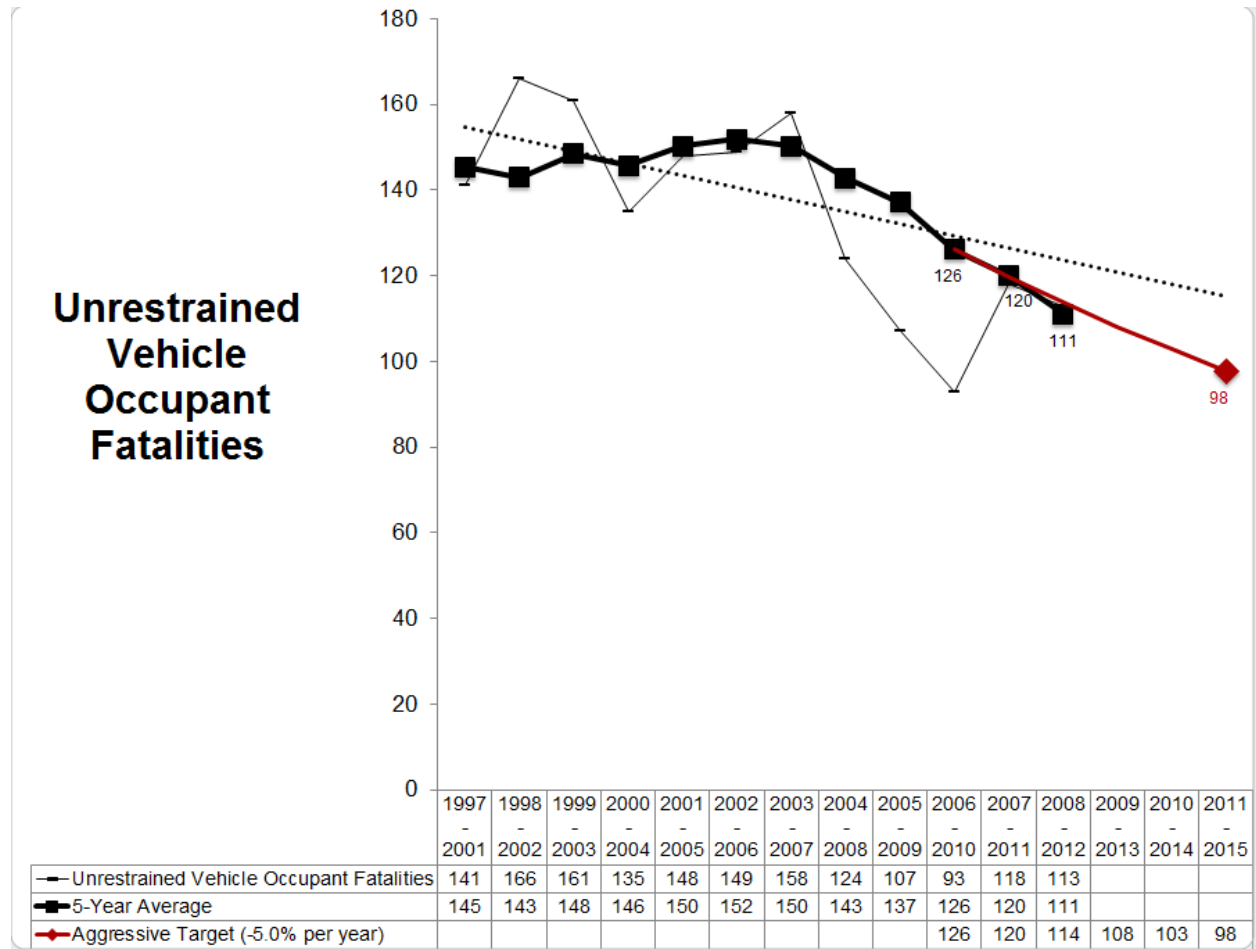


Reduce Unrestrained Vehicle Occupant Fatalities

Performance Measure: Reduce the five-year average number of unrestrained vehicle occupant fatalities from 126 in 2010 to 98 by 2015.

Annual Targets 2013-2015: 86 per year.

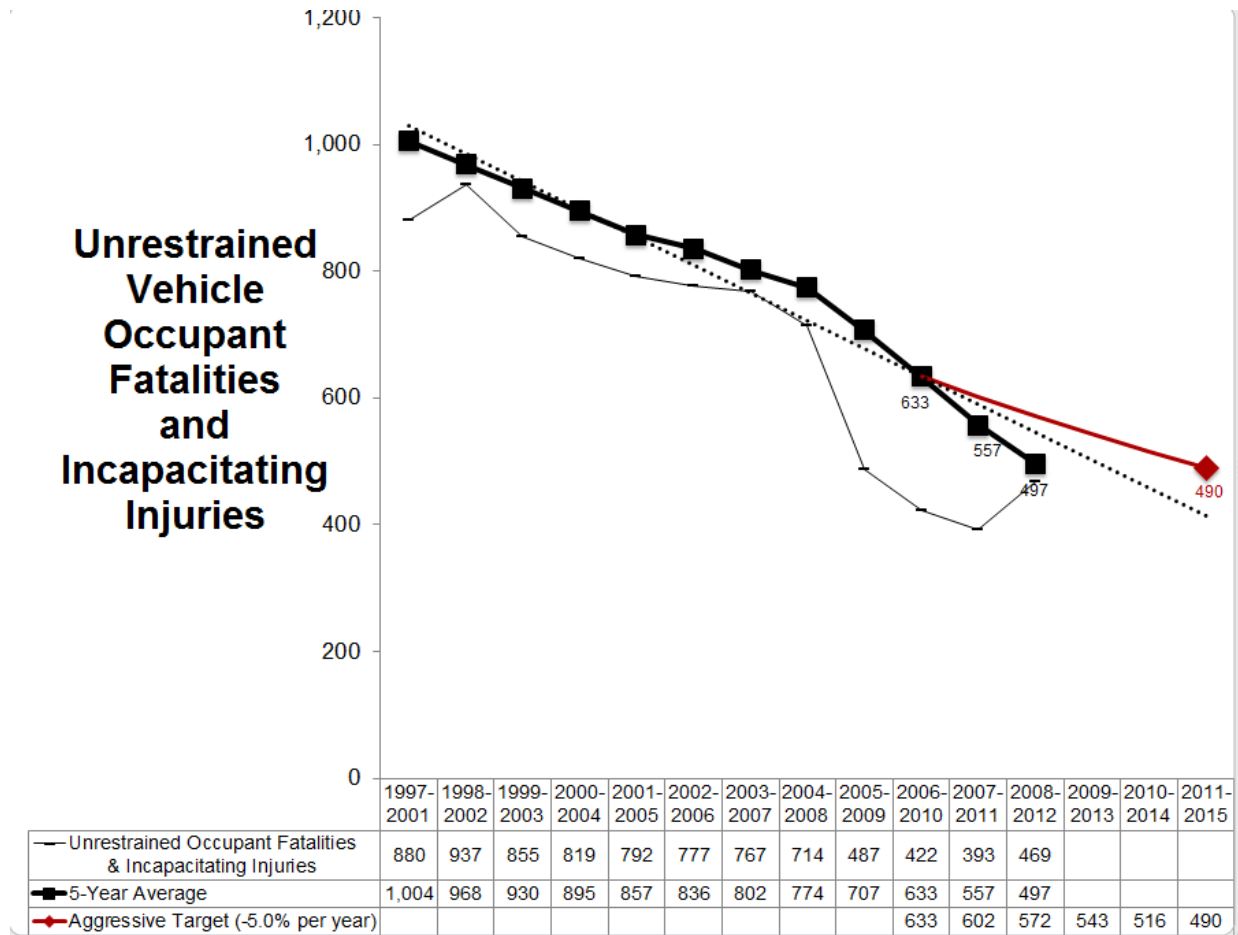
(NHTSA Core Outcome Measure C-4.)



Reduce Unrestrained Vehicle Occupant Severe Injuries

Performance Measure: Reduce the five-year average number of unrestrained vehicle occupant fatalities and incapacitating injuries from 633 in 2010 to 490 by 2015.

Annual Targets 2013-2015: 530 per year.

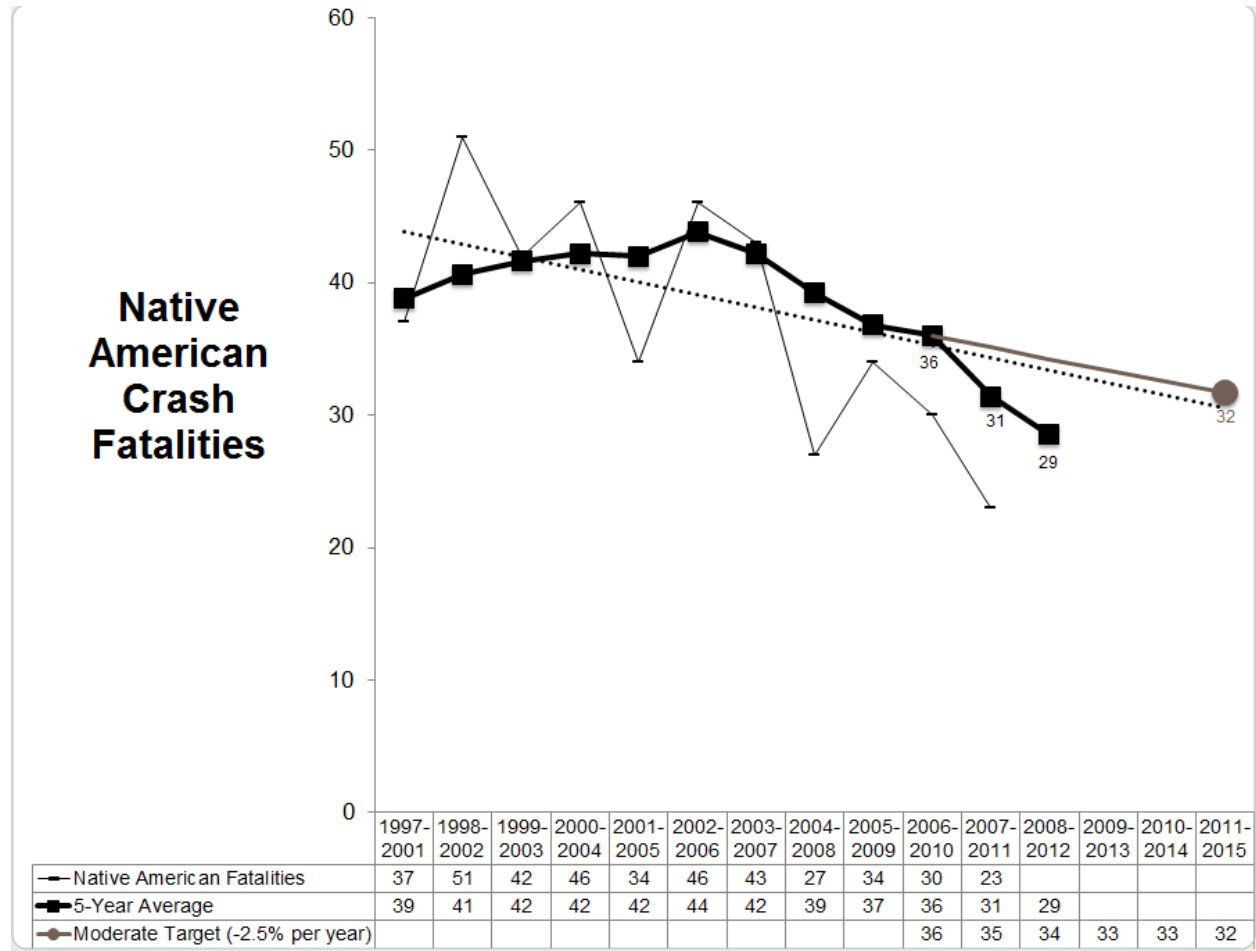


Native American Crash Fatalities

Reduce Native American Fatalities

Performance Measure: Reduce the five-year average number of Native American fatalities from 36 in 2010 to 32 by 2015.

Annual Targets 2012-2015: 40 per year. 2011 is the most current data available.



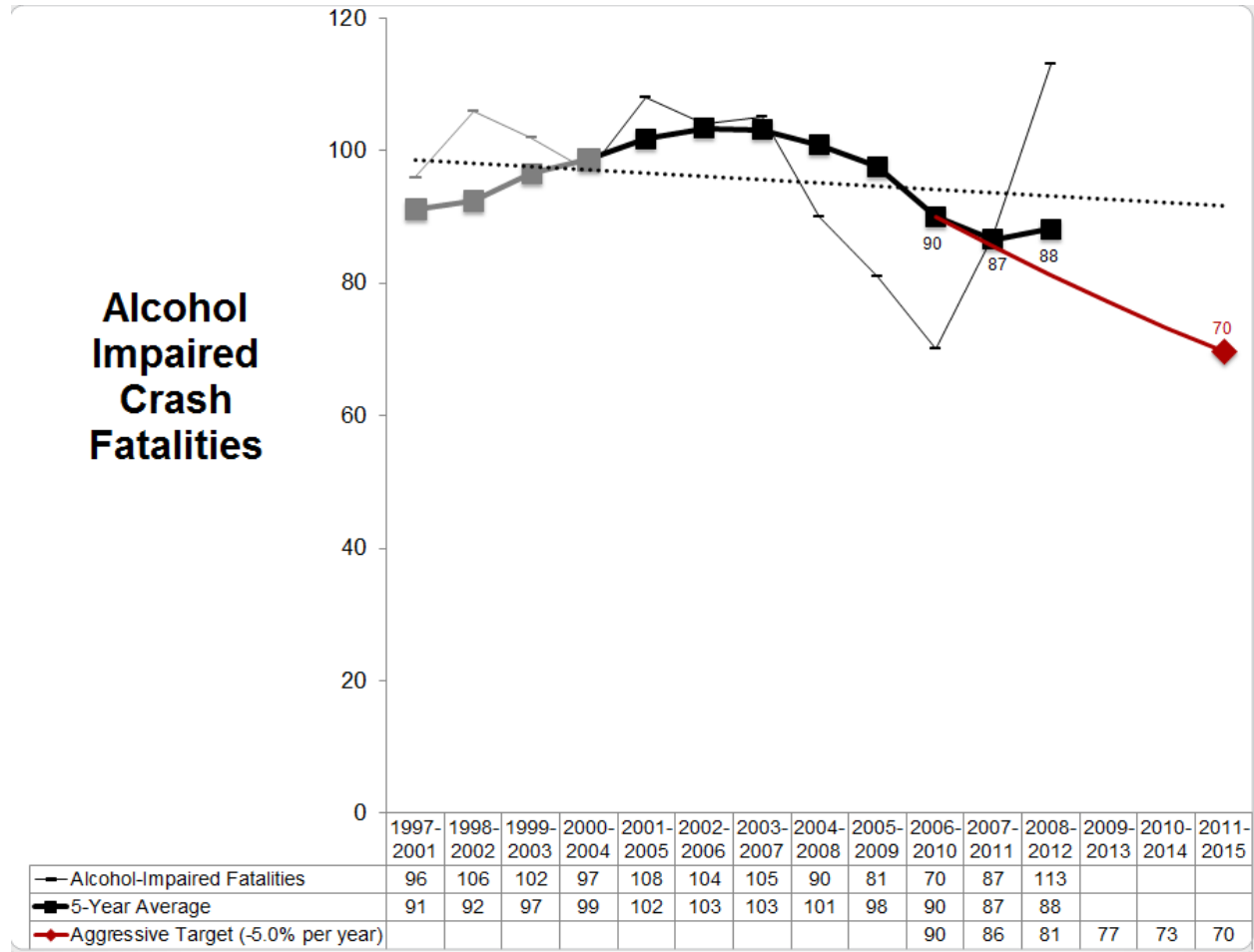
Alcohol & Impaired Driving Fatalities

Reduce Alcohol-Impaired Fatalities

Performance Measure: Reduce the five-year average number of fatalities in crashes involving an alcohol-impaired driver or motorcycle operator (BAC 0.08+) from 90 in 2010 to 70 by 2015.

