

FFY 2008
HIGHWAY SAFETY PLAN
MONTANA

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SECTION 1

Regional Approval

Regional Approval

Approval is sought for Law Enforcement equipment that is scheduled for purchase under contract with either state or local government.

<u>Problem Area & Equipment</u>	<u>Estimated Unit Cost</u>
06 Speed Control	
• 5 “Your Speed Is “ Trailers	\$ 85,000 (\$17,000 ea x 5)
02 Alcohol/Other Drugs	
• 2 Motorcycles – Butte-Silver Bow Consolidated Law Enforcement	\$ 56,000 (\$28,000 ea x 2)
• 2 Motorcycles – Missoula Police Department	\$ 54,000 (\$27,000 ea x 2)
• 4 Motorcycles – Montana Highway Patrol	\$132,000 (\$33,000 ea x 4)

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

Payments to the subgrantees that provide both occupant protection and impaired driving support will be funded by approximately ½ alcohol and ½ occupant protection. We will maintain the 60/40 funding threshold as agreed to by NHTSA. Speed is considered a trigger violation for the detection of impaired driving and enforcement of Montana’s secondary seatbelt law that can be funded by either alcohol or occupant protection grants. **2 CFR 225 Attachment A paragraph C (2) Reasonable Costs allows for this type of funding. This portion of the CFR states that “a cost is reasonable if, in its nature and amount, it does not exceed that which would be incurred by a prudent person under circumstances prevailing at the time the decision was made to incur the cost. The question of reasonableness is particularly important when governmental units or components are predominately federally funded.”**

SECTION 2

Highway Safety Plan Countermeasures

Evaluation Measures**

**** (Cross-references Highway Safety Performance Plan Goals to Highway Safety Plan Countermeasures)**

Budget Categories

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

Performance Measure:

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

TASK	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 01 Planning & Administration (P&A)	CHSP Emphasis Areas – (Correlates with HSP countermeasures)	Milestones	Funding Sources	Amount
1	P	Staff salaries and benefits of appropriate Planning Division personnel including the State Highway Traffic Safety Bureau. Personnel are assigned work pertaining to traffic safety related programs and projects by providing program management and monitoring services.	<p>CHSP Emphasis Areas applicable to the HSP:</p> <ul style="list-style-type: none"> • #1 Safety Belt Use (CHSP pg. 1-2 to 1-11) • #2 Alcohol & Impaired Driving Crashes (CHSP pg. 2-1 to 2-20) • #3 Native American Crashes (CHSP pg. 3-1 to 3-17) • #4 Single Vehicle Run-Off-The-Road Crashes (CHSP pg. 4-1 to 4-10) • #5 Traffic Records Management (CHSP pg. 5-1 to 5-8) • #6 Young Driver Crashes (CHSP pg. 6-1 to 6-20) • #7 High-Crash Corridors/High-Crash Locations (CHSP pg. 7-1 to 7-9) • #8 Truck Crashes (CHSP pg. 8-1 to 8-10) • #9 Emergency Medical 	FFY 2008	402PA 163FHWA	\$100,000 \$ 30,000

TASK	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 01 Planning & Administration (P&A)	CHSP Emphasis Areas – (Correlates with HSP countermeasures)	Milestones	Funding Sources	Amount
			Services (CHSP pg. 9-1 to 9-10) <ul style="list-style-type: none"> • #11 Motorcycle Crashes (CHSP pg. 11-1) 			
2	P	Travel, per diem, and training costs for appropriate Planning Division personnel performing program management and monitoring duties. Funds supplies in support of program management activities.	CHSP Emphasis Areas Applicable to HSP – reference P&A Task 1.	FFY 2008	402PA	\$10,000
3	P	Tribal, state and local officials reimbursed for travel, per diem, training costs for management, policy and procedure training that support highway traffic safety projects and programs. This includes officials that assist in the development and updating of the Comprehensive Highway Safety Plan and Highway Safety Plan. Comprehensive Highway Safety Plan consists of several portions of the Highway Safety Plan.	CHSP Emphasis Areas Applicable to HSP – reference P&A Task 1.	FFY 2008	402PA	\$5,000
99	P	Indirect Cost Rate – 12.25% of direct costs, adjusted annually	CHSP Emphasis Areas Applicable to the HSP – reference P&A Task 1.	FFY 2008	402PA 163FHWA	\$14,950 \$ 3,900

MT HSP 2008

Program Area 01 - **402PA (Planning and Administration)**

Task	Total Cost	Prior Year	Current Year	Local 40%	Match 43.12%
1	100,000	0	100,000	0	43,120
2	10,000	0	10,000	0	4,312
3	5,000	0	5,000	0	2,156
99	14,950	0	14,950	0	6,446
TOTALS	129,950	0	129,950	0	56,034

Program Area 02 – Alcohol & Other Drugs

Performance Measures:

Emphasis Area #2: Alcohol & Drug Impaired Driving:

- C Total annual alcohol- and drug-related fatalities. Reduce from 124 during 2005 to less than 90 by 2010.
- D Annual alcohol- and drug-related fatality rate (per 100 M Vehicle Miles of Travel). Reduce from 1.12 during 2005 to less than 0.80 by 2010.
- E Annual alcohol- and drug-related fatalities as a percent of all traffic fatalities. Reduce from 49.4% during 2005 to less than 40% by 2010.

Emphasis Area #3: Native American Crashes:

- F Total annual Native American traffic fatalities. Reduce from 46 during 2006 to less than 30 per year by 2010.
- G Annual Native American traffic fatalities as a percent of all Montana traffic fatalities. Reduce from 17.5% during 2006 to less than 12% by 2010.

Emphasis Area #6: Young Drivers

- I Annual young driver crash rate (per 1,000 licenses). Reduce the under 21 year old drivers from 119 during 2006 to less than 90 by 2010.
- J Annual young driver fatal crash rate (per 1,000 licenses). Reduce the under 21 year old drivers from 0.62 during 2006 to less than 0.40 by 2010.

Emphasis Area #10: Urban Area Crashes

- L Total annual urban fatal crashes. Reduce urban fatal crashes from an average of 24 during the years 2002 to 2006 to below 20 by 2010.

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 02 Alcohol and other drugs	CHSP Emphasis Areas – (Correlates with HSP countermeasures)	Milestones	Funding Sources	Amount
1	C, D, E, F, G	Staff salaries and benefits for the State Highway Traffic Safety Bureau personnel assigned impaired driving program management duties.	Emphasis Areas in Support of Alcohol & Impaired Driving Countermeasures: #1 Safety Belt Use #2 Alcohol & Impaired Driving #3 Native American Crashes #6 Young Drivers #10 Urban Area Crashes	FFY 2008 – 2010	402AL	\$90,000
2	C, D, E, F, G, J	Funds travel, per diem, and training costs for staff assigned to impaired driving programs i.e. monitoring and management services. Includes site visits in support of local DUI Task Forces by providing technical assistance and increasing the number of local DUI Task Forces. Personnel also encourage American Indians to join DUI Task Forces. Fund supplies in support of program management activities.	Emphasis Area #2: Alcohol & Impaired Driving: <ul style="list-style-type: none"> • Strategy no. 2 -- Increase number of DUI Task Forces Emphasis Area #3: Native American Crashes: <ul style="list-style-type: none"> • Strategy no. 23 – Encourage American Indians to join DUI Task Forces Emphasis Area #6: Young Driver Crashes: <ul style="list-style-type: none"> • Strategy #19 – Increase number of DUI Task Forces 	FFY 2008 – 2010	402AL	\$ 8,000

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 02 Alcohol and other drugs	CHSP Emphasis Areas – (Correlates with HSP countermeasures)	Milestones	Funding Sources	Amount
3	C, D, E,F, G, I, J, L	<p>Tribal, state, and local officials reimbursed for travel, per diem, training costs for management, policy and procedure training that support highway safety impaired driving programs and projects. Include funding travel expenses for:</p> <p>Representatives from <i>Safe Kids/Safe Communities</i> (SKSC) coalitions</p> <p>DUI Task Forces</p> <p>Law enforcement i.e. Drug Recognition Expert (DRE) Training</p> <p>Native Americans from the reservations attending forums hosted by the SHTSB</p>	<p>Emphasis Area #2: Alcohol & Impaired Driving:</p> <ul style="list-style-type: none"> Strategy no. 23 – SHTSB provides funding to law enforcement officers to attend and complete Drug Recognition Expert (DRE) training. <p>Emphasis Area #6: Youth Driver Crashes:</p> <ul style="list-style-type: none"> Strategy no. 42 - Drug Evaluation and Certification Program for law enforcement. 	FFY 2008 - 2010	402AL 154AL	\$ 15,000 \$ 5,000
4	C, D, E, F, G, J, L	<p>The SHTSB will continue funding the semi-annual train the trainers' certification training for ACT (Assessment, Course, and Treatment) chemical dependency counselors. Includes paying per diem for Native Americans that participate in this training.</p>	<p>Emphasis Area #2: Alcohol & Impaired Driving:</p> <ul style="list-style-type: none"> Strategy no. 4 – Semi-annual training for certification of chemical dependency counselors to teach ACT. Strategy no. 5 – ACT program for DUI offenders facilitated by license addiction counselors Strategy no. 9 – produce reference materials and ACT Manual <p>Emphasis Area #6: Young Driver Crashes:</p> <ul style="list-style-type: none"> Strategy no. 21 – Semiannual training for certification of chemical dependency counselors to teach ACT. Strategy 22: ACT program performed 	FFY 2008 - 2010	402AL 154AL	\$ 5,000 \$ 2,500

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 02 Alcohol and other drugs	CHSP Emphasis Areas – (Correlates with HSP countermeasures)	Milestones	Funding Sources	Amount
			<p>by licensed addiction counselor (LAC). Treatment required for second and/or greater offense.</p> <ul style="list-style-type: none"> Strategy 23: reference materials produced to support the ACT classes. Materials are culturally competent. 			
5	C, D, E, I, J, L	<p>Funds <i>Safe Kids/Safe Communities</i> (SKSC) coordinator to spend 50% of their time on impaired driving related programs and 50% of their time on impaired driving programs in support of local SKSC programs.</p> <p>Coordinator mentors local SKSC organizations by showing them how to:</p> <p>Conduct effective impaired driving programs, including alcohol server training;</p> <p>Work with law enforcement to encourage them to conduct impaired driving overtime during state and national sponsored mobilizations;</p> <p>Develop local PI&E on impaired driving using local data resources that helps target the appropriate demographics.</p>	<p>Emphasis Area #2: Alcohol & Impaired Driving:</p> <ul style="list-style-type: none"> Strategy no. 6 – Contract SKSC coordinator to assist local SKSC organizations. <p>Emphasis Area #6: Young Driver Crashes:</p> <ul style="list-style-type: none"> Strategy no. 25 – Contract SKSC coordinator to help local SKSC organizations. 	FFY 2008	402AL	\$10,000
6	C, D, E, F, G, I, J	<p>MDT SHTSB will produce reference materials pertaining to impaired driving for use by safety professionals, DUI Task Forces, prosecutors, judges, SKSC local coalitions, ACT Licensed Addiction Counselors, and others. Includes public information and education materials and</p>	<p>Emphasis Area #2: Alcohol & Impaired Driving p. 2-4:</p> <ul style="list-style-type: none"> Strategy no. 9 -- Produce Reference Materials & ACT Manual. <p>Emphasis Area #3: Native American Crashes:</p>	FFY 2008 - 2010	402AL 154AL 163FHWA	\$ 2,500 \$ 2,500 \$ 5,000

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 02 Alcohol and other drugs	CHSP Emphasis Areas – (Correlates with HSP countermeasures)	Milestones	Funding Sources	Amount
		ACT Manual that includes culturally specific information for American Indian use.	<ul style="list-style-type: none"> • Strategy no. 32 – Produce Reference Materials & ACT Manual. <p>Emphasis Area #6: Young Driver Crashes:</p> <ul style="list-style-type: none"> • Strategy no. 23 – Produce reference Materials & ACT Manual 			
7	C, D, E, F, G, I, J, L	<p>Contract Healthy Mothers, Healthy Babies to manage 16 or more local SKSC coalitions to continue impaired driving programs that encompass approximately 80% of Montana’s population.</p> <p>SKSC coalitions will spend approximately 50% of their time supporting impaired driving related programs and 50% of their time on occupant protection.</p> <p>SKSC program responsibilities include:</p> <ul style="list-style-type: none"> • Use of local data to plan and develop impaired driving education programs; • Campaigns that target certain high-risk population segments in each community; • Provide support to local law enforcement during state sponsored and national impaired driving mobilizations; • Continue “Let’s Control It” alcohol server training. • Continue designated drivers programs i.e. “Home Free” using 	<p>Emphasis Area #2: Alcohol & Impaired Driving:</p> <ul style="list-style-type: none"> • Strategy no.10 – SKSC Coalitions • Strategy No. 11 – HMHB Clearinghouse • Strategy no. No. 12 – “Let’s Control It” responsible alcohol sales & service training • Strategy no. No. 13 – Home Free Designated Driver Program <p>Emphasis Area #3: Native American Crashes:</p> <ul style="list-style-type: none"> • Strategy no. 1 – Encourage Native American participation in SKSC/development of SKSC. <p>Emphasis Area #6: Young Driver Crashes:</p> <ul style="list-style-type: none"> • Strategy no. 29 – SKSC Coalitions • Strategy no. 30 – HMHB Clearinghouse • Strategy no. 32 – “Let’s Control It” 	FFY 2008	402AL 154AL 163FHWA	\$211,600 \$ 40,000 \$ 48,400

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 02 Alcohol and other drugs	CHSP Emphasis Areas – (Correlates with HSP countermeasures)	Milestones	Funding Sources	Amount
		<p>local data & SHTSB data that targets the appropriate age group. Includes working with local establishments encouraging their participation.</p> <ul style="list-style-type: none"> • Conduct year round PI&E on impaired driving. • Demonstrate self sufficiency i.e. in-kind resources <p>HMHB continues clearinghouse service to supply public information and education handouts to public about impaired driving and other traffic safety related topics.</p> <p>SKSC local coalitions will encourage participation of Native Americans as members of their coalitions and assist American Indians encouraging them to establish their own SKSC coalitions on the reservations. Includes helping with the development of culturally sensitive impaired driving messages.</p>	<p>alcohol server training.</p> <ul style="list-style-type: none"> • Strategy no. 33 – “Home Free” designated driver program. • Strategy no. 34 – Encourage Native American participation in SKSC/ development of SKSC and DUI Task Forces. 			
8	C, D, E, F, G, L	<p>Contract a resource prosecutor to train and work with county prosecutors, law enforcement and the court system to promote proper arrest, conviction, and sentencing of impaired drivers. Will include instruction on impaired driving problems throughout Montana’s court system. The same person will also train prosecutors and judges on the importance of convicting drivers cited for not wearing their seatbelts during a traffic stop. Trainer will encourage tribal prosecutors and judges to participate.</p>	<p>Emphasis Area #2 Alcohol & Impaired Driving Crashes:</p> <ul style="list-style-type: none"> • Strategy no. 20: prosecutor training • Strategy no. 40: Judges training • Strategy no. 43: MCA 61-8-714 penalties for driving DUI • Strategy no. 44: DUI convictions • Strategy no. 45: penalties at time of arrest • Strategy no. 46: driving while license 	FFY 2008 – 2010	402AL	\$120,000

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 02 Alcohol and other drugs	CHSP Emphasis Areas – (Correlates with HSP countermeasures)	Milestones	Funding Sources	Amount
		Cross reference to 05 Occupant Protection Tasks 7 & 16	<p>suspended</p> <ul style="list-style-type: none"> • Strategy No. 58: alcohol ignition interlock devices • Strategy no. 59: MCA 61-8-732 requiring DUI offenders to complete assessment and treatment protocols • Strategy no. 60: licensing sanctions • Strategy No. 61: adjudication practices • Strategy no. 64: enforcement of federal regulations for commercial vehicles • Strategy no. AL-4: stronger penalties for BAC test refusals including consistency between jurisdictions and state • Strategy no. AL-8: close monitoring of DUI offenders <p>Emphasis Area #3: Native American Crashes:</p> <ul style="list-style-type: none"> • Strategy no. 25 – American Indian and non-American Indian judges and prosecutors training. 			
9	C, D, E, F, G, I, J, L	Contract with Montana Highway Patrol to continue statewide Standard Field Sobriety Testing (SFST) refresher training to local and tribal law enforcement.	<p>Emphasis Area #2: Alcohol & Impaired Driving:</p> <ul style="list-style-type: none"> • Strategy no. 21 – SFST Refresher Training • Strategy no. 22 – SFST training for American Indian Tribal law enforcement <p>Emphasis Area #3: Native American Crashes:</p>	FFY 2008 - 2009	402AL	\$35,000

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 02 Alcohol and other drugs	CHSP Emphasis Areas – (Correlates with HSP countermeasures)	Milestones	Funding Sources	Amount
			<ul style="list-style-type: none"> Strategy no. 39 – SFST Training for American Indian tribal law enforcement. <p>Emphasis Area #6: Young Driver Crashes:</p> <ul style="list-style-type: none"> Strategy no. 40 – Standard Field Sobriety Testing (SFST) Refresher Training. Strategy no. 41 – SFST training for Native American tribal law enforcement. 			
10	C, D, E, F, G, I, J, L	<p>The designated media company will assist the state in designing, executing, and updating a year round, multi-media 3 year state communications plan. This will incorporate strategies that result in reducing impaired driving and addresses other pertinent traffic safety related issues.</p> <p>This will include development of effective media messages to use during university athletic events that reach the target audience about the problems associated with drinking and driving. The Universities included in this project – Montana State University and The University of Montana.</p> <p>Cross-reference to 05 Occupant Protection task 13 06 Speed Control task 7</p>	<p>Emphasis Area #2 Alcohol & Impaired Driving Crashes:</p> <ul style="list-style-type: none"> Strategy no. 24: Law enforcement related ID media messages Strategy no. 29: open container media messages Strategy no. 33: free ride home program in urban areas 	FFY 2008 – 2010	402AL 163FHWA	\$10,000 \$10,000
11	C, D, E, I, J, L	Production - Contracted media company develops law enforcement related radio,	Emphasis Area #2: Alcohol & Impaired Driving:	FFY 2008 - 2010	402AL 410FR	\$ 45,000 \$125,000