Annual Targets 2013-2015: 49 per year.

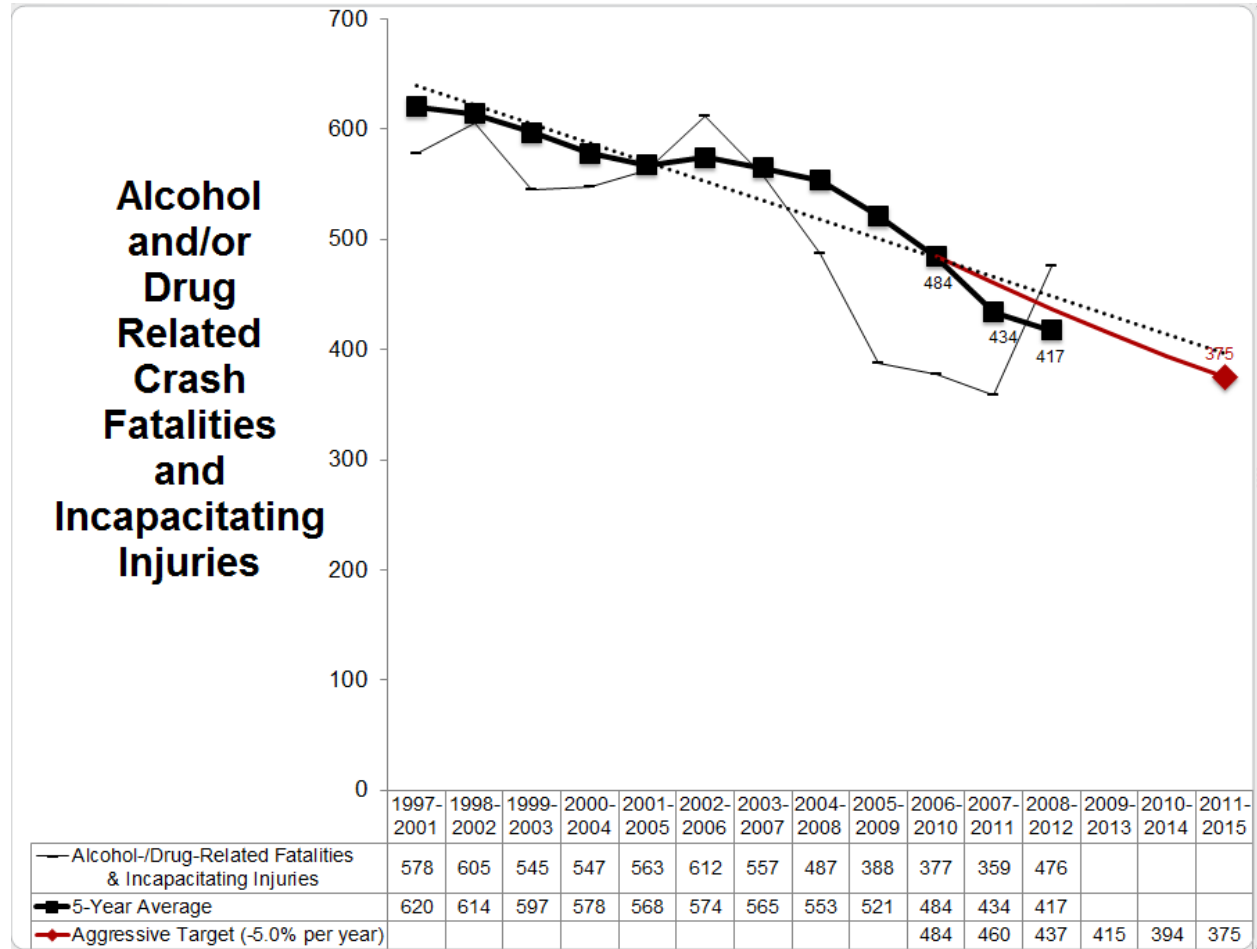
(NHTSA Core Outcome Measure C-5.)



Reduce Alcohol-Related Severe Injuries

Performance Measure: Reduce the five-year average number of fatalities and incapacitating injuries in crashes involving a driver or motorcycle operator with a BAC 0.01+ or evidence of alcohol and/or drugs being involved from 484 in 2010 to 375 by 2015.

Annual Targets 2013-2015: 346 per year.

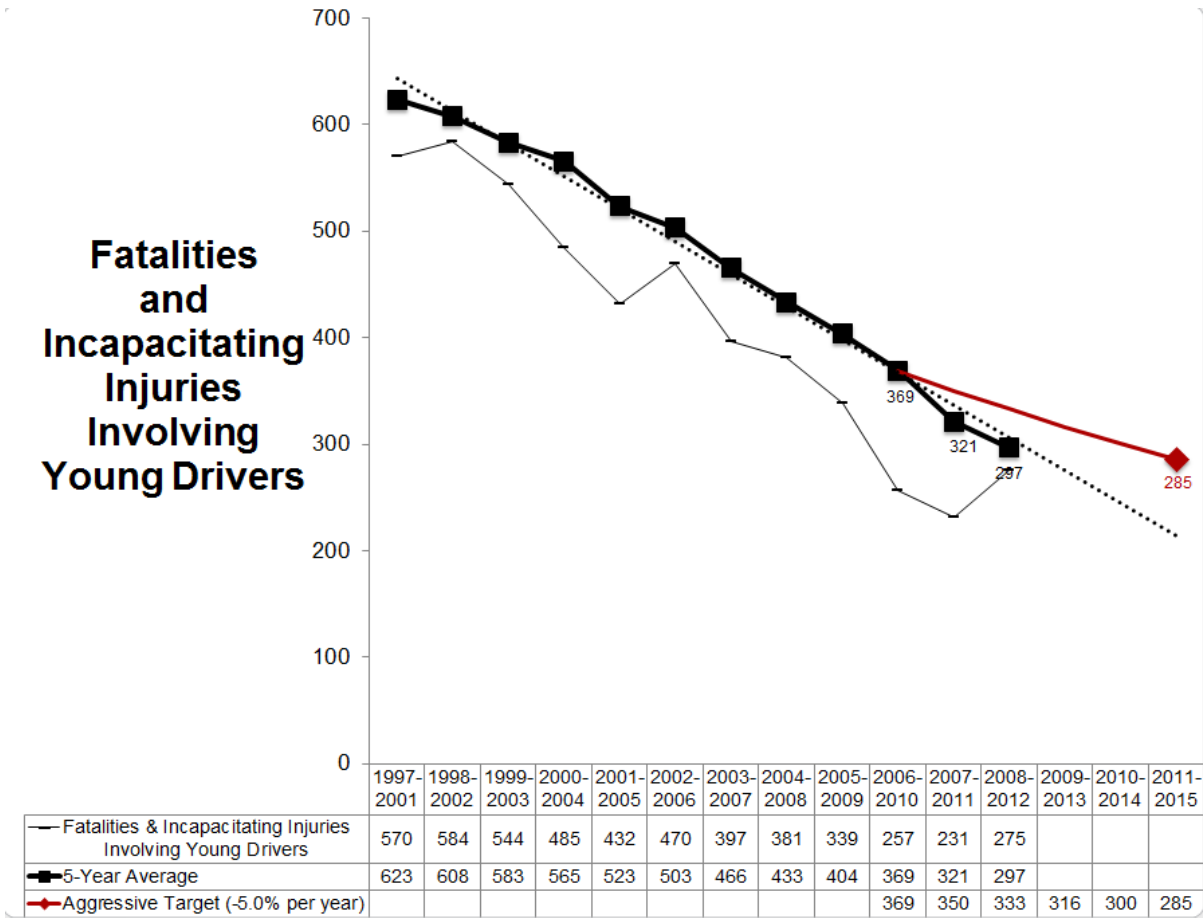


Young Driver Crashes (Age 20 and Below)

Reduce Severe Injuries Involving Young Drivers

Performance Measure: Reduce the five-year average number of fatalities and incapacitating injuries resulting from crashes involving young drivers from 369 in 2010 to 285 by 2015.

Annual Targets 2013-2015: 307 per year.

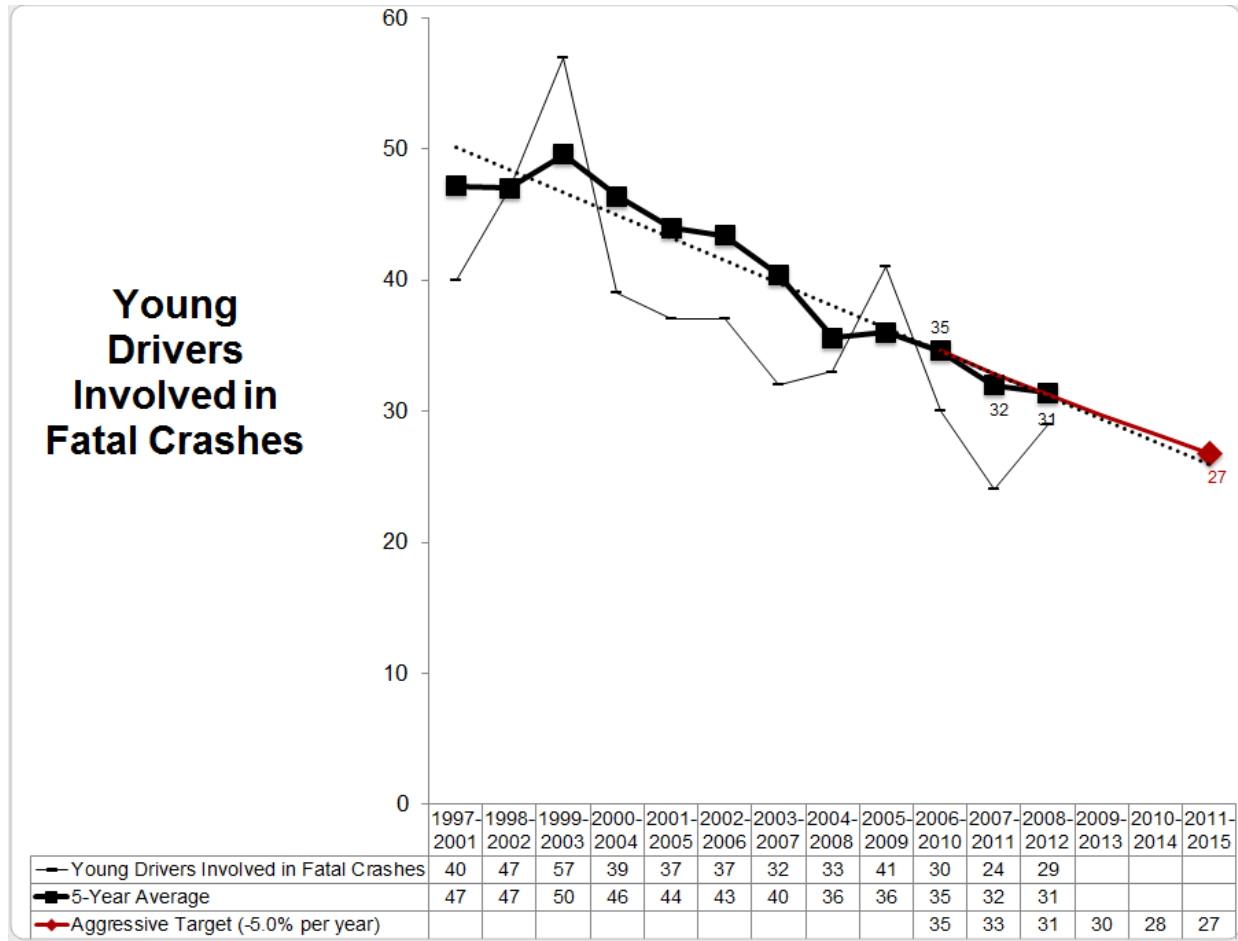


Reduce Fatal Crashes Involving Young Drivers

Performance Measure: Reduce the five-year average number of young drivers involved in fatal crashes from 35 in 2010 to 27 by 2015.

Annual Targets 2013-2015: 27 per year.

(NHTSA Core Outcome Measure C-9.)

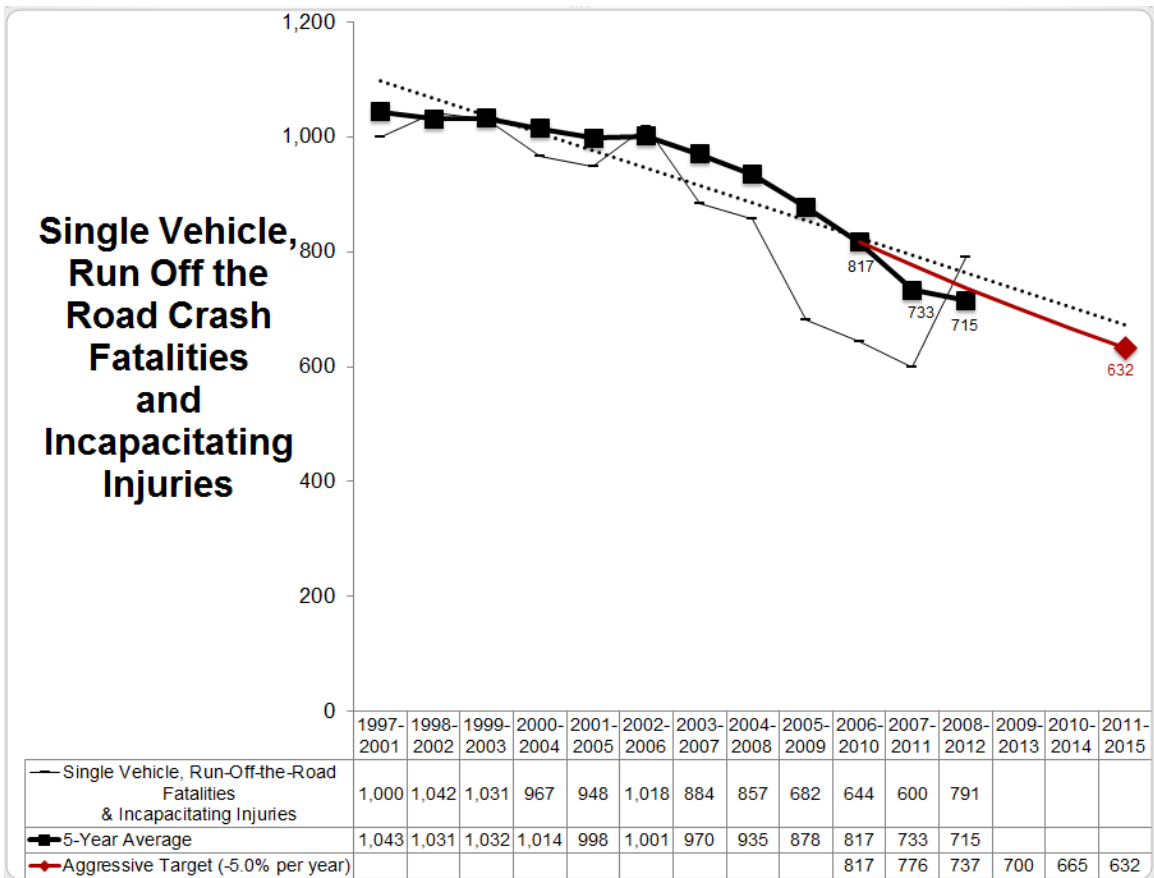


Single Vehicle, Run-Off-The-Road Crashes

Reduce Severe Injuries from Single Vehicle, Run-Off-The-Road Crashes

Performance Measure: Reduce the five-year average number of fatalities and incapacitating injuries of single vehicle, run-off-the-road crashes from 817 in 2010 to 632 by 2015.

Annual Targets 2013-2015: 590 per year.