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 02 Alcohol and other drugs	CHSP Emphasis Areas – (Correlates with HSP countermeasures)	Milestones	Funding Sources	Amount
		<p>television, newspaper media messages that reach at least 85% of the population. Messages will focus on youth and adults impaired driving that coincide with national and state mobilizations and sustained enforcement overtime activities.</p> <p>The media company will develop and disseminate earned media in support of the MHP's roving patrol program. They will develop announcements letting the public know which high crash corridors the MHP will be patrolling at any given time via radio, newspapers ads, and other means.</p>	<ul style="list-style-type: none"> Strategy no. 24 – Law Enforcement Related Media Messages <p>Emphasis Area #6: Young Driver Crashes p. 6-11:</p> <ul style="list-style-type: none"> Strategy no. 35 – Impaired Driving media message for Native American males 18 to 34 years of age. Strategy no. 43 – Law Enforcement related impaired driving media messages. 			
12	C, D, E, I, J, L	<p>Paid Media (PM) – Contracted media company places law enforcement related radio, television, newspaper messages that reach at leaser 85% of the population. Placed messages will focus on youth and adults impaired driving that coincide with national and state mobilizations and sustained enforcement overtime activities.</p> <p>Will support the MHP roving patrol program by identifying the high crash corridors through paid placement. The media company will place ads via radio and news where the MHP will patrol at any given time during the year as a warning to the public they are out there protecting Montana's motorists.</p>	<p>Emphasis Area #2: Alcohol & Impaired Driving:</p> <ul style="list-style-type: none"> Strategy no. 24 – Law Enforcement Impaired Driving Media Messages <p>Emphasis Area #6: Young Driver Crashes:</p> <ul style="list-style-type: none"> Strategy no. 35 - Impaired Driving media message for Native American males 18 to 34 years of age. Strategy no. 43 – Law Enforcement related impaired driving media messages. 	FFY 2008 - 2010	154PM 163FHWA 410K8	\$ 50,000 \$100,000 \$ 25,000
13	C, D, E, F, G, L	<p>Selective Traffic Enforcement Program (STEP):</p> <p>Law enforcement will spend 50% of their time enforcing impaired driving and 50%</p>	<p>Emphasis Area #2: Alcohol & Impaired Driving:</p> <ul style="list-style-type: none"> Strategy no. 49 – Special Selective Traffic Enforcement Program (STEP) focusing on impaired driving 	FFY 2008 - 2010	410FR	\$375,000

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 02 Alcohol and other drugs	CHSP Emphasis Areas – (Correlates with HSP countermeasures)	Milestones	Funding Sources	Amount
		<p>of their time enforcing seatbelt usage during the same traffic stop.</p> <p>Fund sustained impaired driving overtime enforcement and overtime patrols during national and state impaired driving mobilizations for local and tribal law enforcement and MHP.</p> <p>MHP commits to conducting safety spot checks in high crash corridors located in strategic areas throughout the state.</p> <p>The largest law enforcement agencies are approached first where 60% of the state’s alcohol related crashes occur and covers 75% of the state’s population.</p> <p>The next agencies offered STEP contracts have at least 5000 people within their counties and communities.</p> <p>The SHTSB will continue funding the Montana Sheriffs and Peace Officers Association (MSPOA) to manage the STEP impaired driving overtime program for the smaller sheriffs’ offices.</p> <p>Law enforcement uses speed enforcement as a trigger violation to stop impaired drivers and cite those drivers seen not wearing their seatbelts during the same traffic stop.</p> <p>Include 1 or more tribal law enforcement agencies to participate in STEP impaired driving overtime activities.</p>	<p>enforcement including safety spot checks.</p> <p>Emphasis Area #3: Native American Crashes:</p> <ul style="list-style-type: none"> • Strategy no. 43 – Native American STEP Enforcement • Strategy NAS-3: deputization of law enforcement among tribal, state and local entities <p>Emphasis Area #4: Single Vehicle Run-Off-The Road Crashes:</p> <ul style="list-style-type: none"> • Strategy no. 6- Special Traffic Enforcement Program (STEP). <p>Emphasis Area #7: High-Crash Corridors/High-Crash Locations:</p> <ul style="list-style-type: none"> • Strategies no. 6 & 7 – Selective Traffic Enforcement Program (STEP) focusing on impaired driving enforcement overtime activities which includes safety spot checks. <p>Emphasis Area #8: Truck Crashes</p> <ul style="list-style-type: none"> • Strategies no. 13 & 14– Special Traffic Enforcement Programs (STEP) that include focusing on impaired driving enforcement which include safety spot checks. 			

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 02 Alcohol and other drugs	CHSP Emphasis Areas – (Correlates with HSP countermeasures)	Milestones	Funding Sources	Amount
		Cross-reference to: 05 Occupant Protection Task 8 06 Speed Control Task 3				
14	C, D, E	<p>Roving patrols conducted by the Montana Highway Patrol will supplement local law enforcement resources on high crash corridors, at special events, and other problem areas indicated by crash data. Funds will cover the salaries/benefits for five new trooper positions and a new sergeant position. The intent is to fund the roving patrols for at least two years.</p> <p>Patrols will focus on impaired driving and drivers not wearing their safety belts. Speed is often used as a trigger violation to stop those drivers not wearing their safety belts and driving impaired.</p> <p>Cross-reference to: 05 Occupant Protection Task 9 06 Speed Control Task 4 07 Police Traffic Services Task 3</p>	<p>Emphasis Area #2 Alcohol & Impaired Driving pages 2-11 thru 2-16:</p> <ul style="list-style-type: none"> • Strategy no. 45 Penalties at time of arrest for DUI – license suspension • Strategy no. 46: seizure of vehicle for driving while license suspended or revoked • Strategy no. 48: unlawful possession of open container • Strategy no. 49: conduct safety spot checks • Strategy no. 64: enforcement of federal regulations for commercial vehicles <p>Emphasis Area #7: High Crash Corridors/High-Crash Locations:</p> <ul style="list-style-type: none"> • Strategy no's. 6 & 7: STEP seatbelt activities that focus on roadways identified for having low seatbelt usage and high incidents of impaired driving. 	FFY 2008 - 2010	410HV 410K8	\$465,000 \$448,000
15	C, D, E, F, G, I, J	Contract media company to continue Native American impaired driving media project on 4 reservations. SHTSB may add 1 or more reservations to participate in program depending upon funding. Contracted media company will continue subcontracting Native American Interns on each reservation to manage project.	<p>Emphasis Area #2 Alcohol & Impaired Driving Crashes:</p> <ul style="list-style-type: none"> • Strategy no. 26 – American Indian Impaired Driving Media Project <p>Emphasis Area #3: Native American Crashes:</p> <ul style="list-style-type: none"> • Strategy no. 19: Impaired Driving 	FFY 2008	402AL 154AL 163FHWA	\$ 75,000 \$ 50,000 \$ 90,000

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 02 Alcohol and other drugs	CHSP Emphasis Areas – (Correlates with HSP countermeasures)	Milestones	Funding Sources	Amount
			<p>media message for American Indian males 18 to 34 years of age.</p> <p>Emphasis Area #6: Young Driver Crashes:</p> <ul style="list-style-type: none"> Strategy no. 45 – American Indian Impaired Driving media project. 			
16	C, D, E, F, G	Fund tribal law enforcement, plus local police and sheriffs departments to purchase DUI related equipment preliminary breath testers (PBT's), speed radars, video cameras) to help apprehend impaired drivers.	<p>Emphasis Area #2: Alcohol & Impaired Driving:</p> <ul style="list-style-type: none"> Strategy no. 50-- Update of DUI equipment. Strategy no. 51 – Supply DUI equipment to 2 more reservations <p>Emphasis Area #3: Native American Crashes:</p> <ul style="list-style-type: none"> Strategy no. 41 – Supply DUI equipment to 2 or more reservations. 	FFY 2008 - 2010	154AL 402AL	\$15,000 \$25,000
17	F, G	<p>Pilot project to increase availability of driver's education for Native Americans, affecting services in and around Crow and N Cheyenne Indian reservations.</p> <p>Cross-reference to 05 Occupant Protection Task 14</p>	<p>Emphasis Area #2: Alcohol & Impaired Driving:</p> <ul style="list-style-type: none"> Strategy no. 34: Montana teen driver essential knowledge and skills topics Strategy no. 47: GDL prerequisites for issuance of driver's license to minor <p>Emphasis Area # 6: Young driver crashes pages 6-4 & 6-20.</p> <ul style="list-style-type: none"> Strategy 7: GDL education Strategy YD-14: affordable/accessible drivers education at all schools <p>Emphasis Area #8: Trucks:</p>	FFY 2008	402AL	\$15,000