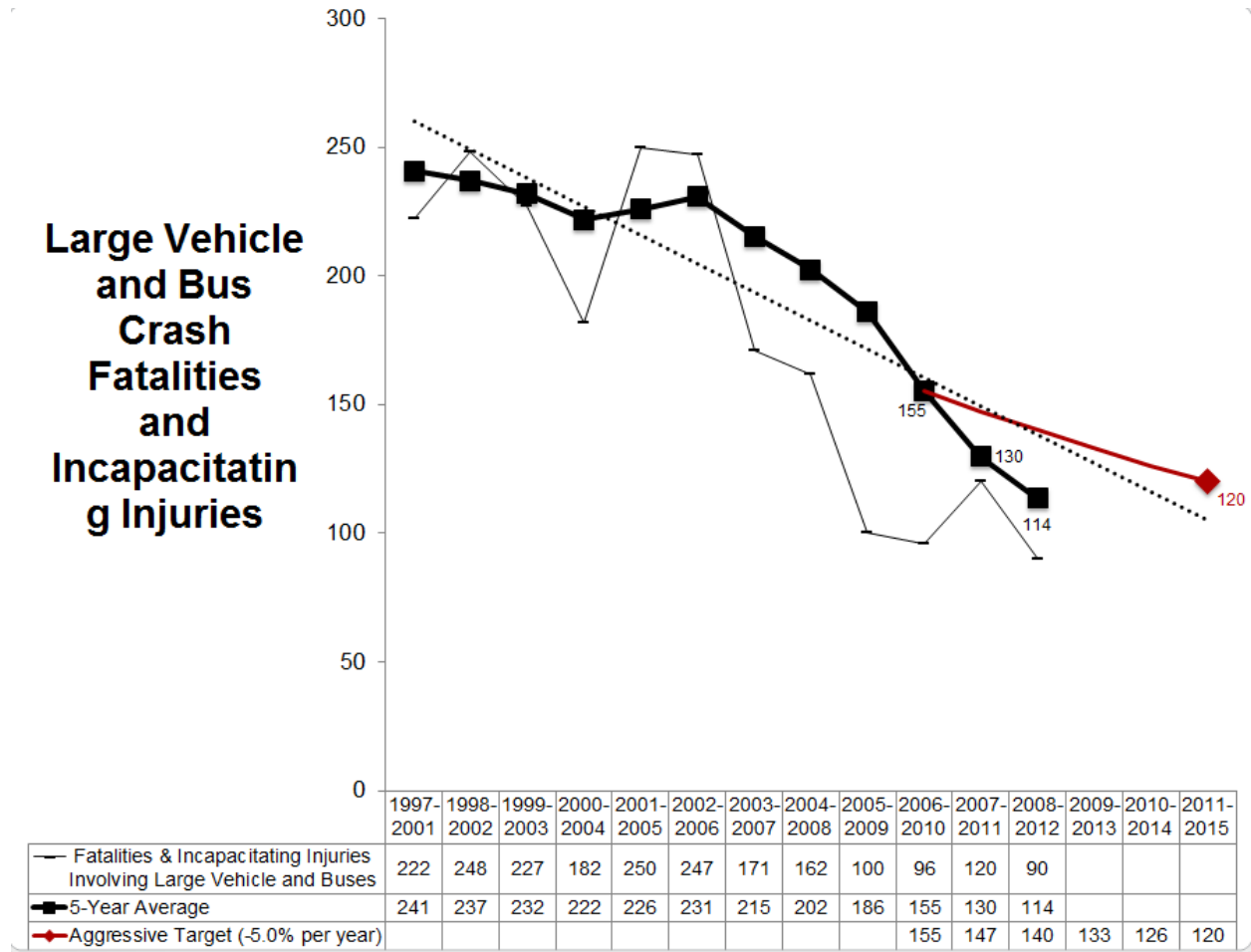


Large Vehicle and Bus Crashes

Reduce Severe Injuries Involving Large Vehicle and Bus Crashes

Performance Measure: Reduce the five-year average number of fatalities and incapacitating injuries resulting from large vehicles and buses crashes from 155 in 2010 to 120 by 2015.

Annual Targets 2013-2015: 130 per year.



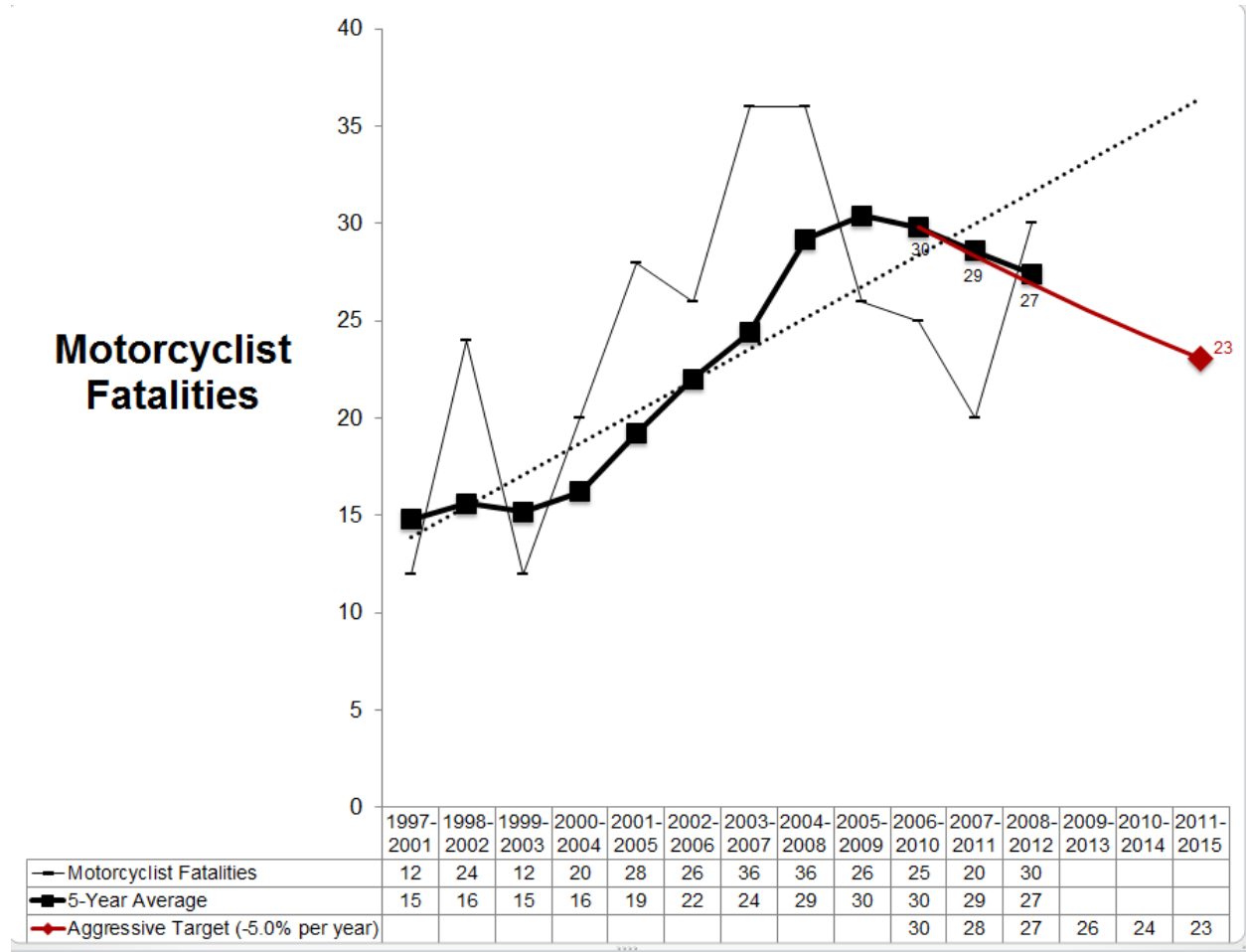
Motorcycle Crashes

Reduce Motorcyclist Fatalities

Performance Measure: Reduce the five-year average number of motorcyclist fatalities from 30 in 2010 to 23 by 2015.

Annual Targets 2013-2015: 22 per year.

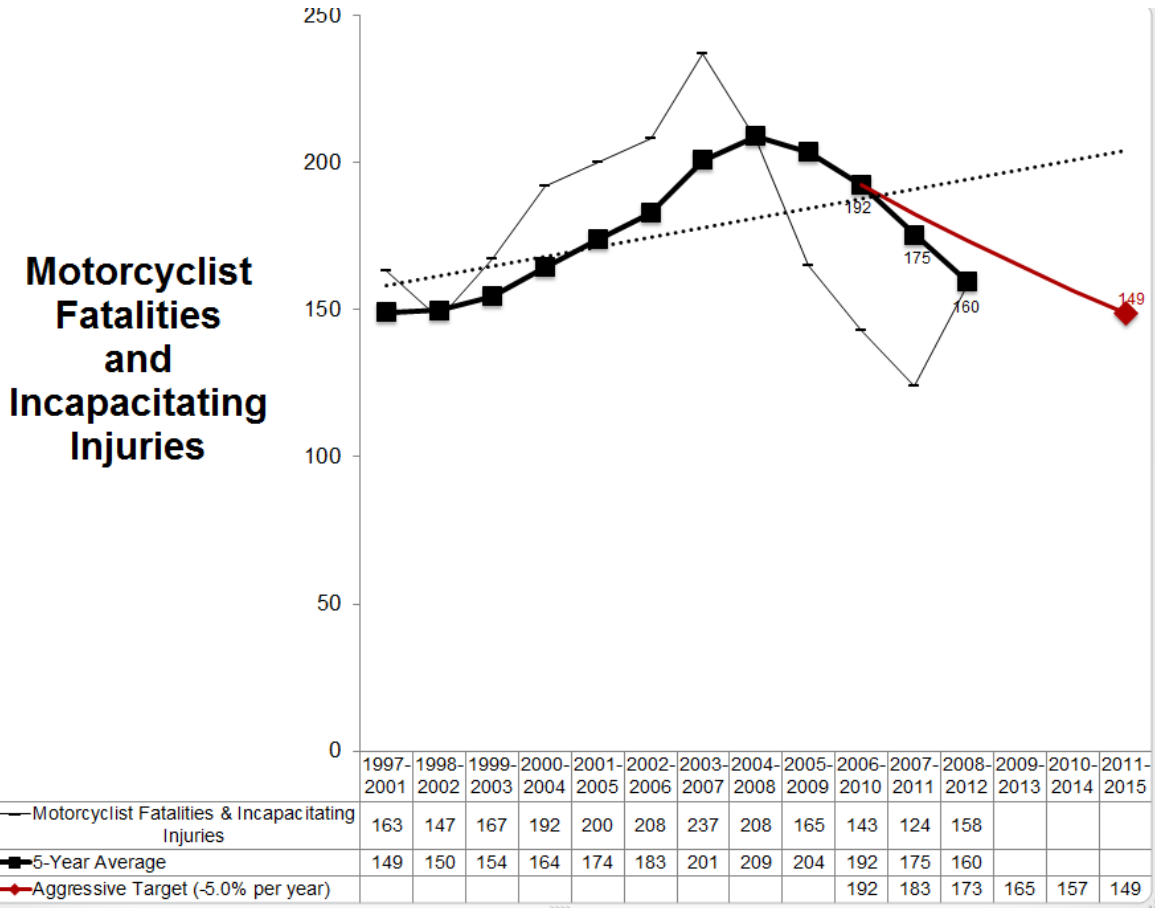
(NHTSA Core Outcome Measure C-7.)



Reduce Motorcyclist Severe Injuries

Performance Measure: Reduce the five-year average number of motorcyclist fatalities and incapacitating injuries from 192 in 2010 to 149 by 2015.

Annual Targets 2013-2015: 154 per year.

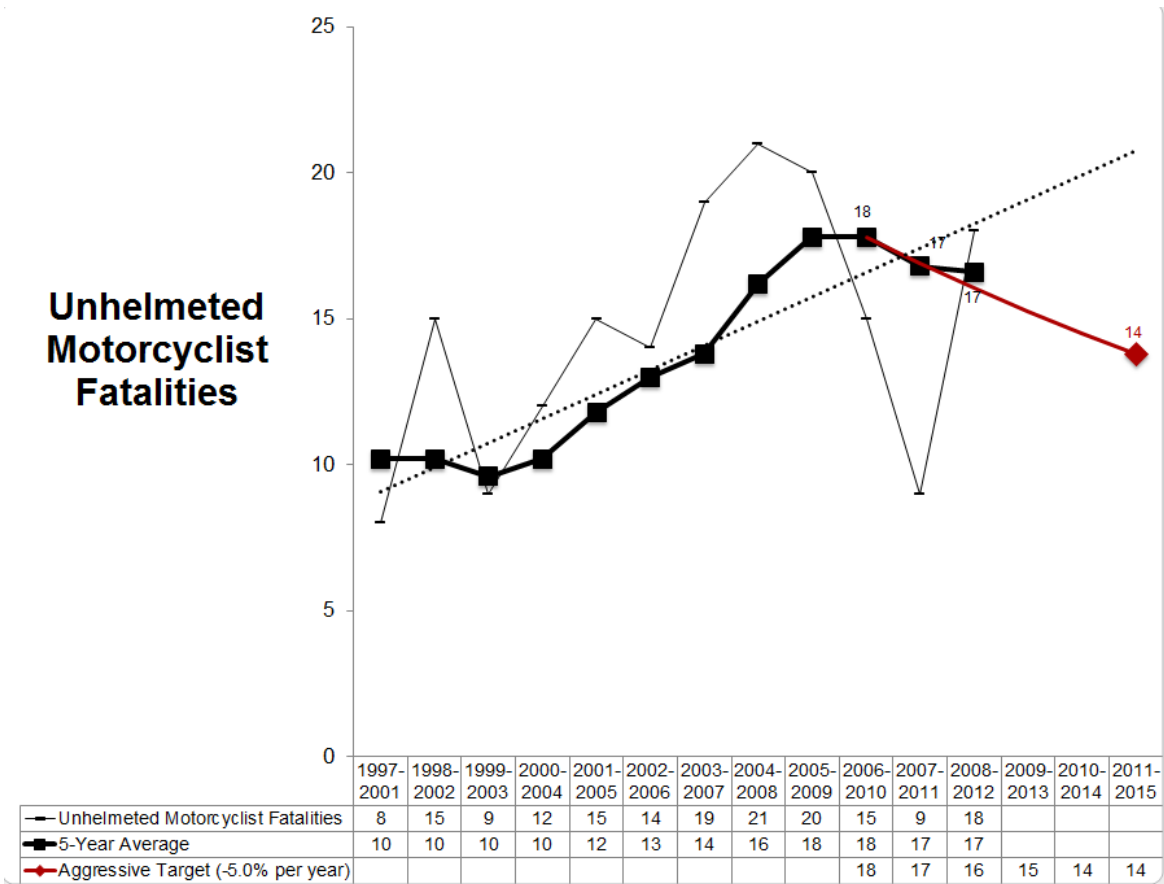


Reduce Fatalities for Motorcyclists Not Wearing Helmets

Performance Measure: Reduce the five-year average number of fatalities for motorcyclists not wearing helmets from 18 in 2010 to 14 by 2015.

Annual Targets 2013-2015: 14 per year.

(NHTSA Core Outcome Measure C-8.)

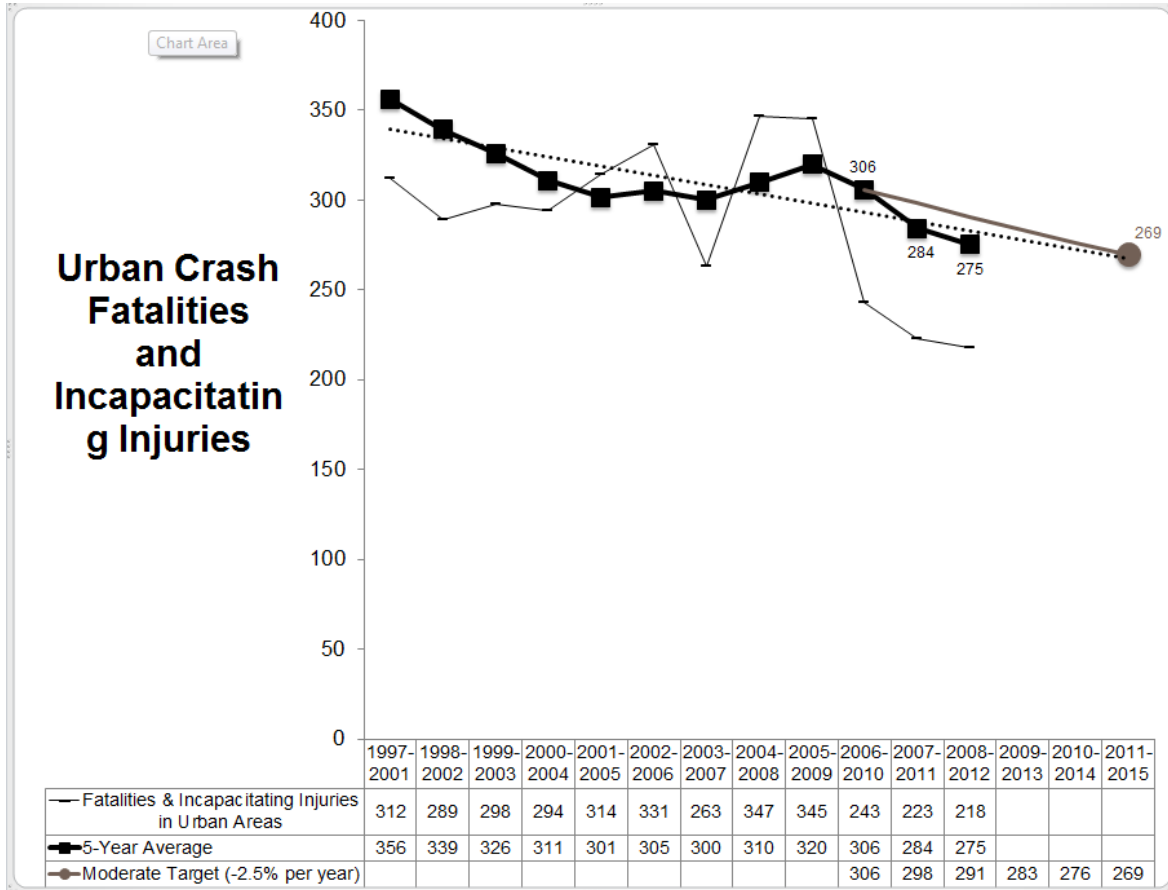


Urban Area Crashes

Reduce Severe Injuries in Urban Area Crashes

Performance Measure: Reduce the five-year average number of fatalities and incapacitating injuries resulting from crashes occurring in urban area crashes from 306 in 2010 to 269 by 2015.

Annual Targets 2013-2015: 302 per year.

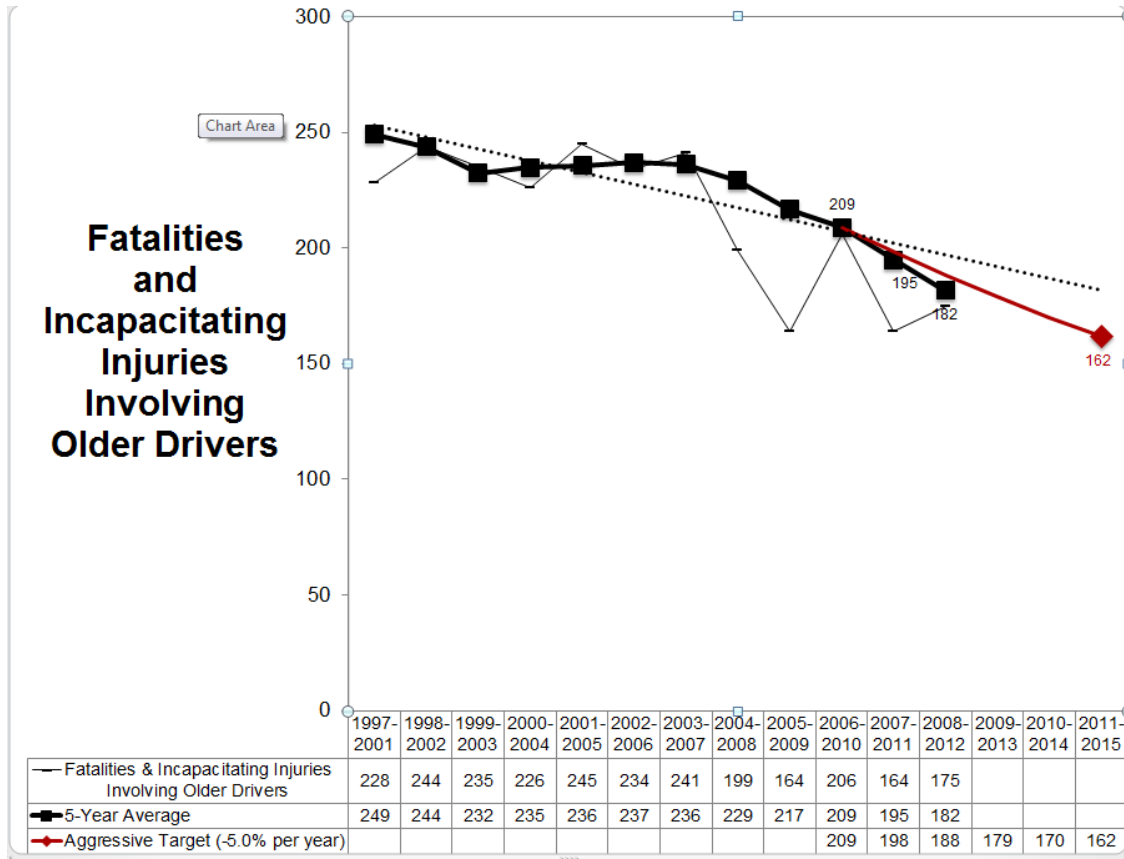


Older Driver Crashes (Age 65 and Above)

Reduce Severe Injuries Involving Older Drivers

Performance Measure: Reduce the five-year average number of fatalities and incapacitating injuries resulting from crashes involving older drivers from 209 in 2010 to 162 by 2015.

Annual Targets 2013-2015: 156 per year.



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: Speeding Citations

8,303 speeding citations were issued during grant-funded enforcement activities during FFY2012.

NHTSA Activity Measure A-3.

Measure: Seat Belt Citations

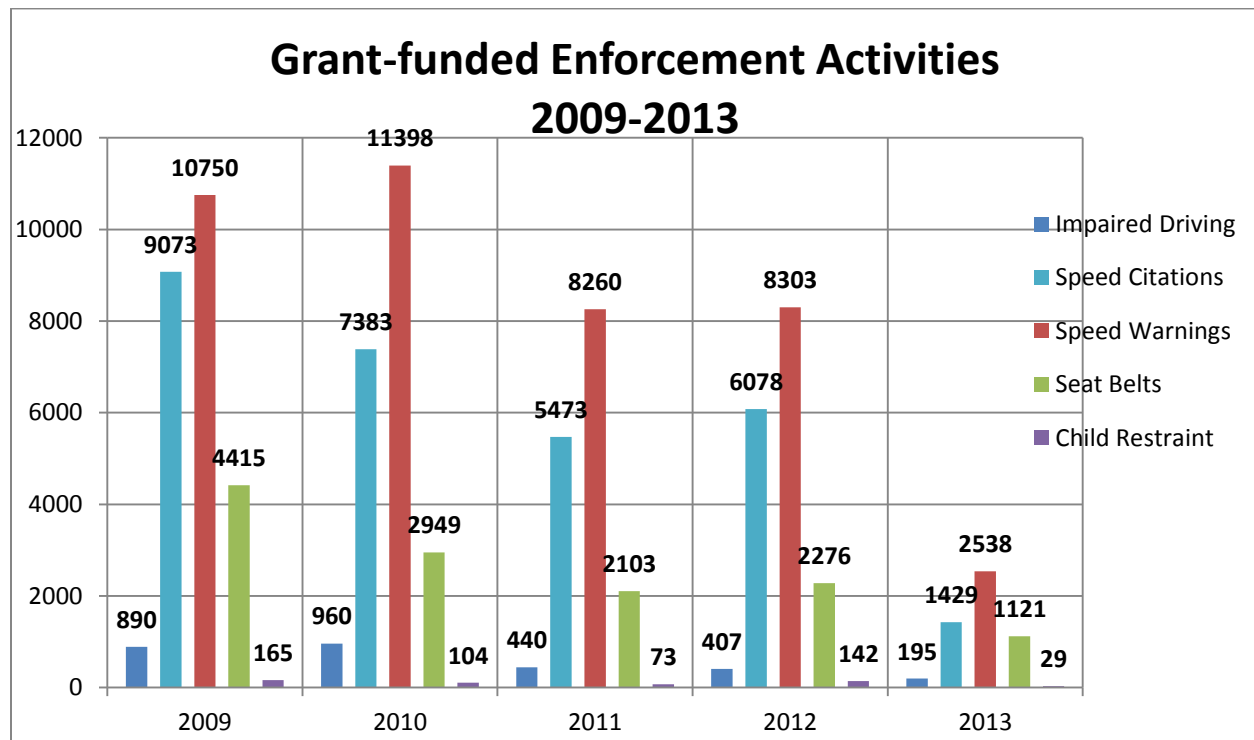
2,276 seat belt citations were issued during grant-funded enforcement activities during FFY2012.

NHTSA Activity Measure A-1.

Measure: Impaired Driving Arrests

407 impaired driving arrests were made during grant-funded enforcement activities during FFY2012.

NHTSA Activity Measure A-2.



Note: 2013 data is for quarter 1 and 2 only.

H I S T O R I C A L G O A L S

The following section provides the specific information surrounding the previous goals the State Highway Traffic Safety Section was aiming for with a **2007/2008 baseline** and **2013 goal** for each performance measure. The tables provide the historical data for the goal, the current value (**highlighted** if it meets or is below the goal), and the stated goals. It is important to note that some goals measure annual numbers while others measure a three- or five-year average.

General Traffic Safety

- Reduce the three-year average number of **fatalities** from 257 in 2008 to 220 by 2012.
- Reduce the total annual number of **incapacitating injuries** from 1,336 in 2008 to 1,200 by 2013.
- Reduce the annual **fatality rate** per 100 million vehicle miles travelled from 2.45 in 2007 to 2.00 by 2013.
 - Reduce the annual **urban fatality rate** per 100 million vehicle miles travelled from 0.52 in 2007 to 0.45 by 2013.
 - Reduce the annual **rural fatality rate** per 100 million vehicle miles travelled from 3.05 in 2007 to 2.40 by 2013.
- Reduce the five-year average number of **pedestrian fatalities** from 13 in 2008 to 11 by 2013.

General Traffic Safety	2007	2008	2009	2010	2011	2012	2013
Fatalities, 3-Year Average	264	257	243	213	206	220	
Incapacitating Injuries, Annual Total	1,427	1,336	1,110	996	953		1,200
Fatality Rate, Annual Rate	2.45	2.12	2.01	1.69	1.79		2.00
Urban Fatality Rate, Annual Rate	0.52	0.69	0.67	0.43	0.93		0.45
Rural Fatality Rate, Annual Rate	3.05	2.57	2.44	2.11	2.10		2.40
Pedestrian Fatalities, 5-Year Average	12	13	14	12	13		11

Seat Belt Use

- Increase the annual statewide **seat belt use for outboard, front seat vehicle occupants** from 79.2% in 2009 to 87% by 2013.
- Increase the annual statewide **seat belt use for vehicle drivers** from 79.1% in 2009 to 87% by 2013.
- Reduce the five-year average number of **unrestrained vehicle occupant fatalities** from 143 in 2008 to 135 by 2013.
- Reduce the five-year average number of **unrestrained vehicle occupant fatalities** as a percent of all vehicle occupant fatalities from 71.1% in 2008 to 67.5% by 2013.

Seat Belt Use	2007	2008	2009	2010	2011	2012	2013
Seat Belt Use, Outboard, Front Seat Occupants, Annual Total	79.6%	79.3%	79.2%	78.9%	76.9%		87.0%
Seat Belt Use, Drivers, Annual Total	79.1%	79.1%	79.1%	78.8%	76.5%		87.0%
Unrestrained Occupant Fatalities, 5-Year Average	151	143	138	126	120		135
All Occupant Fatalities, % Unrestrained, 5-Year Average	70.7%	71.1%	69.6%	67.3%	67.2%		67.5%

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

Alcohol & Impaired Driving Fatalities	2007	2008	2009	2010	2011	2012	2013
Fatalities Involving BAC 0.08+, 3-Year Average	105	100	92	81	75		99
Alcohol-Impaired Fatality Rate, 3-Year Average	0.93	0.90	0.84	0.74	0.67		0.88
Fatalities Involving BAC 0.01+, 3-Year Average	125	118	111	96	90		110
% of Fatalities Involving BAC 0.01+, 3-Year Average	47.4%	46.2%	45.7%	45.1%	42.5%		42.0%

Native American Fatalities

- Reduce the five-year average number of **Native American fatalities** from 36 in 2010 to 32 by 2015.
- 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.

Native American Fatalities	2007	2008	2009	2010	2011	2012	2013
Native American Fatalities, 5-Year Average	43	40	37	36	31		30
Native American Fatalities, % of All, 5-Year Average	16.5%	15.7%	14.8%	15.2%	14.0%		13.0%

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

Single Vehicle Run-Off-the-Road Crashes	2007	2008	2009	2010	2011	2012	2013
Single Vehicle ROTR Crashes, Annual Total	6,406	6,740	6,054	5,875	6,196		6,000
Single Vehicle ROTR Fatal Crashes, 3-Year Average	144	137	130	110	105		120

Young Driver Crashes (Age 20 and Below)

- Reduce the three-year average **crash rate per 1,000 licensed drivers age 20 and below** from 118 in 2008 to 115 by 2013.
- Reduce the three-year average **fatal crash rate per 1,000 licensed drivers age 20 and below** from 0.61 in 2008 to 0.57 by 2013.
- Reduce the three-year average **number of fatal crashes involving drivers age 20 and below** from 34 in 2008 to 28 by 2013.

Young Driver Crashes (Age 20 and Below)	2007	2008	2009	2010	2011	2012	2013
Young Driver Crash Rate, 3-Year Average	119	118	115	109	107		115
Young Driver Fatal Crash Rate, 3-Year Average	0.61	0.61	0.67	0.67	0.62		0.57
Young Drivers Involved in Fatal Crashes, 3-Year Average	36	34	36	35	32		28

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.
- Reduce the five-year average **number of incapacitating injuries occurring in high crash enforcement corridors** from 115 in 2008 to 100 by 2013.
- Reduce the three-year average **number of crashes occurring in high crash enforcement corridors** from 977 in 2008 to 925 by 2013.

High Crash Enforcement Corridors	2007	2008	2009	2010	2011	2012	2013
Fatalities in HCEC, 5-Year Average	17	17	17	16	12		15
Incapacitating Injuries in HCEC, 5-Year Average	128	115	104	91	72		100
Crashes in HCEC, 3-Year Average	1,021	977	869	777	705		925

Truck Crashes

- Reduce the total annual **number of crashes involving trucks** from 1,212 in 2008 to 1,150 by 2013.
- Reduce the five-year average **number of fatal crashes involving trucks** from 24 in 2008 to 20 by 2013.

Truck Crashes	2007	2008	2009	2010	2011	2012	2013
Crashes Involving Trucks, Annual Total	1,223	1,212	1,052	990	1,188		1,150
Fatal Crashes Involving Trucks, 5-Year Average	23	24	25	23	23		20

Urban Area Crashes

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

Urban Area Crashes	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes in Urban Areas, 5-Year Average	24	25	24	20	21		23

Motorcyclist Fatalities

- Reduce the five-year average number of motorcycles fatalities from 30 in 2010 to 23 by 2015.
- Reduce the five-year average number of motorcyclist fatalities and incapacitating injuries from 192 in 2010 to 149 by 2015. .
- Reduce the five-year average number of fatalities for motorcyclists not wearing helmets from 19 in 2010 to 14 by 2015.