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 02 Alcohol and other drugs	CHSP Emphasis Areas – (Correlates with HSP countermeasures)	Milestones	Funding Sources	Amount
			<ul style="list-style-type: none"> Strategy 2: driver's education curriculum improvements Strategy 3: traffic education program			
18	C, D, E	Fund Drug Recognition Expert (DRE) refresher training for Montana's current DRE instructors.	Emphasis Area #2 Alcohol & Impaired Driving Crashes: <ul style="list-style-type: none"> Strategy no. 23: Drug evaluation and certification program 	FFY 2008	402AL 154AL	\$5,000 \$5,000
19	C, D, E, F, G	LEADRS is a web-based DUI reporting program that LE can use when processing a DUI. It allows LE to enter suspect data only once, which streamlines the process, reduces officer paperwork and inconsistencies/errors in data entry. It will help government entities to track DUI data and develop plans focused on areas with high rates of impaired driving. Cross-reference to: 07 Police Traffic Services Task 5 08 Traffic records management Task 10	Emphasis Area #2 Alcohol & Impaired Driving Crashes: <ul style="list-style-type: none"> Strategy 20: prosecutor training Strategy 21: SFST Strategy 22: SFST for BIA and tribal law enforcement Strategy 23: drug evaluation and certification program Strategy 40: judges training Strategy 42: commercial carrier compliance with federal regulations Strategy 43: penalty for DUI Strategy 44: DUI conviction - license suspension/revocation Strategy 45: penalties at time of arrest Strategy 46: driving while license suspended or revoked Strategy 48: unlawful possession of open container Strategy 49: STEP overtime enforcement Strategy 62: random drug and alcohol testing of motor carrier operators 	FFY 2009	163FHWA 402AL	\$100,000 \$ 1,000

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 02 Alcohol and other drugs	CHSP Emphasis Areas – (Correlates with HSP countermeasures)	Milestones	Funding Sources	Amount
			<ul style="list-style-type: none"> • Strategy 63: commercial carrier compliance • Strategy 64: enforcement of federal regs specific to commercial vehicle operators • Strategy AL-8 monitoring of DUI offenders <p>Emphasis area #8: truck crashes</p> <ul style="list-style-type: none"> • Strategy 7: penalties at time of arrest for DUI • Strategy 8: driving while license suspended • Strategy 9: enforcement of federal regs specific to commercial vehicle operators <p>Emphasis Area #10: urban crashes</p> <p>Emphasis area #11: motorcycle crashes</p> <p>Emphasis area #12: older drivers</p>			
20	C, D, E, I, J, L	<p>Motorcycles and related safety and enforcement equipment for law enforcement (for city police of Butte and Missoula and 4 for Montana Highway Patrol Roving Patrols) will enhance their traffic safety enforcement program, especially in areas with traffic congestion. The motorcycles will be used in DUI saturation mobilizations as well as evening, night and weekend patrols. The cycles will be equipped with video equipment which can be used in evidence collection during DUI stops, and later</p>	<p>Emphasis Area #2 Alcohol & Impaired Driving Crashes:</p> <ul style="list-style-type: none"> • Strategy no. 45 Penalties at time of arrest for DUI - license suspension • Strategy no. 46: seizure of vehicle for driving while license suspended or revoked • Strategy no. 48: unlawful possession of open container • Strategy no. 49: STEP overtime patrols focusing on impaired driving 	FFY 2008 - 2009	410K8 154AL	\$172,000 \$ 10,000

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 02 Alcohol and other drugs	CHSP Emphasis Areas – (Correlates with HSP countermeasures)	Milestones	Funding Sources	Amount
		<p>during any court proceedings.</p> <p>Cross-reference to: 05 Occupant Protection Task 17 06 Speed Control Task 8 07 Police Traffic Services Task 4</p>	<p>enforcement and conduct safety spot checks</p> <ul style="list-style-type: none"> Strategy no. 64: enforcement of federal regs for commercial vehicles 			
21	C, D, F, G, I, J	<p>Continue funding Hazard Elimination construction projects with Section 154. Coordination of this effort continues between MDT Engineering, FHWA, and NHTSA. Can eliminate hazards that may cause Native American crashes.</p>	<p>Emphasis Area #2 Alcohol & Impaired Driving p. 2-13:</p> <ul style="list-style-type: none"> Strategy no. 65 – Highway Safety Improvement Program. Encompasses Hazard Elimination Safety Program. <p>Emphasis Area #3 Native American Crashes:</p> <ul style="list-style-type: none"> Strategy no. 50 - Highway Safety Improvement Program <p>Emphasis Area #4: Single Vehicle Run-Off-The Road Crashes:</p> <ul style="list-style-type: none"> Strategy no. 9 – Highway Safety Improvement Program. <p>Emphasis Area #6: Young Driver Crashes:</p> <ul style="list-style-type: none"> Strategy no. 68 – Highway Safety Improvement Plan. <p>Emphasis Area #7: High Crash Corridors/High-Crash Locations</p> <ul style="list-style-type: none"> Strategy no. 9 – Highway Safety Improvement Plan <p>Emphasis Area #8: Truck Crashes</p> <ul style="list-style-type: none"> Strategy no. 16 – Highway Safety 	FFY 2008	154HE 164HE	\$4,937,550 \$ 134,458

Task	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 02 Alcohol and other drugs	CHSP Emphasis Areas – (Correlates with HSP countermeasures)	Milestones	Funding Sources	Amount
			Improvement Program			
22	C, D, E, F, G, I, J, L	Provide support to adult and youth drug court treatment programs to allow more frequent, random in-home, school and workplace testing for alcohol and/or drug consumption	Emphasis Area #2 Alcohol & Impaired Driving: <ul style="list-style-type: none"> Strategy #AL-8 - Monitor DUI Offenders 	FFY 2008 - 2009	402AL	\$25,000
23	C, D, E, F, G, I, J, L	DWI court joint support with direct NHTSA grant to refer repeat offenders to the Billings court for more frequent testing, monitoring, and training.	Emphasis Area #2 Alcohol & Impaired Driving: <ul style="list-style-type: none"> Strategy AL-8 - Monitor DUI Offenders 	FFY 2008 - 2009	154AL	\$8,000
24	C, D, E, F, G, I, J, L	Mini-grants to DUI task forces for alcohol-related projects	Emphasis Area #2 Alcohol & Impaired Driving <ul style="list-style-type: none"> Strategy #2 - Increase DUI task forces Strategy #24 - Impaired driving media messages Strategy #29 - open container education media messages 	FFY 2008	402AL	\$15,000
99	C, D, E, F, G, I, J, L	Indirect Cost - 12.25% of direct costs for state fiscal year 2008, adjusted annually	Emphasis Areas in Support of Alcohol & Impaired Driving Countermeasures: <ul style="list-style-type: none"> #1 Safety Belt Use #2 Alcohol & Impaired Driving #3 Native American Crashes #6 Young Drivers #10 Urban Area Crashes 	FFY 2008	154AL 154HE 163FHWA 164HE 402AL 410K8 410FR 410HV	\$ 34,450 \$659,361 \$ 40,742 \$ 17,480 \$ 92,700 \$ 77,601 \$ 84,500 \$ 61,750

MT HSP 2008

Program Area 02 – Section 402AL (Alcohol/Impaired Driving)

TASK	TOTAL COST	PRIOR YEAR	CURRENT YEAR	LOCAL 40%	MATCH 17.25%
1	90,000	0	90,000	0	0
2	8,000	0	8,000	0	0
3	15,000	0	15,000	3,000	8,000
4	5,000	0	5,000	3,000	0
5	10,000	0	10,000	6,000	0
6	2,500	0	2,500	1,000	0
7	211,600	0	211,600	160,000	50,000
8	120,000	0	120,000	60,000	100,000
9	35,000	0	35,000	18,000	20,000
10	10,000	0	10,000	2,000	0
11	45,000	0	45,000	12,000	20,000
12	0	0	0	0	0
13	0	0	0	0	0
14	0	0	0	0	0
15	75,000	0	75,000	50,000	20,000
16	25,000	0	25,000	20,000	0
17	15,000	0	15,000	10,000	2,000
18	5,000	0	5,000	3,000	3,000
19	1,000	0	1,000	500	500
20	0	0	0	0	0
21 HE	0	0	0	0	0
22	25,000	0	25,000	20,000	10,000
23	0	0	0	0	0
24	15,000	0	15,000	12,000	6,000
99	92,700	0	92,700	0	0
SUB-TOTALS	805,800	0	805,800	380,500	239,500