Motorcyclist Fatalities	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes Involving Motorcyclists, 5-Year Average	24	29	30	29	28		24
Motorcyclist Fatalities, 5-Year Average of Total	25	30	31	30	29		25
Motorcyclist Fatalities, Unhelmeted, 5-Year Average	14	17	18	18	17		14

Speed Control

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

Speed Control	2007	2008	2009	2010	2011	2012	2013
Speeding-Related Fatalities, 3-Year Average	102	94	85	75	70		85
% of Fatal Crashes - Speeding-Related, 5-Year Average	39.7%	37.9%	37.2%	37.6%	37.0%		35.0%

Older Driver Crashes (Age 65 and Above)

- Reduce the three-year average crash rate per 1,000 licensed drivers age 65 and above from 25 in 2008 to 22 by 2013.
- Reduce the three-year average fatal crash rate per 1,000 licensed drivers age 65 and above from 0.31 in 2008 to 0.26 by 2013.
- 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.
- 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.

Older Driver Crashes (Age 65 and Above)	2007	2008	2009	2010	2011	2012	2013
Older Driver Crash Rate, 3-Year Average	26	25	25	24	24		22
Older Driver Fatal Crash Rate, 3-Year Average	0.34	0.31	0.30	0.27	0.27		0.26
% of Crashes - Older Driver Involved, 3-Year Average	15.5%	13.3%	13.7%	13.5%	14.0%		13.0%
% of Fatal Crashes - Older Driver Involved, 3-Year Average	19.5%	16.0%	16.5%	17.0%	18.1%		15.0%

PROGRAMS AND PROJECTS

Trauma education for rural EMS providers

Continuing

CHSP Emphasis Area: #9 EMS

Strategy #9 Improve EMS education system – sufficient, quality education for EMS personnel

Project description

In TRB’s NCHRP 500 report Volume 15: A Guide for Enhancing Rural Emergency Medical Services, one of the four main strategies is to “Provide better education opportunities for rural EMS.” Source: http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_500v15.pdf

This is the second year of partial funding for additional Pre-Hospital Trauma Life Support (PHTLS) training. This is considered the global standard in pre-hospital trauma care, developed in cooperation with the American College of Surgeons to promote critical thinking in addressing multi-system trauma and provide the latest evidence-based treatment practices.

The goal is to enhance patient outcomes following motor vehicle crashes by providing Pre-Hospital Trauma Life Support training for rural EMS providers.

Objectives:

1. Provide PHTLS education to 150 rural, volunteer EMS providers in four rural Montana communities.
2. Build an instructor base for future PHTLS education in rural areas by providing two PHTLS instructor development courses.

MDT-SHTSS Contract Manager	Funding source	Amount approved	Benefit to local government
Sheila Cozzie	402 EM MAP-21	\$14,907	\$14,907
TOTAL		\$14,907	\$14,907

Emergency Medical Dispatch training

New

CHSP Emphasis Area: #9 EMS

Strategy #5 Public Access and Communications

Project description

In TRB’s NCHRP 500 report Volume 15: A Guide for Enhancing Rural Emergency Medical Services, one of the four main strategies is to “Provide better education opportunities for rural EMS.” Source: http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_500v15.pdf

This project would provide training for 911 dispatchers on assisting callers with medical emergencies, including those from motor vehicle crashes, and generating an appropriate level of response from the EMS system. The focus would be on rural and tribal areas which are typically large geographically but sparsely populated. These dispatchers are required to stay on the phone

longer with callers or provide more extensive emergency instructions to callers until help arrives. Because help may take longer to arrive in rural areas, the call-taker may make an even bigger difference in the outcome of an emergency situation. Proportionality is a consideration, however it is not clear what percentage of the project expenditures would be appropriate. The cost for the project is minimal compared to the potential cost savings and improved patient outcomes related to crashes in rural areas.

Goals:

1. Improve outcomes of crash related patients who can be helped by trained EMD dispatchers providing an appropriate response to the emergency and by providing pre-arrival instructions crash victims.
2. Provide a tool for 911 dispatchers to provide medical help until responders arrive at the scene .
3. Decrease the number of "lights and siren" responses by providing appropriate response information to law enforcement, fire and emergency medical responders.
4. Increase the number of 911 agencies providing Emergency Medical Dispatch to at least 65% of the publicly funded 911 agencies in the state.

Objectives:

1. Provide a minimum of five regional EMD classes for Montana's 911 dispatchers prior to October 1, 2014.
2. Train additional EMD instructors who can bring EMD classes to remote parts of the state.
3. Provide on-line continuing emergency medical dispatch education for dispatchers using the EMSTS EMD program.

MDT-SHTSS Contract Manager	Funding source	Amount approved	Benefit to local government
Sheila Cozzie	402 EM MAP-21	\$11,316	\$0
	TOTAL	\$11,316	\$0

**E Q U I P M E N T V A L U E D A T O V E R
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CHSP Emphasis Area: #2 Alcohol- and Drug-Impaired Driving Crashes

Strategy #40 Equipment for Law Enforcement

Project description

For FFY 2014, MDT proposes to purchase six in-car video cameras for the Montana Highway Patrol (MHP) using carry-forward from FFY 2012 Section 1906 *Racial Profiling Prevention* funds.

The in-car video cameras requested for the Racial Profiling Prevention program are valued at \$5,674.00 each. MDT has previously received approval from NHTSA authorizing the purchase of this equipment.

Project manager	Equipment Requested	Funding source	Amount approved	Benefit to local government
Chad Newman	In-Car Video	1906 K10	\$29,975	\$0
		402 AL	\$1,022	\$0
		402 OP	\$1,067	\$0
		402 SE	\$1,984	\$0
		TOTAL	\$34,044	\$0

I M P A I R E D D R I V I N G P R E V E N T I O N

Traffic Safety Resource Prosecutor

Continuing

CHSP Emphasis Area: #2 Alcohol- and Drug-Impaired Driving Crashes

Strategy # AL-1 Stronger penalties for BAC test refusal including consistency between jurisdictions

Strategy #10 Traffic Safety Resource Prosecutor

Project description

In the 2013 edition of NHTSA’s *Countermeasures that Work*, under “Deterrence: Prosecution and Adjudication” it is noted that DUI cases can be highly complex and difficult to prosecute, yet they are often assigned to the least experienced prosecutors. TSRPs provide training, education, and technical support to prosecutors and law enforcement.

MDT will continue contracting with Montana’s current Montana Traffic Safety Prosecutor, Erin Inman. The ultimate objective of a TSRP is to improve traffic safety. The TSRP acts as a liaison between prosecutors, the judiciary, law enforcement, community groups, and other stakeholders. The primary function of the TSRP is to provide training to enhance the consistent identification, arrest, prosecution and sentencing of traffic safety violations, particularly focusing on the following:

- Operating a vehicle while under the influence of alcohol, drugs, or any combination
- Vehicle crashes involving personal injuries
- Negligent Homicide involving vehicles
- Vehicular Homicide while under the influence
- Failure to wear a seatbelt
- Failure to use child safety seats appropriate to the height, size, and weight of the child

The funding amount for the basic TSRP program in FFY 2014 is unchanged from FFY 2013. TSRP training will continue to include, at a minimum, an annual “Prosecuting the DUI” multi-day training, SFST refresher training, a featured annual training topic that is provided at multiple locations around the state, an in-depth multi-day training on a new topic each year, legal update training, and training for prosecutors and judges at their annual conferences. The contractor’s fee includes a TSRP salary that is based on average MDT attorney salary and benefits, and overhead costs including rent, internet, phone, and staff support.

The TSRP will add a “TSRP Fellow Program” to meet the increased demand for training and improve the quality of prosecution of DUI cases. This includes the development of prosecutor trainers in each of the eight Montana Highway Patrol districts. No additional funds will be provided.

MDT-SHTSS Contract Manager	Funding source	Amount approved	Benefit to local government
Lorelle Demont	402 AL MAP-21	\$179,910	\$0
TOTAL		\$179,910	\$0

CHSP Emphasis Area: #2 Alcohol- and Drug-Impaired Driving Crashes

Strategy # AL-1 Stronger penalties for BAC test refusal including consistency between jurisdictions

Strategy # AL-4 Expand DUI Courts

Strategy #52 DUI courts

Strategy #42 Search warrant for BAC refusal

Strategy #30 Driver license sanctions for DUI

Strategy #28 and 29 DUI penalties, including ignition interlock

Strategy #32 Blood and breath tests of commercial vehicle operators

Project description

In the 2013 edition of NHTSA’s *Countermeasures that Work*, under “Deterrence: Prosecution and Adjudication” it is noted that DUI cases can be highly complex and difficult to prosecute, yet they are often assigned to the least experienced prosecutors. TSRPs provide training, education, and technical support to prosecutors and law enforcement.

In October 2012, MDT was awarded \$50,000 from the National Highway Traffic Safety Administration for a state Judicial Outreach Liaison (JOL). The JOL assists the SHTSO and the judiciary in reducing impaired driving through a variety of strategies. These include communication, outreach, training, and education to promote confidence in the judiciary and enhance judicial skills in adjudication of impaired driving and other traffic safety offenses with the goals of protecting the public, monitoring offenders, and working towards enhanced offender rehabilitation.

After two “request for proposal” processes, a successful offeror was identified. The contract is in the signature process and will begin implementation upon signature.

MDT-SHTSS Contract Manager	Funding source	Amount approved	Benefit to local government
Lorelle Demont	Other	\$50,000	\$0
TOTAL		\$50,000	\$0

DUI Court Training

CHSP Emphasis Area: #2 Alcohol- and Drug-Impaired Driving Crashes

Strategy # AL-4 Expand DUI courts

Project description

DWI courts are listed as an effective (four stars) but costly program in the 2013 edition of NHTSA’s *Countermeasures that Work*.... “proven for reducing recidivism”.

MDT proposes to 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 eight 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 a DUI court academy. Applications are required and the process may be competitive if more than two teams apply.

MDT-SHTSS Contract Manager	Funding source	Amount approved	Benefit to local government
Lorelle Demont	402 AL MAP-21	\$16,000	\$0
TOTAL		\$16,000	\$0

DUI Court Implementation

Continuing

CHSP Emphasis Area: #2 Alcohol- and Drug-Impaired Driving Crashes

Strategy #52 DUI courts

Strategy # AL-4 Expand DUI courts

Project description

DWI courts are listed as an effective (four stars) but costly program in the 2013 edition of NHTSA's *Countermeasures that Work....* "proven for reducing recidivism".

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

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.

MDT proposes to continue funding the following operational DUI courts:

1. **Yellowstone County (13th Judicial District):** **\$258,011**

The requested amount is 23% higher than FFY 2013. Additional costs will allow the DUI court to accommodate an additional 20 clients (a 33% increase in drug/alcohol testing, surveillance/monitoring, treatment, and case management costs). The court has seen an increase in the number of clients returning from the WATCH Program who have extensive case management needs due to being incarcerated out of the county for many months. This court has demonstrated effectiveness: of 32 graduates (as of mid-May), only 2 graduates have been re-arrested for DUI and one in-program participant was arrested for driving on a suspended license.

The increase also includes the Judicial Branch's estimated 3% pay rate increase effective in October and the HB13 state share for health insurance increase.

With the increase in funding, the client capacity will grow from 40 to 60 individuals.

2. Fort Peck Tribal **\$50,000**

The requested amount is the same as FFY 2013, to serve a client capacity of 12.

This is Montana’s only dedicated tribal DUI court. Participants are felony DUI offenders (which is a third DUI according to Fort Peck tribal law). Participant fees and BIA federal resources are used to support the DUI court, e.g. drug testing supplies, treatment, court administrator, judge.

3. 7th Judicial District **\$104,888**

The requested amount is 43% higher than FFY 2013. Their initial target was to serve 25 participants. Their new target is 40 participants (38% increase in capacity). They have seen an influx in population and an increase in DUIs in the district due to the Bakken oilfield development.

Compliance monitoring, especially doing home visits is challenging across a five-county area. Extra funds will provide the manpower to assist the court in providing this important component of the 10 guiding principles for DUI courts.

The increase also includes the Judicial Branch’s estimated 3% pay rate increase effective in October and the HB13 state share for health insurance increase.

4. Hill County **\$68,000**

This is a new DUI court that started accepting clients in late 2012. The DUI court capacity is 25 clients. The current caseload allows very close monitoring by the coordinator/compliance officer position in terms of UAs, home visits, and case management. The court is having difficulty getting their census up because many of the eligible participants reside on the nearby Rocky Boy's Reservation. Unless the individual moves off the reservation, the court cannot accept them because they can't do monitoring on the reservation. The current status of the Tribal Council prevents seeking a cross-jurisdictional MOU at this time.

5. Butte-Silver Bow County **\$82,800**

The court is in its third and final year of operation using BJA funds, and they are looking for a new revenue stream. It would not be considered supplanting for MDT to begin funding this DUI court. The client capacity will be 50 clients.

Funding will be discontinued for the following courts that are ceasing their DUI court operations: Kalispell Municipal and Mineral County Justice Court.

MDT-SHTSS Contract Manager	Funding source	Amount approved	Benefit to local government
Lorelle Demont	405 ID M4CS	\$563,699	\$0
TOTAL		\$563,699	\$0

CHSP Emphasis Area: #2 Alcohol- and Drug-Impaired Driving Crashes

Strategy # AL-5: Reduce impaired driving crashes related to marijuana & prescription drugs.

Strategy AL-3: Reduce over-service of alcohol to apparently or obviously intoxicated persons

Strategy #1: Increase number of DUI Task Forces

Strategy #3: DUI Task Force conduct public education and outreach campaigns

CHSP Emphasis Area: #6 Young Driver Crashes

Strategy 17 Public information and education materials on alcohol and impaired driving

Strategy 47 Local safety programs

Project description

The 2013 edition of NHTSA’s *Countermeasures that Work* notes that “Communications and outreach strategies are a critical part of many deterrence and prevention strategies.” This project aims to coordinate collaboration and resources in the counties served in order to advance several of the strategies noted in the Alcohol-impaired and drugged driving chapter of *Countermeasures that Work*.

This project will provide prevention services for the Counties of Granite, Powell and Deer Lodge. The DUI Task Force for Powell County receives an average of ~\$3,000 p.a., Anaconda-Deer Lodge County receives ~\$5,000, and there is no Task Force in Granite County. The project aims to:

- Shift the common belief that one cannot drink without driving
- Increase compliance checks through working with law enforcement
- Bring educational programs and events to the area, e.g. DUI simulator twice during the year (\$2,500 x 2)
- Establish a DUI Task Force in Granite County or a multi-county DUI Task Force that includes Granite County
- Provide information on preventing over-service and DUI
- Increase partners
- Support retailers and event-holders in forming policies to help reduce liability for over-service

Goal: Keep the prevention specialist on staff full-time so she is able to continue working in the area. Drastic decrease in the number of DUI offenses, charged or not charged through the courts. Reduce third part sales of alcohol to minors. Strengthen youth-based and service coalition groups in the Tri-County area.

Objectives: Increased compliance checks. Work closely with the area’s DUI Task Forces. Monitor DUI and MIP charges, convictions, and compliance with ACT requirements in the three counties.

Performance Measure/Evaluation: Quarterly tracking of DUI/MIP data. DUI Task Force meeting minutes and attendance. # of presentations/events. New partnerships. Formation of Granite Co DUI Task Force.

MDT-SHTSS Contract Manager	Funding source	Amount approved	Benefit to local government
Lorelle Demont	405 ID M40T	\$35,800	\$0
TOTAL		\$35,800	\$0

Sanders and Mineral Counties DUI Task Force support

New

CHSP Emphasis Area: #2 Alcohol- and Drug-Impaired Driving Crashes

Strategy # AL-5: Reduce impaired driving crashes related to marijuana & prescription drugs.