MT HSP 2008

Program Area 02 – Section 154AL (154 Penalty Transfer, Alcohol programs)

TASK	TOTAL COST	PRIOR YEAR	CURRENT YEAR	LOCAL 40%	MATCH 0%
1	0	0	0	0	0
2	0	0	0	0	0
3 AL	5,000	0	5,000	3,000	0
3 EM	15,000	0	15,000	7,500	0
4 AL	2,500	0	2,500	1,500	0
4 EM	2,500	0	2,500	0	0
5	0	0	0	0	0
6	2,500	0	2,500	1,000	0
7	40,000	0	40,000	35,000	0
8	0	0	0	0	0
9	0	0	0	0	0
10	0	0	0	0	0
11	0	0	0	0	0
12 PM	50,000	0	50,000	20,000	0
13	0	0	0	0	0
14	0	0	0	0	0
15	40,000	0	40,000	20,000	0
16	15,000	0	15,000	12,000	0
17	0	0	0	0	0
18	5,000	0	5,000	1,000	0
19	0	0	0	0	0
20	10,000	0	10,000	9,000	0
21 HE	4,937,550	0	4,937,550	0	0
22	0	0	0	0	0
23	8,000	0	8,000	7,000	0
24	0	0	0	0	0
99	665,346	0	665,346	0	0
SUB-TOTALS	5,798,396	0	5,798,396	117,000	0

MT HSP 2008

Program Area 02 – Section 164HE (164 Penalty Transfer, Construction Hazard Elimination)

TASK	TOTAL COST	PRIOR YEAR	CURRENT YEAR	LOCAL 0%	MATCH 0%
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
5	0	0	0	0	0
6	0	0	0	0	0
7	0	0	0	0	0
8	0	0	0	0	0
9	0	0	0	0	0
10	0	0	0	0	0
11	0	0	0	0	0
12 PM	0	0	0	0	0
13	0	0	0	0	0
14	0	0	0	0	0
15	0	0	0	0	0
16	0	0	0	0	0
17	0	0	0	0	0
18	0	0	0	0	0
19	0	0	0	0	0
20	0	0	0	0	0
21HE	134,458	0	134,458	0	0
22	0	0	0	0	0
23	0	0	0	0	0
24	0	0	0	0	0
99	17,480	0	17,480	0	0
SUB-TOTALS	151,938	0	151,938	0	0

MT HSP 2008

Program Area 02 – Section 410AL K8 (Program/Alcohol)

TASK	TOTAL COST	PRIOR YEAR	CURRENT YEAR	LOCAL 0%	MATCH 25%
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
5	0	0	0	0	0
6	0	0	0	0	0
7	0	0	0	0	0
8	0	0	0	0	0
9	0	0	0	0	0
10	0	0	0	0	0
11	0	0	0	0	0
12	25,000	0	25,000	0	8,500
13	0	0	0	0	0
14	448,000	0	448,000	0	250,000
15	0	0	0	0	0
16	0	0	0	0	0
17	0	0	0	0	0
18	0	0	0	0	0
19	0	0	0	0	0
20	172,000	0	172,000	0	25,000
21	0	0	0	0	0
22	0	0	0	0	0
23	0	0	0	0	0
24	0	0	0	0	0
99	83,850	0	83,850	0	0
SUB-TOTALS	728,850	0	728,850	0	283,500

MT HSP 2008

Program Area 02 – Section 410FR (410 High Fatality Rate State)

TASK	TOTAL COST	PRIOR YEAR	CURRENT YEAR	LOCAL 0%	MATCH 25%
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
5	0	0	0	0	0
6	0	0	0	0	0
7	0	0	0	0	0
8	0	0	0	0	0
9	0	0	0	0	0
10	0	0	0	0	0
11	125,000	0	125,000	0	50,000
12	0	0	0	0	0
13	375,000	0	375,000	0	350,000
14	0	0	0	0	0
15	0	0	0	0	0
16	0	0	0	0	0
17	0	0	0	0	0
18	0	0	0	0	0
19	0	0	0	0	0
20	0	0	0	0	0
21	0	0	0	0	0
22	0	0	0	0	0
23	0	0	0	0	0
24	0	0	0	0	0
99	65,000	0	65,000	0	0
SUB-TOTALS	565,000	0	565,000	0	400,000

MT HSP 2008

Program Area 02 – Section 410HV (410 High Visibility Law Enforcement)

TASK	TOTAL COST	PRIOR YEAR	CURRENT YEAR	LOCAL 0%	MATCH 25%
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
5	0	0	0	0	0
6	0	0	0	0	0
7	0	0	0	0	0
8	0	0	0	0	0
9	0	0	0	0	0
10	0	0	0	0	0
11	0	0	0	0	0
12	0	0	0	0	0
13	0	0	0	0	0
14	465,000	0	465,000	0	160,000
15	0	0	0	0	0
16	0	0	0	0	0
17	0	0	0	0	0
18	0	0	0	0	0
19	0	0	0	0	0
20	0	0	0	0	0
21	0	0	0	0	0
22	0	0	0	0	0
23	0	0	0	0	0
24	0	0	0	0	0
99	60,450	0	60,450	0	0
SUB-TOTALS	525,450	0	525,450	0	160,000
ALCOHOL GRAND TOTALS	\$8,560,434	\$0	\$8,560,434	\$497,500	\$1,083,000

Program Area 03 EMS/Trauma Systems

Performance Measures:

CHSP Emphasis Area #9: Emergency Medical Services Delivery

- K Implementation of CHSP EMS strategies.

TASK	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 03 EMS/Trauma Systems	CHSP Emphasis Areas – (Correlates with HSP countermeasures)	Milestones	Funding Sources	Amount
1	K	Staff salaries and benefits of State Highway Traffic Safety Bureau personnel assigned EMS program management duties.	<p>Emphasis Area #9: Emergency Medical Services Delivery – New Strategies:</p> <ul style="list-style-type: none"> • EM-8 System Component – Public Information and Education: Increase public awareness of the role of Emergency medical Services. Includes development and implementation of EMS service PI&E programs for recruitment and retention. 	FFY 2008	402AL	\$8,000
2	K	<p>Travel, per diem, and training costs for SHTSB personnel performing EMS related management and monitoring services.</p> <p>Fund supplies in support of program management activities.</p>	<p>Emphasis Area #9: Emergency Medical Services Delivery – New Strategies:</p> <ul style="list-style-type: none"> • EM-8 System Component – Public Information and Education: Increase public awareness of the role of Emergency medical Services. Includes development and implementation of EMS service PI&E programs for recruitment and retention. 	FFY 2008	402AL	\$7,000

TAS K	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 03 EMS/Trauma Systems	CHSP Emphasis Areas – (Correlates with HSP countermeasures)	Milestones	Funding Sources	Amount
3	K	Based upon a priority recommendation in the 2005 EMS Assessment, DPHHS EMS will conduct two statewide meetings of Montana EMS service managers to provide essential education to managers of volunteer EMS services, including provision of recruitment and retention workbooks based on those developed by the Virginia Office of EMS.	<p>Emphasis Area #9: Emergency Medical Services Delivery – New Strategies:</p> <ul style="list-style-type: none"> EM-8 System Component – Public Information and Education: Increase public awareness of the role of Emergency medical Services. Includes development and implementation of EMS service PI&E programs for recruitment and retention. 	FFY 2008	402AL 154AL	\$20,000 \$15,000
99	K	Indirect Cost – 12.25% of direct costs for state fiscal year 2008, adjusted annually	Emphasis Area #9: Emergency Medical Services Delivery	FFY 2008	402EM 154AL	\$4,550 \$ 325

MT HSP 2008

Program Area 03 – Section 402EM (Emergency Medical Services)

TASK	TOTAL COST	PRIOR YEAR	CURRENT YEAR	LOCAL 40%	MATCH 17.25%
1	8,000	0	8,000	0	0
2	7,000	0	7,000	5,000	2,000
3	20,000	0	20,000	16,000	16,000
99	4,550	0	4,550	0	0
TOTALS	39,550	0	39,550	21,000	18,000

Program Area 04 - Motorcycle Involvement

Performance Measures:

Emphasis Area #2: Alcohol & Drug Impaired Driving

- C Total annual alcohol- and drug-related fatalities. Reduce from 124 during 2005 to less than 90 by 2010.
- D Annual alcohol- and drug-related fatality rate (per 100 M Vehicle Miles of Travel). Reduce from 1.12 during 2005 to less than 0.80 by 2010.
- E Annual alcohol- and drug-related fatalities as a percent of all traffic fatalities. Reduce from 49.4% during 2005 to less than 40% by 2010.

Emphasis Area #11: Motorcycle Crashes

- M Total annual motorcycle fatal crashes. Reduce motorcycle fatal crashes from 25 during 2006 to less than 20 fatal crashes.