Strategy AL-3: Reduce over-service of alcohol to apparently or obviously intoxicated persons

Strategy #3: DUI Task Force conduct public education and outreach campaigns

Strategy AL-4: Expand DUI Courts

CHSP Emphasis Area: #3 Native American Crashes

Strategy # Safety information materials

CHSP Emphasis Area: #6 Young Driver Crashes

Strategy 17 Public information and education materials on alcohol and impaired driving

Strategy 47 Local safety programs

CHSP Emphasis Area: #1 Seat Belt Use

Strategy SB-2 Targeted education/enforcement in low belt use locations/population groups

CHSP Emphasis Area: #4 Single Vehicle Run-off-the-road crashes

Strategy # 1 Year-round impaired driving, seat belt, and speeding campaigns

Strategy ROR-2 Explore educational opportunities regarding single vehicle ROR crashes in Montana

Project description

The 2013 edition of NHTSA's *Countermeasures that Work* notes that "Communications and outreach strategies are a critical part of many deterrence and prevention strategies." This project aims to coordinate collaboration and resources in the counties served in order to advance several of the strategies noted in the Alcohol-impaired and drugged driving chapter of *Countermeasures that Work*.

DUI Task Force for Sanders Co and Mineral Co each receive an average of ~\$3,000 p.a. (~\$6,000 combined). With supplemental funding through this project, the Task Force proposes to accomplish:

- Quarterly compliance checks of alcohol retailers
- Rotating billboard campaign starting with the Missoula/Ravalli Co theme "Going out tonight? So are we."
- Development of trained media advocates in each county; promotion of consistent message throughout the area
- Partnership with Drug Free Community/Elevate Youth Coalition; work on shared messaging
- DUI information collection and tracking
- Research re possibility of establishing DUI court in Sanders County modeled after Mineral County DUI court
- Red Ribbon Week activities
- Strengthen community relationships with alcohol retailers

SMART goal worksheets will be developed based on the state-approved work plan, and partnership evaluations.

MDT-SHTSS Contract Manager	Funding source	Amount approved	Benefit to local government
Lorelle Demont	405 ID M40T	\$27,050	\$0
TOTAL		\$27,050	\$0

M O T O R C Y C L E S A F E T Y

Education Campaign

Continuing

Project description

CHSP Emphasis Area: #11 Motorcycle Crashes

Strategy #4 – “Share the Road” Program

Strategy #5 – Broad Based Media Campaign.

MDT currently has a contract with a media company to promote motorcycle safety through public awareness, public service announcements and other outreach programs. This will be in support of the Motorcycle Rider Training that is in the 2013 edition of NHTSA’s *Countermeasures that Work*. Motorcycle safety related information for the public is available on the following MDT website: <http://www.mdt.mt.gov/safety/>

MDT-SHTSS Contract Manager	Funding source	Amount approved	Benefit to local government
Sheila Cozzie	2010 K6	\$400	\$0
	405 M9MA	\$9,600	\$0
TOTAL		\$10,000	\$0

Replace training motorcycles

New

CHSP Emphasis Area: #11 Motorcycle Crashes

Strategy #3 – Promote MMRS Training courses to improve rider skills.

Strategy #6 – Voluntary Rider Classes

Project description

In the 2013 edition of NHTSA’s *Countermeasures that Work*, 3.2 Motorcycle Rider Training is considered an effective strategy to reduce the number of motorcycle crashes. In addition, this strategy is also listed in the NCHRP 500 Services as 11.1 C2 Ensure that licensing and rider training programs adequately teach and measure skills and behaviors required for crash avoidance.

The Montana Motorcycle Rider Safety (MMRS) training program provides classroom and hands-on training on how to ride a motorcycle more safely. The goal of MMRS is to lower the crash and fatality rate of Montana’s motorcycle riders. Safety training for motorcyclist is voluntary in Montana, so ways of enticing riders, both potential and experienced, to take classes is critical.

Having newer bikes, which may be what a student will purchase, is a component of getting riders into classes and providing some familiarity with more modern motorcycles.

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

Success is measured by the number of students trained, and that pass. The current state average pass rate is 92%. This reflects a 5% “self-withdraw” rate as some students realize that riding is not for them, and they withdraw prior to testing.

MDT-SHTSS Contract Manager	Funding source	Amount approved	Benefit to local government
Sheila Cozzie	405 M9MT	90,000	\$0
TOTAL		\$90,000	\$0

Buckle UP Montana Program

Continuing

CHSP Emphasis Area: #1 Seat Belt Use

Strategy #SB-1 Provide technical and information support on primary safety belt enforcement law

Strategy #SB-3 Adopt quantifiable objectives for evaluation and review of OP emphasis area activities

Strategy #SB-4 Provide leadership and expand partnerships at the state, regional and local level to promote increased seatbelt use, including participation of Native Americans, teens, and young adults

CHSP Emphasis Area: #6 Young Driver Crashes

Strategy #YD-1 – Provide education and encourage compliance with Montana’s Seat Belt Laws

**Project description**

In NHTSA’s 2013 Countermeasures That Work, Chapter 2, Communications and Outreach lists strategies 3.1, 3.2, supporting enforcement and strategies for targeting low belt use groups; 6.1, 6.2, targeting older children and booster seat use and Other Strategies 7.1, for implementing school programs. The NCHRP Report 500 – Guidance for Implementation of AASHTO lists the following Occupant Protection Objectives Strategies in Exhibit 8:

8.1 A Maximize use of occupant restraints by all vehicle occupants

8.1 A2 Provide enhanced public education to population groups with lower than average restraint use rates.

8.1 A3 Encourage the enactment of local laws that will permit standard enforcement of restraint laws.

8.1 B Insure that restraints, especially child and infant restraints, are properly used

8.1 B1 Provide community locations for instruction in proper child restraint use, including both public safety agencies and health care providers, that are almost always available.

8.1 B2 Conduct high-profile “child restraint inspection” events at multiple community locations.

8.1 B3 Train law enforcement personnel to check for proper child restraint use in all motorist encounters

8.1 C Provide access to appropriate information, materials, and guidelines for those implementing programs to increase occupant restraint use

8.1 C1 Create state-level clearing houses for materials that offer guidance in implementing programs to increase restraint use.

Continue contracting with the grassroots Buckle Up Montana coalitions who will develop and implement a public information and education program that reaches out to various demographics to increase the use of seat belts in motor vehicles. This outreach will cover at least 80% of Montana's population. Below lists the 14 BUMT coalitions anticipated for FFY 2014:

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

MDT-SHTSS Contract Manager	Funding source	Amount approved	Benefit to local government
Pam Buckman	402 OP MAP-21	\$294,000	\$294,000
	405 OP M2PE	\$196,000	\$0
TOTAL		\$490,000	\$294,000

CPS Technician & Instructor Development

Continuing

CHSP Emphasis Area: #1 Seat Belt Use

Strategy #SB-1 Provide technical and information support on primary safety belt enforcement law

Project description

Continuing

In NHTSA's 2013 Countermeasures That Work, Chapter 2, Other Strategies 7.2, for child restraint distribution and developing permanent child passenger safety inspection stations. The NCHRP Report 500 – Guidance for Implementation of AASHTO lists the following Occupant Protection Objectives Strategies in Exhibit 8:

8.1 A Maximize use of occupant restraints by all vehicle occupants

8.1 A2 Provide enhanced public education to population groups with lower than average restraint use rates.

8.1 B Insure that restraints, especially child and infant restraints, are properly used

8.1 B1 Provide community locations for instruction in proper child restraint use, including both public safety agencies and health care providers, that are almost always available.

8.1 B2 Conduct high-profile “child restraint inspection” events at multiple community locations.

8.1 B3 Train law enforcement personnel to check for proper child restraint use in all motorist encounters

8.1 C Provide access to appropriate information, materials, and guidelines for those implementing programs to increase occupant restraint use

8.1 C1 Create state-level clearing houses for materials that offer guidance in implementing programs to increase restraint use.

Child passenger safety certification training will continue to help maintain a pool of CPS technicians and instructors throughout the state to show parents and care providers how to properly use and install child safety seats. This program includes hosting an annual CPS Technician & Instructor Update.

MDT-SHTSS Contract Manager	Funding source	Amount approved	Benefit to local government
Pam Buckman	402 OP MAP-21	\$12,500	\$12,500
	405 OP M2CPS	\$12,500	\$0
TOTAL		\$25,000	\$12,500

Child Safety Seats

Continuing

CHSP Emphasis Area: #1 Seat Belt Use

Strategy #SB-1 Provide technical and information support on primary safety belt enforcement law

Project description

In NHTSA's 2013 Countermeasures That Work, Chapter 2, Other Strategies 7.2, for child restraint distribution and developing permanent child passenger safety inspection stations. The NCHRP Report 500 – Guidance for Implementation of AASHTO lists the following Occupant Protection Objectives Strategies in Exhibit 8:

8.1 A Maximize use of occupant restraints by all vehicle occupants

8.1 A2 Provide enhanced public education to population groups with lower than average restraint use rates.

8.1 B Insure that restraints, especially child and infant restraints, are properly used

8.1 B1 Provide community locations for instruction in proper child restraint use, including both public safety agencies and health care providers, that are almost always available.

8.1 B2 Conduct high-profile “child restraint inspection” events at multiple community locations.

8.1 B3 Train law enforcement personnel to check for proper child restraint use in all motorist encounters

8.1 C Provide access to appropriate information, materials, and guidelines for those implementing programs to increase occupant restraint use

8.1 C1 Create state-level clearing houses for materials that offer guidance in implementing programs to increase restraint use.

MDT will 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 parents about overall child passenger safety for all their children as well as the importance of every occupant in the vehicle being properly restrained.

MDT-SHTSS Contract Manager	Funding source	Amount approved	Benefit to local government
Pam Buckman	402 OP MAP-21	\$12,500	\$12,500
	405 OP M2CSS	\$12,500	\$0
TOTAL		\$25,000	\$12,500

Law Enforcement Liaison Program

New

CHSP Emphasis Area: #1 Seat Belt Use

CHSP Emphasis Area: #2 Alcohol- and Drug-Impaired Driving Crashes

Project description

In NHTSA's 2013 Countermeasures that Work, Prevention, Intervention, Communications, and Outreach Chapter 1: Alcohol Impaired and Drugged Driving, countermeasures providing statistically significant effectiveness for deterring impaired driving are incorporated into the Law Enforcement Liaison Program. These are the same as the STEP program except they will focus on the leadership aspect. As provided in the STEP portion above, countermeasures include Sections: 2.1 - High visibility sobriety checkpoints, 2.2 - High visibility saturation patrols, 5.2 - Mass media campaigns, and 7.1 Enforcement of drugged driving. Countermeasures identified for targeting seat belt use include Sections from Chapter Two: Seat Belts and Child Restraints, 2.1 - Short high-visibility belt law enforcement, 2.2 - Combined enforcement, nighttime, and 2.3 - Sustained enforcement.

The NCHRP Report 500 – Guidance for Implementation of AASHTO lists the following Occupant Protection Objectives Strategies in Exhibit 8:

8.1 A Maximize use of occupant restraints by all vehicle occupants

8.1 A1 Conduct highly publicized enforcement campaigns to maximize restraint use.

8.1 A2 Provide enhanced public education to population groups with lower than average restraint use rates.

8.1 A3 Encourage the enactment of local laws that will permit standard enforcement of restraint laws.

8.1 B Insure that restraints, especially child and infant restraints, are properly used

8.1 B1 Provide community locations for instruction in proper child restraint use, including both public safety agencies and health care providers, that are almost always available.

8.1 B2 Conduct high-profile “child restraint inspection” events at multiple community locations.

8.1 B3 Train law enforcement personnel to check for proper child restraint use in all motorist encounters

For over 20 years, MDT has distributed NHTSA grant funding for the Selective Enforcement Traffic Program (STEP) to law enforcement agencies throughout the state. STEP funds overtime shifts for law enforcement conducting high visibility patrols for the purpose of reducing impaired driving and increasing seatbelt use. The Law Enforcement Liaison (LEL) Program is being developed to recruit leaders in the law enforcement community to better organize agencies participating in STEP. Using the 8 existing Montana Highway Patrol Districts, MDT will divide Montana's existing city, county, tribal, and state law enforcement agencies into 8 regions, each with their own LEL. The goals of this program are to increase productivity of the STEP program, and work to develop a “One Team”

approach aimed at increasing seat belt usage and eliminating impaired driving on all of Montana's roadways.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Chad Newman	402 AL	\$16,064	\$16,064
	402 AL	\$16,768	\$16,768
	402 SE	\$31,168	\$31,168
TOTAL		\$64,000	\$64,000

Law Enforcement Liaison Training

New

CHSP Emphasis Area: #1 Seat Belt Use

CHSP Emphasis Area: #2 Alcohol- and Drug-Impaired Driving Crashes

Project description

In NHTSA's 2013 Countermeasures That Work, Chapter 2, Seat Belt Law Enforcement, 2.1, 2.3 lists strategies for high-visibility, and sustained enforcement. Child Restraint/Booster Seat Law Enforcement lists strategy 5.1 as high visibility enforcement targeting child restraints. The NCHRP Report 500 – Guidance for Implementation of AASHTO lists the following Occupant Protection Objectives Strategies in Exhibit 8:

8.1 A Maximize use of occupant restraints by all vehicle occupants

8.1 A1 Conduct highly publicized enforcement campaigns to maximize restraint use.

8.1 A2 Provide enhanced public education to population groups with lower than average restraint use rates.

8.1 A3 Encourage the enactment of local laws that will permit standard enforcement of restraint laws.

8.1 B Insure that restraints, especially child and infant restraints, are properly used

8.1 B1 Provide community locations for instruction in proper child restraint use, including both public safety agencies and health care providers, that are almost always available.

8.1 B2 Conduct high-profile “child restraint inspection” events at multiple community locations.

8.1 B3 Train law enforcement personnel to check for proper child restraint use in all motorist encounters

Funding will be needed to provide necessary training in support of the LEL Program. Expenditures include conference registration, travel, and per diem, for Montana's eight LELs.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Chad Newman	402 AL	\$4,518	\$4,518
	402 AL	\$4,716	\$4,716
	402 SE	\$8,766	\$8,766
	TOTAL	\$18,000	\$18,000

Selective Traffic Enforcement Program

Continuing

CHSP Emphasis Area: #1 Seat Belt Use

Strategy #SB-2 Targeted education/enforcement in low belt use locations/population groups

CHSP Emphasis Area: #2 Alcohol- and Drug-Impaired Driving Crashes

Strategy #50 Increased Law Enforcement Presence via Overtime Patrols

Project description

In NHTSA's 2013 Countermeasures that Work, Prevention, Intervention, Communications, and Outreach Chapter 1: Alcohol Impaired and Drugged Driving, countermeasures providing statistically significant effectiveness for deterring impaired driving are incorporated into the Selective Traffic Enforcement Program. These include Sections: 2.1 - High visibility sobriety checkpoints, 2.2 - High visibility saturation patrols, 5.2 - Mass media campaigns, and 7.1 Enforcement of drugged driving. Countermeasures identified for targeting seat belt use include Sections from Chapter Two: Seat Belts and Child Restraints 2.1 - Short high-visibility belt law enforcement, 2.2 - Combined enforcement, nighttime, and 2.3 - Sustained enforcement.

The NCHRP Report 500 - Guidance for Implementation of AASHTO lists the following Occupant Protection Objectives Strategies in Exhibit 8:

8.1 A Maximize use of occupant restraints by all vehicle occupants

8.1 A1 Conduct highly publicized enforcement campaigns to maximize restraint use.

8.1 A2 Provide enhanced public education to population groups with lower than average restraint use rates.

8.1 A3 Encourage the enactment of local laws that will permit standard enforcement of restraint laws.

8.1 B Insure that restraints, especially child and infant restraints, are properly used

8.1 B1 Provide community locations for instruction in proper child restraint use, including both public safety agencies and health care providers, that are almost always available.