TASK	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 04 Motorcycle Safety	CHSP Emphasis Areas – (Correlates with HSP countermeasures)	Milestones	Funding Sources	Amount
1	C, D, E, M	Staff salaries and benefits for State Highway Traffic Safety Bureau personnel that perform motorcycle related program management duties.	Emphasis Area #2: Alcohol & Drug Impaired Driving Emphasis Area #11: Motorcycle Crashes - (No CHSP Countermeasures Currently Identified)	FFY 2008	402MC	\$3,000
2	C, D, E, M	Travel, per diem, and training costs for State Highway Traffic Safety Personnel that perform motorcycle program management and monitoring. Fund supplies in support of program management activities.	Emphasis Area #2: Alcohol & Drug Impaired Driving Emphasis Area #11: Motorcycle Crashes	FFY 2008	402MC	\$3,000
3	C, D, E, M	Contract with Montana State University-Northern's Montana Motorcycle Rider Safety Program to provide training for Montana's motorcycle instructors via national conference attendance and participation.	Emphasis Area #2: Alcohol & Drug Impaired Driving Emphasis Area #11: Motorcycle Crashes	FFY 2008	Section 2010	\$40,000
4	C, D, E, M	Contract Montana State University-Northern's Montana Motorcycle Rider Safety Program to work with the contracted media company to develop public education and awareness materials and messages for motorcyclists and drivers, and to conduct outreach to law enforcement and motorcycle dealerships	Emphasis Area #2: Alcohol & Drug Impaired Driving Emphasis Area #11: Motorcycle Crashes	FFY 2008 - 2010	Section 2010	\$48,495
99	C, D, E, M	Indirect Cost - At 12.25% of direct costs for state fiscal year 2008, adjusted annually.	Emphasis Area #9: Emergency Medical Services Delivery	FFY 2008	402MC 2010	\$ 780 \$ 11,505

MT HSP 2008

Program Area 04 – Section 402MC (Motorcycle Safety)

TASK	TOTAL COST	PRIOR YEAR	CURRENT YEAR	LOCAL 40%	MATCH 17.25%
1	3,000	0	3,000	0	0
2	3,000	0	3,000	1,500	2,500
3	0	0	0	0	0
4	0	0	0	0	0
99	780	0	780	0	0
TOTALS	6,780	0	6,780	1,500	2,500

MT HSP 2008

Program Area 04 – Section 2010K6 (2010 Motorcycle Safety)

TASK	TOTAL COST	PRIOR YEAR	CURRENT YEAR	LOCAL 0%	MATCH 0%
1	0	0	0	0	0
2	0	0	0	0	0
3	40,000	0	40,000	0	0
4	48,495	0	48,495	0	0
99	11,505	0	11,505	0	0
SUB-TOTALS	100,000	0	100,000	0	0
MOTORCYCLE GRAND TOTALS	\$106,780	\$0	\$106,780	\$1,500	\$2,500

Program Area 05 - Occupant Protection

Performance Measures:

Emphasis Area #1: Safety Belt Use

- A Annual statewide safety belt utilization for all roads. Increase from 79.6% during 2007 to 90% by 2010.
- B Annual restraint use by occupant fatalities. Increase from 29.2% during 2006 to 45% by 2010.

Emphasis Area #2: Alcohol & Drug Impaired Driving

- C Total annual alcohol- and drug-related fatalities. Reduce from 124 during 2005 to less than 90 by 2010.
- D Annual alcohol- and drug-related fatality rate (per 100 M Vehicle Miles of Travel). Reduce from 1.12 during 2005 to less than 0.80 by 2010.
- E Annual alcohol- and drug-related fatalities as a percent of all traffic fatalities. Reduce from 49.4% during 2005 to less than 40% by 2010.

Emphasis Area #3: Native American Crashes

- F Total annual Native American traffic fatalities. Reduce from 46 during 2006 to less than 30 per year by 2010.
- G Annual Native American traffic fatalities as a percent of all Montana traffic fatalities. Reduce from 17.5% during 2006 to less than 12% by 2010.

Emphasis Area #6: Young Drivers

- I Annual young driver crash rate (per 1,000 licenses). Reduce the under 21 year old drivers from 119 during 2006 to less than 90 by 2010.
- J Annual young driver fatal crash rate (per 1,000 licenses). Reduce the under 21 year old drivers from 0.62 during 2006 to less than 0.40 by 2010.

Emphasis Area #10: Urban Area Crashes

- L Total annual urban fatal crashes. Reduce urban fatal crashes from an average of 24 during the years 2002 to 2006 to below 20 by 2010.

Emphasis Area #13: Speed Control

- N Percent of vehicles in fatal crashes that were above the speed limit according to contributing circumstances. Reduce this percentage from 7.1% during 2006 to below 5% by 2010.
- O Percent of vehicles in fatal crashes where the contributing circumstance was "Too Fast for Conditions". Reduce this percentage from 11.7% during 2006 to below 10% by 2010.

TASK	Highway Safety Plan (HSP) Evaluation Measures	HSP Countermeasures: 05 Occupant Protection	Comprehensive Highway Safety Plan Emphasis Areas – Correlates with HSP Countermeasures	Milestones	Funding Sources	Amount
1	A, B	Staff salaries and benefits for State Highway Traffic Safety Bureau personnel assigned occupant protection program management duties.	Emphasis Areas that Support Occupant Protection Strategies: #1 Safety Belt Use #2 Alcohol & Drug Impaired #3: American Indians #6 Young Drivers	FFY 2008 – 2010	402OP	\$75,000
2	A, B	Funds travel, per diem, and training costs for staff assigned to occupant protection programs including child safety seat instruction. Funds supplies in support of program management activities.	Emphasis Area # 1: Safety Belt Usage: <ul style="list-style-type: none"> Strategy no. 1 - Annual Safety Belt Observation Study (pre- & post). Strategy no. 2 - Establish position of State Lead Instructor for child passenger safety. 	FFY 2008 - 2010	402OP	\$5,000
3	A,B	Tribal, state, and local officials reimbursed for travel, per diem, training costs for management, policy and procedure training that support occupant protection programs and projects.	Following Emphasis Areas in Support of Occupant Protection Strategies: #1 Safety Belt Use #2 Alcohol & Drug Impaired #3: American Indians #6 Young Drivers	FFY 2008 - 2010	402OP	\$13,000
4	A, B, C, D, E, I J, L	Funds SKSC coordinator that spends 50% of their time on occupant protection and 50% of their time on impaired driving projects in support of local SKSC organizations. Coordinator mentors SKSC organizations by showing them how to: Work with local law enforcement encouraging their involvement in seatbelt overtime activities in	Emphasis Area # 1: Safety Belt Usage: <ul style="list-style-type: none"> Strategy no. 3: Coordinator assists SKSC's in implementing their occupant protection programs. Emphasis Area #6: Young Driver Crashes: <ul style="list-style-type: none"> Strategy no. 8 - Coordinator to assist SKSC's in implementing their occupant protection 	FFY 2008	402OP	\$10,000

TASK	Highway Safety Plan (HSP) Evaluation Measures	HSP Countermeasures: 05 Occupant Protection	Comprehensive Highway Safety Plan Emphasis Areas – Correlates with HSP Countermeasures	Milestones	Funding Sources	Amount
		<p>conjunction with national and state sponsored mobilizations.</p> <p>How to conduct local child safety seat training and clinics.</p> <p>Develop local PI&E on occupant protection using local data resources that targets the appropriate demographic.</p>	<p>education programs.</p>			
5	A, B, I, J, L	<p>Funds the production of reference and public information and education materials (i.e. brochures, flyers, posters) on occupant related topics. Includes seatbelt materials targeting young drivers, child passenger safety, and other occupant protection related subjects.</p> <p>Includes production and dissemination of post cards educating the public about the importance of wearing seatbelts from a safety and economic perspective. Includes the development of PI&E material for pickup truck drivers and problems associated with lack of seatbelt usage during rollovers.</p>	<p>Emphasis Area # 1: Safety Belt Usage:</p> <ul style="list-style-type: none"> • Strategy no. 4 – Pubic Information and Education materials on occupant protection. <p>Emphasis Area #1: New Safety Belt Strategies:</p> <ul style="list-style-type: none"> • SB-5 – Identify and target enforcement and education to low belt use locations/corridors with a high incident of unbelted fatal and injury crashes and population groups. <p>Emphasis Area #6: Young Driver Crashes:</p> <ul style="list-style-type: none"> • Strategy no. 10 – PI&E materials on occupant protection for the public. 	FFY 2008 - 2010	402OP	\$2,500

TASK	Highway Safety Plan (HSP) Evaluation Measures	HSP Countermeasures: 05 Occupant Protection	Comprehensive Highway Safety Plan Emphasis Areas – Correlates with HSP Countermeasures	Milestones	Funding Sources	Amount
6	A, B, I, J, L	<p>Contract Healthy Mothers, Healthy Babies (HMHB) to manage 16 or more local <i>Safe Kids/Safe Communities</i> coalitions to continue occupant protection related programs that encompass approximately 80% of Montana’s population.</p> <p>SKSC coalitions will spend approximately 50% of their time supporting impaired driving related programs and 50% of their time on occupant protection.</p> <p>SKSC program responsibilities include:</p> <ul style="list-style-type: none"> • Adopting quantifiable performance measures for evaluation and review of all occupant protection projects i.e. pre- and post surveys. • Outreach to local and tribal law enforcement, emergency medical services, fire department, etc. to increase support of occupant protection program efforts. • Developing and airing campaigns as earned media that targets those who drive pickup trucks and SUV’s and known for low seatbelt usage. • Addressing the vulnerabilities of not wearing seatbelts in case of run-off-the-road crashes that often lead to rollovers and ejection. • Continuing local “Saved by the Belt” award ceremonies honoring citizens that wore their belts during a crash 	<p>Emphasis Area # 1: Safety Belt Usage</p> <ul style="list-style-type: none"> • Strategy no. 6 – SKSC local coalition’s activities. • Strategy no. 14 – HMHB P&E clearinghouse of occupant protection related materials. • Strategy no. 16 – Occupant protection program for children. • Strategy no. 24 – HMHB’s hospital “Grand Rounds” tour. <p>Emphasis Area #1: New Safety Belt Strategies:</p> <ul style="list-style-type: none"> • SB-5 – Identify and target enforcement and education to low belt use locations/corridors with a high incident of unbelted fatal and injury crashes and population groups. <p>Emphasis Area #3: Native American Crashes:</p> <ul style="list-style-type: none"> • Strategy no. 1 – Encourage Native American participation in SKSC/development of SKSC. <p>Emphasis Area #6: Young Driver Crashes:</p> <ul style="list-style-type: none"> • Strategy no. 11 - Local SKSC occupant protection education 	FFY 2008	402OP	\$300,000

TASK	Highway Safety Plan (HSP) Evaluation Measures	HSP Countermeasures: 05 Occupant Protection	Comprehensive Highway Safety Plan Emphasis Areas – Correlates with HSP Countermeasures	Milestones	Funding Sources	Amount
		<p>and survived.</p> <ul style="list-style-type: none"> • Using local data to plan and develop occupant protection related educational programs that address the appropriate demographics. • Providing support to local law enforcement during state sponsored and national seatbelt mobilizations and encourage their participation in writing seatbelt tickets. Includes reaching law enforcement agencies located within the vicinity of high crash corridors identified by MDT where unbelted fatalities and injuries occur. • Continued promotion of child passenger safety program by training adults and care providers on how to properly install and use child safety seats via fitting stations, safety seat clinics, and other means. • Demonstrating progress toward self sufficiency i.e. in kind resources – partnering with local businesses during seatbelt mobilizations to provide incentives to drivers seen wearing seatbelts. <p>HMHB will continue education outreach presentations to enforcement, first responders, child care providers, school transportation providers, and health care providers about their role in ensuring children ride safely in motor vehicles.</p>	<p>programs.</p> <ul style="list-style-type: none"> • Strategy no. 16 - HMHB PI&E clearinghouse of occupant protection related materials 			

TASK	Highway Safety Plan (HSP) Evaluation Measures	HSP Countermeasures: 05 Occupant Protection	Comprehensive Highway Safety Plan Emphasis Areas – Correlates with HSP Countermeasures	Milestones	Funding Sources	Amount
		<p>HMHB continues clearinghouse service to supply public information and educational handouts to public about seatbelts and child safety seats.</p> <p>SKSC's encourage participation of the American Indians as members of their coalitions and encourage the American Indians to establish their own SKSC's on the reservations. Includes the development of culturally sensitive impaired driving messages</p>				
7	A, B, C, D, E	<p>Contract resource prosecutor to train other prosecutors and judges on the importance of convicting drivers cited during a traffic stop for not wearing a seatbelt. The same person will also train prosecutors and judges on importance of convicting DUI offenders. Trainer will encourage tribal prosecutors and judges to participate.</p> <p>Cross-reference to 02 Alcohol and other drugs task 8</p>	<p>Emphasis area #1: Safety Belt Usage:</p> <ul style="list-style-type: none"> Strategy no. SB-2: Department of Justice will sponsor a primary occupant restraint law for Montana. Strategy no SB-5: targeted education/enforcement to increase seatbelt usage 	FFY 2008 - 2010	402OP	\$25,000
8	A, B, C, D, E, F, G, I, J, L	<p>Selective Traffic Enforcement Program (STEP):</p> <p>Law enforcement will spend 50% of their time enforcing seatbelt usage and 50% of their time enforcing impaired driving laws during the same traffic stop.</p> <p>MDT will fund sustain occupant protection overtime enforcement and overtime patrols during state sponsored and national occupant protection mobilizations for local and tribal law</p>	<p>Emphasis area #1: Safety Belt Usage:</p> <p>Strategy no. 25 – STEP overtime activities that focus on occupant protection.</p> <ul style="list-style-type: none"> Strategy no. 26 – Pilot project: STEP seatbelt enforcement overtime project on reservations. <p>Emphasis Area #1: New Safety Belt Strategies:</p> <ul style="list-style-type: none"> SB-5 – Identify and target 	FFY 2008 - 2010	405OP 402OP 163FHWA	\$200,000 \$75,000 \$25,000

TASK	Highway Safety Plan (HSP) Evaluation Measures	HSP Countermeasures: 05 Occupant Protection	Comprehensive Highway Safety Plan Emphasis Areas – Correlates with HSP Countermeasures	Milestones	Funding Sources	Amount
		<p>enforcement and the MHP.</p> <p>MHP commits to conducting safety spot check in high crash corridors identified by MDT and located in strategic areas throughout the state.</p> <p>The largest law enforcement agencies are approached first where 60% of the state’s alcohol related crashes occur and covers 75% of the population.</p> <p>The next law enforcement agencies offered STEP contracts have at least 5000 people within their counties and communities.</p> <p>The SHTSB will continue funding the MT Sheriffs and Peace Officers Association (MSPOA) to manage STEP overtime for the smaller sheriffs’ offices.</p> <p>Law enforcement uses speed enforcement as a trigger violation to stop drivers driving impaired and not wearing their seatbelts.</p> <p>Include 1 or more tribal law enforcement agencies to participate in STEP occupant protection activities.</p> <p>Cross-reference to:</p> <p>06 Speed Control Task 3 02 Alcohol/Other Drugs Task 13</p>	<p>enforcement and education to low belt use locations/corridors with a high incident of unbelted fatal and injury crashes and population groups.</p> <p>Emphasis Area #6: Young Driver Crashes:</p> <ul style="list-style-type: none"> • Strategy no. 63 - STEP overtime activities focusing on occupant protection. • Strategy no. 64 - STEP seat belt enforcement overtime project on the reservations. <p>Emphasis Area #3: Native American crashes</p> <ul style="list-style-type: none"> • Strategy NAS-3: deputization of law enforcement among tribal, state and local entities <p>Emphasis Area #7: High Crash Corridors/High Crash Locations:</p> <ul style="list-style-type: none"> • Strategy no’s. 6 & 7: STEP seatbelt activities that focus on roadways identified for having low seatbelt usage and high incidents of impaired driving. <p>Emphasis Area #8: Truck Crashes:</p> <ul style="list-style-type: none"> • Strategies no’s. 13 & 14: STEP overtime that focusing on seatbelt and impaired driving violations. 			

TASK	Highway Safety Plan (HSP) Evaluation Measures	HSP Countermeasures: 05 Occupant Protection	Comprehensive Highway Safety Plan Emphasis Areas – Correlates with HSP Countermeasures	Milestones	Funding Sources	Amount
9	A, B, C, D, E, I, J	<p>Roving patrols conducted by the Montana Highway Patrol will supplement local law enforcement resources on high crash corridors, at special events, and other problem areas indicated by crash data. Funds will cover the salaries/benefits for five new trooper positions and a new sergeant position. The intent is to fund the roving patrols for at least two years.</p> <p>Patrols will focus on impaired driving and drivers not wearing their safety belts. Speed is often used as a trigger violation to stop those drivers not wearing their safety belts and driving impaired.</p> <p>Cross-reference to: 02 Alcohol/Other Drugs Task 14. 06 Speed Control Task 4 07 Police Traffic Services Task 3</p>	<p>Emphasis Area #1: New Safety Belt Strategies:</p> <ul style="list-style-type: none"> SB-5 – Identify and target enforcement and education to low belt use locations/corridors with a high incident of unbelted fatal and injury crashes and population groups. <p>Emphasis Area #7: High Crash Corridors/High Crash Locations:</p> <ul style="list-style-type: none"> Strategy no's. 6 & 7: STEP seatbelt activities that focus on roadways identified for having low seatbelt usage and high incidents of impaired driving. 	FFY 2008-2009	See Plan Area 02, task 14	N/A
10	A, B, I, J, L	<p>Production – Contracted media company develops law enforcement related radio, television, newspaper media messages that reach at least 85% of the population. Messages focus the importance of seatbelt usage for both youth and adults. Includes focus on mal3 pickup truck drivers known for having the lowest seatbelt usage rate. Media spots will include messages similar to the national “Click It or Ticket” campaign.</p> <p>Media company will develop and disseminate earned media in support of</p>	<p>Emphasis Area #1: New Safety Belt Strategies:</p> <ul style="list-style-type: none"> SB-5 – Identify and target enforcement and education to low belt use locations/corridors with a high incident of unbelted fatal and injury crashes and population groups. <p>Emphasis Area #6: Young Driver Crashes:</p> <ul style="list-style-type: none"> Strategy no. 12 – Development of occupant law enforcement 	FFY 2008- 2010	402OP 405OP 163FHWA	\$25,000 \$25,000 \$25,000