8.1 B2 Conduct high-profile "child restraint inspection" events at multiple community locations.

8.1 B3 Train law enforcement personnel to check for proper child restraint use in all motorist encounters

MDT will continue, in FFY 2014, 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 statewide mobilizations: Holiday Season (Thanksgiving, Christmas, and New Year's) and a week surrounding the 4th of July holiday. 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. 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.

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

MDT will 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 rural populations.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Chad Newman	402 OP	\$23,842	\$23,842
	402 SE	\$44,317	\$44,317
	410 K8 FR	\$137,357	\$0
	402 OP MAP-21	\$187,458	\$187,458
	402 SE MAP-21	\$348,443	\$348,443
	405 ID M4HVE	\$65,071	\$0
TOTAL		\$806,489	\$604,060

MHP Strategic Enforcement Traffic Team

Continuing

CHSP Emphasis Area: #1 Seat Belt Use

Strategy #SB-2 Targeted education/enforcement in low belt use locations/population groups

CHSP Emphasis Area: #2 Alcohol- and Drug-Impaired Driving Crashes

Strategy #49 Increased Law Enforcement Presence via Roving Patrols with Media Coverage

Project description

In NHTSA's 2013 Countermeasures that Work, Prevention, Intervention, Communications, and Outreach Chapter 1: Alcohol Impaired and Drugged Driving, countermeasures providing statistically significant effectiveness for deterring impaired driving are incorporated into the Safety Enforcement Traffic Team. These include Sections: 2.1 - High visibility sobriety checkpoints, 2.2 - High visibility saturation patrols, 5.2 - Mass media campaigns, and 7.1 Enforcement of drugged driving. Countermeasures identified for targeting seat belt use include Sections from Chapter Two: Seat Belts and Child Restraints, 2.1 - Short high-visibility belt law enforcement, 2.2 - Combined enforcement, nighttime, and 2.3 - Sustained enforcement.

The NCHRP Report 500 - Guidance for Implementation of AASHTO lists the following Occupant Protection Objectives Strategies in Exhibit 8:

8.1 A Maximize use of occupant restraints by all vehicle occupants

8.1 A1 Conduct highly publicized enforcement campaigns to maximize

restraint use.

8.1 A2 Provide enhanced public education to population groups with lower than average restraint use rates.

8.1 A3 Encourage the enactment of local laws that will permit standard enforcement of restraint laws.

8.1 B Insure that restraints, especially child and infant restraints, are properly used

8.1 B1 Provide community locations for instruction in proper child restraint use, including both public safety agencies and health care providers, that are almost always available.

8.1 B2 Conduct high-profile “child restraint inspection” events at multiple community locations.

8.1 B3 Train law enforcement personnel to check for proper child restraint use in all motorist encounters

The focus of MHP’s roving patrol is moving from a focus on high crash corridors to a combination of home-based deployment and saturation enforcement around high-risk events and time-frames. Troops will be combined in various permutations given the area and traffic safety focus. For example, troops may be deployed as teams of 2, 3 or 6 depending on the event/need and what level of saturation will be most effective in deterring poor driver behavior.

This new strategy will improve the MHP’s ability to maximize their efforts to identify and arrest impaired drivers. The MHP will also partner with local law enforcement to perform high visibility enforcement.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Chad Newman	402 OP	\$300,000	\$300,000
	402 OP MAP-21	\$90,200	\$90,200
	410 K8 HV	\$198,000	\$0
	TOTAL	\$588,200	\$390,200

MHP Traffic Safety Resource Officer (TRSO)

Continuing

CHSP Emphasis Area: #2 Alcohol- and Drug-Impaired Driving Crashes

Strategy #51 Traffic Safety Resource Officer

Project description

In NHTSA’s 2013 Countermeasures that Work, Prevention, Intervention, Communications, and Outreach Chapter 1: Alcohol Impaired and Drugged Driving, countermeasures providing statistically significant effectiveness for deterring impaired driving are incorporated into the Traffic Safety Resource Officer Program. These include Sections: 7.1 Enforcement of drugged driving, 7.2 Drugged driving Laws, and 7.3 Education regarding medication.

The MHP TRSO will continue maintaining and improving the quality of Montana’s impaired driving programs and expanding the Drug Recognition Expert (DRE) training. The TRSO will continue 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 the appropriate skills in training, management, coordination and public relations. The TSRO focuses on impaired driving issues and programs (SFST/DRE/MIDAC/ARIDE); 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 staff.

MDT-SHTSS Contract Manager	Funding source	Amount approved	Benefit to local government
Chad Newman	410 K8 FR	\$204,900	\$0
TOTAL		\$204,900	\$0

MHP Traffic Safety Resource Officer 2 (TRSO)

New

CHSP Emphasis Area: #2 Alcohol- and Drug-Impaired Driving Crashes

Strategy #51 Traffic Safety Resource Officer

Project description

In NHTSA's 2013 Countermeasures that Work, Prevention, Intervention, Communications, and Outreach Chapter 1: Alcohol Impaired and Drugged Driving, countermeasures providing statistically significant effectiveness for deterring impaired driving are incorporated into the Traffic Safety Resource Officer Program. These include Sections: 7.1 Enforcement of drugged driving, 7.2 Drugged driving Laws, and 7.3 Education regarding medication.

A second TSRO position is being funded for the FFY 2014. This position will split responsibilities with the current TSRO to expand training across the state. The second TSRO will serve as a liaison between the Montana Highway Patrol and local law enforcement officers, tribal governments, prosecutors, judges and the public. This person has the appropriate skills in training, management, coordination and public relations. The TSRO focuses on impaired driving issues and programs (SFST/DRE/MIDAC/ARIDE); 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 staff.

MDT-SHTSS Contract Manager	Funding source	Amount approved	Benefit to local government
Chad Newman	410 K8 FR	\$115,000	\$0
TOTAL		\$115,000	\$0

Law Enforcement Equipment

New

CHSP Emphasis Area: #2 Alcohol- and Drug-Impaired Driving Crashes

Strategy #40 Equipment for Law Enforcement

Project description

The use of in-car video cameras encourages review of traffic stop data to discourage racial profiling and is an effective tool for documenting the events of a DUI arrest and all traffic law enforcement.

Funding has been approved for purchasing in-car video cameras for Northern Cheyenne, Gallatin County, and Glasgow law enforcement agencies.

MDT-SHTSS Contract Manager	Funding source	Amount approved	Benefit to local government
Chad Newman	1906 K10	\$35,833	\$0
TOTAL		\$35,833	\$0

CHSP Emphasis Area: #1 Seat Belt Use

Strategy #3 –Public Information and Education materials and incentive programs on occupant protection.

Strategy #7 –Seatbelt and Occupant Protection awareness campaigns and law enforcement media messages.

CHSP Emphasis Area: #2 Alcohol- and Drug-Impaired Driving Crashes

Strategy #6 –Public information and education materials on alcohol and impaired driving.

Strategy #23 – Media Campaigns

CHSP Emphasis Area: #3 Native American Crashes

Strategy #1 –Safe On All Roads Program.

CHSP Emphasis Area: #4 Single Vehicle Run-off-the-road crashes

Strategy #1 –Year-round media plan – impaired driving, seat belt and speeding campaigns.

CHSP Emphasis Area: #6 Young Driver Crashes

Strategy #7 –Distracted drivers campaign

Strategy #8 –Public Information and education materials on occupant protection

Strategy #10 – Seatbelt and occupant protection awareness campaigns and law enforcement media messages

Strategy #27 – Public information and education materials on alcohol and impaired driving

Strategy #28 – Law enforcement related impaired driving media messages

CHSP Emphasis Area: #11 Motorcycle Crashes

Strategy #4 – “Share the Road” Program

Strategy #5 –Broad Based Media Campaign.

CHSP Emphasis Area: #12 Reduce Older Driver Fatal and Incapacitating Injury Crashes

Strategy #2 – Promote Safe driving practices for older drivers

Project description

In NHTSA’s 2013 *Countermeasures that Work*, Prevention, Intervention, Communications, and Outreach it states that communications and outreach strategies for low-belt-use groups (Strategy 3.1), as well as mass media campaigns for alcohol-impaired and drugged driving (Strategy 5.2) are effective strategies.

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.

MDT's website also provides examples of Montana's traffic safety related media at www.mdt.mt.gov/safety/. FFY 2013 media campaigns are featured at www.plan2live.mt.gov.

During FFY 2010, MDT issued a competitive request for proposal for media services. Two contractors knowledgeable of Montana's media markets and able to do analysis to determine the optimum media channels for reaching specific target audiences on traffic safety will continue providing media support to MDT in FFY 2014.

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 in FFY 2013 and FFY 2014.

Program	Month	Media Channel(s)	Remarks
Sustained enforcement. Includes Impaired Driving & Seatbelts.	Oct 2013- Sept 2014	Radio / Television / News releases	Contracted media company.
National Teen Driver Safety Week	October 20 – 26, 2013	News releases	Supported in-house
Holiday Season: <ul style="list-style-type: none"> • Thanksgiving • Christmas • New Years 	November 25, 2013 January 1, 2014	News releases / Radio / Internet / Press Event / Billboards	Media Contractor
ST Patrick's Day	March 17, 2014	News release	MDT
Seatbelt May Mobilization. Includes Impaired Driving message.	May 19 – June 1, 2013	Radio/ Television/ Internet/News releases / Press event	Media Contractor
4 th of July	June 26 – July 6, 2014	News release / Radio / Internet / Billboards	Media Contractor
Impaired Driving Labor Day mobilization. Includes seatbelt message	August 15 - September 1, 2014	Radio / Television / Internet / News releases / Press event	Media Contractor Includes before, during, and after media in support of each scheduled law enforcement activity.
National CPS Week	Sept 14 – September 20, 2014	Possible radio remote in support of child passenger safety seat clinic on 4 th Day Child Passenger Safety Certified Training News release	Media Contractor
PI & E incentives for Traffic Safety Programs	FFY 2014	Public distribution	Educational opportunities for traffic safety subgrantees to interact with the public

Program	Month	Media Channel(s)	Remarks
Seat belt signage	FFY 2014	Statewide distribution	Campaign to raise awareness of Montana's existing seat belt law and increase seatbelt use

MDT-SHTSS Contract Manager

	Funding source	Amount approved	Benefit to local government
Audrey Allums	402 PM MAP-21	\$667,800	\$200,000
	405 ID 4MPEM	\$482,200	\$0
	TOTAL	\$1,150,000	\$0

SAFE ON ALL ROADS PROGRAM

Safe On All Roads

Continuing

CHSP Emphasis Area: #3 Native American Crashes

Strategy No 1 – Safe on All Roads Program

Strategy NA-2 Tribal Safety Plans for Each Reservation (assist in development)

Strategy NA-3 – Coordinate/Conduct Tribal Safety Summit

Project description

In NHTSA's 2013 *Countermeasures that Work*, Prevention, Intervention, Communications, and Outreach it states that communications and outreach strategies for low-belt-use groups (Strategy 3.1), as well as mass media campaigns for alcohol-impaired and drugged driving (Strategy 5.2) are effective strategies. In addition, the NCHRP 500 Services has effective strategies that include: 8.1 A2 Provide enhanced public education to population groups with lower than average restraint use rates.



The SOAR Coordinators partner with law enforcement, tribal health departments, injury prevention, and other entities including to ensure a consistent message is being delivered.

The goal of this program 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-SHTSS Contract Manager	Funding source	Amount approved	Benefit to local government
Sheila Cozzie	402 OP MAP-21	\$123,750	\$123,750
	405 ID M40T	\$123,750	\$0
TOTAL		\$247,500	\$123,750

Teen Peer-To-Peer Traffic Safety Education Program

New

CHSP Emphasis Area: #6 Young Driver Crashes

Strategy # 8 – PI&E Materials on Occupant Protection

Strategy # 10 – Seatbelt and Occupant Protection awareness campaigns and law enforcement media messages

Strategy #17 – PI&E materials on alcohol and impaired driving

Strategy #36 – Provide tools and incentives to incorporate Traffic Safety Education in Elementary and Junior High Schools

Strategy #YD-1 – Provide education and encourage compliance with Montana’s Seat Belt Laws

Strategy #YD-4 – Explore ways to address distracted driving among young drivers

Project description

In NHTSA’s 2013 *Countermeasures that Work*, Prevention, Intervention, Communications, and Outreach it states that communications and educational outreach, as well as mass media campaigns are effective strategies to assist in increasing seatbelt use and decreasing impaired driving. In addition, the NCHRP 500 Services has effective strategies that include: 8.1 A2 Provide enhanced public education to population groups with lower than average restraint use rates.

The goal of this project is to provide peer-to-peer messaging that is relevant and resonates with the target audience. Project includes incentives, dissemination of PI&E materials and messaging, mainly through the use of social media. MDT will partner with Montana Behavioral Initiative with the Office of Public Instruction, which is a program that promotes school-wide positive behavior. Traffic safety issues concerning our youth will be incorporated into this program.

Currently MDT is contracting with Western Transportation Institute to conduct a research project regarding the development of a Peer-to-Peer Traffic Safety Campaign Program. The purpose of the research project is to create a peer-to-peer driver’s safety program designed for high school students between the ages of 15 and 18. Utilizing the findings of the research project, MDT and OPI will work with participating high school teens to determine the best way to educate their peers with regard to traffic safety issues.

MDT-SHTSS Contract Manager	Funding source	Amount approved	Benefit to local government
Sheila Cozzie	402 TSP	\$250,000	\$0
TOTAL		\$250,000	\$0

CHSP Emphasis Area: #6 Young Driver Crashes

Strategy #2 – Traffic Education Program

Strategy #36 – Provide tools and incentives to incorporate Traffic Safety Education in Elementary and Junior High Schools

Strategy #YD-1 – Provide education and encourage compliance with Montana's Seat Belt Laws

Strategy #YD-4 – Explore ways to address distracted driving among young drivers

Project description

In NHTSA's 2013 *Countermeasures that Work*, Young Drivers, 2.1 Pre-Licensure Driver Education and 2.2 Post-Licensure or Second Tier Driver Education is shown to be an effective strategy for reducing young driver crashes.

The Montana Traffic Education (TE) curriculum was last revised in 2006 by the Montana Office of Public Instruction (OPI) in partnership with MDT. This revision coincided with Montana's implementation of the Graduated Driver License (GDL). In 2008, recognizing the critical importance of parental involvement as part of the GDL, the OPI secured a MDT Research grant to develop the KEYS Parent-Teen Homework resource, which complements the curriculum provided to teachers. In 2012, the OPI Traffic Education staff began working with a team of teachers to review and update Montana's curriculum resources, partially in response to a new rule establishing mandatory parent meetings as part of Montana's Traffic Education Program.

The curriculum needs to be updated and revised to include current facts and figures, relevant and groundbreaking research on adolescent brain development, and new approaches to scanning for hazards, attention maintenance, risk assessment, decision making, and injury prevention.

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

MDT Analysis Reporting System for Citations

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) and an enhancement of the Safety Information Management System project. This will expand the dataset received from the Central Court Repository (CCR) via the IJIS Broker and allow traffic safety citation and adjudication data to be used in conjunction with crash data. This will also allow for the development of standardized reports and allow for customized queries for in-depth analysis and tracking of trends in enforcement, citation, and adjudication activities, especially relating to driving under the influence, speeding and occupant protection.

This project is listed in the Traffic Records Strategic Plan Annual Element 2011 with a medium priority.

MDT-SHTSS Contract Manager	Funding source	Amount approved	Benefit to local government
Mark Keeffe	408 K9	\$3,188	\$0
	405 M3DA	\$46,812	\$0
	TOTAL	\$50,000	\$0

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, perform system-wide analyses, allow of greater efficiency in work and ultimately allow for linkage/integration with multiple data sources (crash, roadway information, citation/adjudication, EMS) to become a more complete traffic records analysis system. 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.

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.

This project is listed in the Traffic Records Strategic Plan Annual Element 2011 with a high priority.

MDT-SHTSS Contract Manager	Funding source	Amount approved	Benefit to local government
Mark Keeffe	408 K9	\$25,505	\$0
	405 M3DA	\$374,495	\$0
TOTAL		\$400,000	\$0

MHP CTS 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 provide training and coordinating efforts with local law enforcement to use the Web-Based Crash Reporting system. FFY 2013 is the third year of the three-year project. This will ensure crash data across the state is collected in a uniform manner and with timely submission to the central database.

This project supports the Web-Based Crash Reporting project listed in the Traffic Records Strategic Plan Annual Element 2011 which has a high priority.

MDT-SHTSS Contract Manager	Funding source	Amount approved	Benefit to local government
Mark Keeffe	408 K9	\$10,202	\$0
	405 M3DA	\$149,798	\$0
TOTAL		\$160,000	\$0

MHP 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 submit their hardcopy crash data to MHP and it is hand entered into the CTS system.

This project is the final stages of development of the web-based user interface application for local (non-MHP) law enforcement to electronically submit their crash data to MHP using the up-to-date Minimum Model Uniform Crash Criteria (MMUCC) guidelines.

This project is listed in the Traffic Records Strategic Plan Annual Element 2011 with a high priority.

MDT-SHTSS Contract Manager	Funding source	Amount approved	Benefit to local government
Mark Keeffe	408 K9	\$2,933	\$0
	405 M3DA	\$43,067	\$0
TOTAL		\$46,000	\$0

MHP Crime Analysis Mapping Tool

Continuing

Project description

The Montana Highway Patrol (MHP) would like to purchase software that will enable them to utilize the data in their crash and citation databases for various enforcement activities, including locating hotspots for crashes, DUIs, speed or any other category that would be beneficial for the effective deployment of limited manpower. This will allow MHP to identify and analyze crashes around critical infrastructure in a timely fashion. CTS America (the developer of MHP's records management system) has worked closely with Bradshaw Consulting Services (the developer of the crime analysis tool) and there is a proven record of the two systems working well together. This tool could eventually be leveraged by other agencies.

This project is still in the research stage and is not currently listed in the Traffic Records Strategic Plan Annual Element 2011.

MDT-SHTSS Contract Manager	Funding source	Amount approved	Benefit to local government
Mark Keeffe	408 K9	\$4,145	\$0
	405 M3DA	\$60,855	\$0
	TOTAL	\$65,000	\$0

DOJ Network Infrastructure Improvement Pilot Project

Continuing

Project description

Due to the DOJ network bandwidth being too small, access to too many DOJ databases is limited. In order to allow for expansion of access this bandwidth needs to be increased. These funds will provide for the extra bandwidth and will facilitate wider access for many agencies, including local law enforcement with the web-based crash reporting and MDT with 24/7 access to crash information and integrated electronic communication with Motor Carrier Services.

This project is listed in the Traffic Records Strategic Plan Annual Element 2011 with a high priority.

MDT-SHTSS Contract Manager	Funding source	Amount approved	Benefit to local government
Mark Keeffe	408 K9	\$2,487	\$0
	405 M3DA	\$36,510	\$0
	TOTAL	\$38,997	\$0

DOJ MVD Enhancing Driver Records

Continuing

Project description

The process for updating the software currently used to image and retain important paper documents electronically in conjunction with the driver record (defined in MCA § 61-11-102) has commenced.

There are several critical aspects of system functionality to be added. These include an enhanced subfolder structure within a driver file with the capacity for automated information delivery, the

ability to append an electronic document to driver record without manually printing the document for re-scan and indexing, and automated distribution capabilities for sharing images with a much wider range of authorized users.

Today, driver record information is inaccessible or delayed due to system/software limitations (completeness, accuracy, timeliness). In furtherance of driver identification and offender accountability, DOJ is on a path to upgrade and enhance electronically retained documents (documents that are sometimes provided by drivers themselves). Additional funds will be needed in 2013 to finalize and deploy the driver record information systems (electronic images) that better serve the authorized user community.

This project supports the IJIS Broker project listed in the Traffic Records Strategic Plan Annual Element 2011 which has a high priority.

MDT-SHTSS Contract Manager	Funding source	Amount approved	Benefit to local government
Mark Keeffe	408 K9	\$3,188	\$0
	405 M3DA	\$46,812	\$0
TOTAL		\$50,000	\$0

DPHHS Web-Based Trauma Registry

Continuing

Project description

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

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

This project supports the Linkage of EMS, Crash, Hospital and Post-Hospital Data project listed in the Traffic Records Strategic Plan Annual Element 2011 which has a high/medium priority.

MDT-SHTSS Contract Manager	Funding source	Amount approved	Benefit to local government
Mark Keeffe	408 K9	\$3,794	\$0
	405 M3DA	\$55,706	\$0
TOTAL		\$59,500	\$0

Project description

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

This project supports the Linkage of EMS, Crash, Hospital and Post-Hospital Data project listed in the Traffic Records Strategic Plan Annual Element 2011 which has a high/medium priority.

MDT-SHTSS Contract Manager	Funding source	Amount approved	Benefit to local government
Mark Keeffe	408 K9	\$5,133	\$0
	405 M3DA	\$75,367	\$0
TOTAL		\$80,500	\$0

P R O J E C T A D M I N I S T R A T I O N A N D M A N A G E M E N T

Planning and Administration

Continuing

Project description

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

MDT-SHTSS Contract Manager	Funding source	Amount approved	Benefit to local government
Audrey Allums	402 PA MAP-21	\$159,140	\$0
TOTAL		\$159,140	\$0

Staff Salaries

Continuing

Project description

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

MDT-SHTSS Contract Manager	Funding source	Amount approved	Benefit to local government
Audrey Allums	402 OP MAP-21	\$131,396	\$0
	402 PT MAP-21	\$86,303	\$0
	405 ID M40T	\$148,309	\$0
	405 M3DA	\$87,598	\$0
	TOTAL	\$453,606	\$0

Various program and operational costs

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-SHTSS Contract Manager	Funding source	Amount approved	Benefit to local government
Audrey Allums	402 PA MAP-21	\$9,000	\$0
	402 AL MAP-21	\$9,000	\$0
	402 OP MAP-21	\$7,000	\$0
	405 ID M4TR	\$21,000	\$0
	405 M3DA	\$4,000	\$0
TOTAL		\$50,000	\$0

Indirect cost

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 2013 is 11.08%. Effective July 1, 2013, the new SFY 2013 rate is 9.12%.

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

MDT-SHTSS Contract Manager	Funding source	Amount approved	Benefit to local government
Bill Tuck	402	\$41,055	\$0
	410 K8 FR	\$41,702	\$0
	410 K8 HV	\$18,058	\$0
	408 K9	\$6,164	\$0
	1906 K10	\$6,006	\$0
	2010 K6	\$36	\$0
	402 MAP-21	\$242,747	\$0
	405b OP Low	\$22,891	\$0
	405d ID High	\$133,779	\$0
	405c DP	\$98,861	\$0
	405f MC	\$9,084	\$0
	TOTAL	\$620,383	\$0

FINANCIAL SUMMARY

During FFY 2013, Montana successfully applied for and received funding from the National Highway Traffic Safety Administration. These grant monies include 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 2014 to be \$1,859,803 which includes funding for contracts spanning FFY 2013-2014. Montana anticipates again qualifying for Section 402 and 405 funds in FFY 2014.

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

Program Area	Project	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
NHTSA					
<u>NHTSA 402</u>					
Planning and Administration					
	PA-2014-85-03-14	\$139,090	\$183,474	-	-
Alcohol					
	AL-2014-77-87-14	\$4,682	\$22,459	-	\$20,582
	AL-2014-85-04-14	\$57,535	\$275,999	\$27,280	\$31,907
Emergency Medical Services					
	EM-2014-85-05-14	\$5,965	\$28,615	\$10,912	-
Occupant Protection					
	OP-2014-77-90-14	\$78,552	\$377,115	-	\$345,326
	OP-2014-85-06-14	\$195,596	\$938,292	-	\$720,408
Police Traffic Services					
	PT-2014-85-07-14	\$19,631	\$94,174	\$38,192	-
Speed Enforcement					
	SC-2014-77-93-14	\$19,165	\$91,935	-	\$84,251
	SC-2014-85-08-14	\$79,712	\$382,386	-	\$348,443
Paid Advertising					
	PM-2014-85-09-14	\$151,906	\$728,703	\$95,878	\$200,000
Teen Safety					
	TSP-2014-85-29-14	\$56,868	\$272,800	-	-
NHTSA 402 Total		\$808,701	\$3,395,952	\$172,262	\$1,750,907
408 Data Program SAFETEA-LU					
	K9-2014-78-01-14	\$18,438	\$73,753	\$90,977	-
410 Alcohol SAFETEA-LU					
	K8-2014-78-02-14	-	-	\$67,666	-
410 High Fatality Rate SAFETEA-LU					
	K8FR-2014-78-05-14	\$1,496,877	\$498,959	\$496,059	-
410 High Visibility SAFETEA-LU					
	K8HV-2014-78-06-14	\$648,173	\$216,058	\$216,687	-
2010 Motorcycle Safety SAFETEA-LU					
	K6-2014-78-07-14	-	\$436	\$465	-
1906 Prohibit Racial Profiling SAFETEA-LU					
	K10-2014-78-08-14	\$17,966	\$71,864	\$71,865	-

Program Area	Project	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
405 Occupant Protection Map 21					
	M2PE-2014-85-12-14	\$61,653	\$246,611	-	-
	M2CPS-2014-85-13-14	\$3,410	\$13,640	\$44,279	-
	M2CSS-2014-85-15-14	\$3,410	\$13,640	-	-
405 Occupant Protection Total		\$68,473	\$273,891	\$44,279	-
405 Impaired Driving Map 21					
	M4HVE-2014-85-16-14	\$17,751	\$71,005	\$148,649	-
	M4CS-2014-85-17-14	\$153,777	\$615,108	-	-
	M4PEM-2014-85-19-14	\$131,544	\$526,177	-	-
	M4TR-2014-85-21-14	\$5,729	\$22,915	-	-
	M4OT-2014-85-24-14	\$91,363	\$365,453	-	-
405 Impaired Driving Total		\$400,165	\$1,600,658	\$148,649	-
405 Data Program Map 21					
	M3DA-2014-85-25-14	\$295,717	\$1,182,867	\$500,000	-
405 Motorcycle Safety Map 21					
	M9MT-2014-85-26-14	\$20,472	\$98,208	\$50,896	-
	M9MA-2014-85-27-14	\$2,184	\$10,476	-	-
		\$22,656	\$108,684	\$50,896	-
NHTSA Total		\$3,777,165	\$7,423,123	\$1,859,805	\$1,750,907

Section 164 Penalty Transfer funds will carry forward from FFY 2013 into FFY 2014.

Program Area	Project	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
164 Transfer Funds SAFETEA-LU					
	164HE-2014-00-00-00	-	\$8,313,323	\$13,853,247	-
164 Hazard Elimination Totals		-	\$8,313,323	\$13,853,247	-
164 Transfer Funds Total		-	\$8,313,323	\$13,853,247	-

State Match

For SAFETEA-LU 402 funding, the State of Montana Highway Traffic Safety Office utilizes the sliding scale specified in NHTSA Order 462-6C, Attachment A, Table #1. The percentage of costs payable by the Federal Government are as follows:

	<u>Basic Rate</u>	<u>Sliding Scale</u>
Obligations & Expenditures:	80% - 20%	82.75% - 17.25%
Planning & Administration:	50% - 50%	56.88% - 43.12%
SAFETEA-LU 405 & 410	25% - 75%	-
SAFETEA-LU 1906	80% - 20%	-
MAP- 21 405	80% - 20%	-

**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**

Please see attached Appendix A.

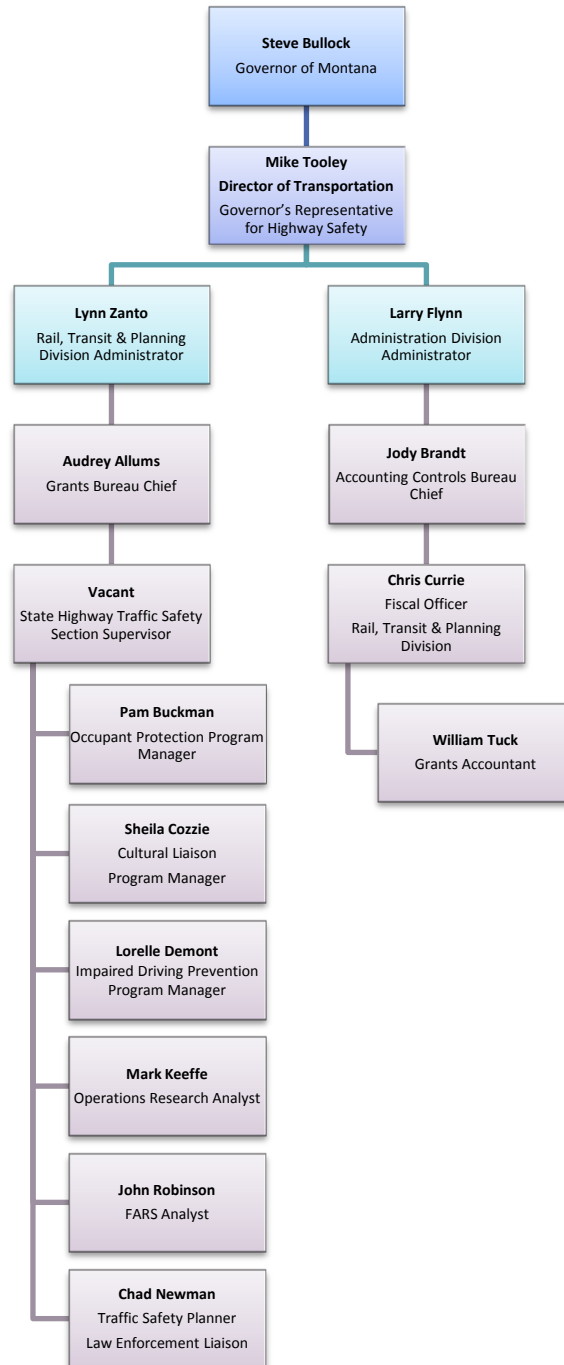
P L A N N I N G & P R O G R A M M I N G T I M E L I N E

Timelines and milestones for FFY 2014 funding

(October 1, 2013 – September 30, 2014)

Milestone	Timeline
Application submission deadline for FFY 2014 funding.	March 1, 2013
Application review and assessment. Funding and project recommendations made to the Governor’s Representative (GR) for Highway Traffic Safety.	March 1 – April 30, 2013
Preliminary contract negotiations.	April 30 – May 30, 2013
Draft Annual Highway Safety Plan (HSP) prepared by MDT staff and submitted to the GR for approval.	May 1 – June 30, 2013
Deadline for Annual Highway Safety Plan submission to NHTSA.	July 1, 2013
Deadline for NHTSA to notify state whether or not FFY 2014 Highway Safety Plan is approved.	August 30, 2013
Notification to applicants regarding funding approval or denial.	September 1, 2013
Signed contracts due from grantees to MDT.	October 1, 2013
<i>Federal Fiscal Year 2014</i> Contracts are finalized and routed for signatures. Effective date of contract varies; please check with your assigned program manager for details.	October 1, 2013 – September 30, 2014
Annual Highway Safety Planning Meeting. Selected applicants will make brief presentations on their proposals. (Meeting moved from Spring to the Fall because of MAP-21 reporting requirements.)	October 15 – 18, 2013

ORGANIZATIONAL STRUCTURE



C O N T A C T I N F O R M A T I O N

Governor's Representative for Highway Traffic Safety	(406) 444-6201
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Audrey Allums	aallums@mt.gov
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Vacant	
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 Helena MT 59620-1001

On the web

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Each state has a Highway Traffic Safety Section 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 and summer 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 Section or go online to www.mdt.mt.gov/safety/grants.shtml.

**This report was submitted to the National Highway Traffic Safety Administration by July 1, 2013
in accordance with 23 CFR 1200.10**