TASK	Highway Safety Plan (HSP) Evaluation Measures	HSP Countermeasures: 05 Occupant Protection	Comprehensive Highway Safety Plan Emphasis Areas – Correlates with HSP Countermeasures	Milestones	Funding Sources	Amount
		the MHP's roving patrol program that focuses on seatbelts. They will develop announcement letting the public know which high crash corridors the MHP will be patrolling at any given time via radio, newspaper ads, and other means.	media messages.			
11	A, B, I, J, L	Paid Media (PM) – Contracted media company places law enforcement related radio, television, newspaper media messages that reach at least 85% of the population. Messages focus the importance of seatbelt usage for both youth and adults. Includes focus on make pickup truck drivers known for having the lowest seatbelt usage rate. Media spots will include messages similar to the national “Click It or Ticket” campaign.	Emphasis Area #6: Young Driver Crashes: <ul style="list-style-type: none"> Strategy no. 12 – Development of occupant law enforcement media messages. 	FFY 2008 - 2010	405OP 163FHWA	\$75,000 \$90,000
12	A, B, F, G, I, J, L	Contracted media company will continue Native American occupant protection media project on 4 reservations using local resources. MDT may add 1 or more reservations to participate in the program depending upon funding. Media company will continue subcontracting Native American interns to each reservation to manage the program	Emphasis Area #1: Safety Belt Usage: <ul style="list-style-type: none"> Strategy no. 11 – American Indian Seatbelt Media Project. Emphasis Area #6: Young Driver Crashes: <ul style="list-style-type: none"> Strategy no. 15 – American Indian Seatbelt Media Project. 	FFY 2008 - 2010	402OP 163FHWA 163FHWA – PM	\$76,000 \$10,000 \$40,000
13	A, B, I, J, L	The designated media company will assist the state in designing and executing, a year round, multi-media 3 year state communications plan . This will incorporate strategies that result in increasing seat belt usage. This will include effective media messages to use during university athletic events that reach the target audience about the	Emphasis Area #1: New Safety Belt Strategies: <ul style="list-style-type: none"> SB-5 – Identify and target enforcement and education to low belt use locations/corridors with a high incident of unbelted fatal and injury crashes and 	FFY 2008	402OP	\$5,000

TASK	Highway Safety Plan (HSP) Evaluation Measures	HSP Countermeasures: 05 Occupant Protection	Comprehensive Highway Safety Plan Emphasis Areas – Correlates with HSP Countermeasures	Milestones	Funding Sources	Amount
		<p>importance of seatbelt usage. The universities included in this project: Montana State University and The University of Montana.</p> <p>Cross-reference to 02 Alcohol & other drugs Task 10</p>	<p>population groups.</p>			
14	A, B, F, G, I, J	<p>Pilot project to increase availability of driver's education for Native Americans, affecting services in and around Crow and N. Cheyenne Indian reservations.</p> <p>Cross-reference to 02 Alcohol/Other drugs Task 17</p>	<p>Emphasis Area #1: New Safety Belt Strategies:</p> <ul style="list-style-type: none"> SB-5: Identify and target enforcement and education to low belt use locations/corridors with a high incident of unbelted fatal and injury crashes and population groups. SB-12: driver's education curriculum improvement <p>Emphasis Area # 6: Young driver crashes</p> <ul style="list-style-type: none"> Strategy 7: GDL education Strategy YD-14: affordable/accessible drivers education at all schools <p>Emphasis Area #8: Trucks Strategy 2: driver's education curriculum improvements</p> <ul style="list-style-type: none"> Strategy 3: traffic education program 	FFY 2008	402OP	\$5,000
15	A, B, F, I, J	<p>As a means to increasing parent involvement in the GDL process and teenage driving, a pilot project will develop and test parent-teen homework</p>	<p>Emphasis Area # 6: Young driver crashes</p> <ul style="list-style-type: none"> Strategy 1: drivers' education curriculum – Montana teen 	FFY 2008	402OP	\$5,000

TASK	Highway Safety Plan (HSP) Evaluation Measures	HSP Countermeasures: 05 Occupant Protection	Comprehensive Highway Safety Plan Emphasis Areas – Correlates with HSP Countermeasures	Milestones	Funding Sources	Amount
		<p>assignments for inclusion in the standard driver education curriculum. Parents are more available than law enforcement and this project aims to tap them as a resource. If successful, further research and implementation will follow using other funding.</p>	<p>driver essential knowledge and skills topics</p> <ul style="list-style-type: none"> • Strategy 2: traffic education program • Strategy 7: GDL implementation <p>Strategy 8: distracted drivers campaign</p> <ul style="list-style-type: none"> • Strategy 56: GDL implementation • Strategy 57: GDL violations • Strategy 58: GDL violations - DUI • Strategy 59: GDL violations – DUI conviction – license suspension/revocation <p>Emphasis Area #8: Trucks</p> <ul style="list-style-type: none"> • Strategy 2: driver’s education curriculum improvements • Strategy 3: traffic education program 			
16	A, B, C, D, E	<p>Prosecutor Training</p> <p>Contract a prosecutor to train and work with county prosecutors, law enforcement and the court system to promote proper arrest, conviction, and sentencing of impaired drivers. Will include instruction on impaired driving problems throughout Montana’s court system. The same person will also train prosecutors and judges on the</p>	<p>Emphasis Area #1 Safety Belts:</p> <ul style="list-style-type: none"> • Strategy no. 25 STEP focusing on OP • Strategy no. SB-2 – Primary Safety Belt Law/Child Passenger Safety • Strategy no. SB-5 – Targeted Education/Enforcement 	FFY 2008	402OP	\$15,000

TASK	Highway Safety Plan (HSP) Evaluation Measures	HSP Countermeasures: 05 Occupant Protection	Comprehensive Highway Safety Plan Emphasis Areas – Correlates with HSP Countermeasures	Milestones	Funding Sources	Amount
		<p>importance of convicting drivers cited for not wearing their seatbelts during a traffic stop. Trainer will encourage tribal prosecutors and judges to participate.</p> <p>Cross-reference to: 02 Alcohol & Other Drugs Task 8</p>				
17	A, B, C, D, E, I, J, L, N, O	<p>Motorcycles and related safety and enforcement equipment for law enforcement (for Butte and Missoula city police and Montana Highway Patrol) will enhance their traffic safety enforcement program, especially in areas with traffic congestion. The motorcycles will be used in DUI saturation mobilizations as well as evening, night and weekend patrols. The cycles will be equipped with video equipment which can be used in evidence collection during DUI stops, and later during any court proceedings.</p> <p>Cross-reference to: 02 Alcohol/Other Drugs, Task 20 06 Speed Control, Task 8 07 Police Traffic Services Task 4</p>	<p>Emphasis Area #2 Alcohol & Impaired Driving:</p> <ul style="list-style-type: none"> • Strategy no. 45 Penalties at time of arrest for DUI - license suspension • Strategy no. 46: seizure of vehicle for driving while license suspended or revoked • Strategy no. 48: unlawful possession of open container • Strategy no. 49: STEP overtime patrols focusing on impaired driving enforcement and conduct safety spot checks • Strategy no. 64: enforcement of federal regs for commercial vehicles 	FFY 2008	402OP Se also 402AL, task #20	\$1,000
99	A, B, C, D, E, F, G, I, J, L, N, O	Indirect Cost - At 12.25% of direct costs for state fiscal year 2008, adjusted annually.	<p>Emphasis Areas that Support Occupant Protection Strategies:</p> <p>#1 Safety Belt Use #2 Alcohol & Drug Impaired #3: American Indians #6 Young Drivers</p>	FFY 2008	402OP 405OP 163FHWA	\$82,225 \$45,500 \$24,700

MT HSP 2008

Program Area 05 – Section 402OP (Occupant Protection)

TASK	TOTAL COST	PRIOR YEAR	CURRENT YEAR	LOCAL 40%	MATCH 17.25%
1	75,000	0	75,000	0	0
2	5,000	0	5,000	0	0
3	13,000	0	13,000	7,000	5,000
4	10,000	0	10,000	9,000	0
5	2,500	0	2,500	1,500	0
6	300,000	0	300,000	240,000	20,000
7	20,000	0	20,000	10,000	10,000
8	75,000	0	75,000	70,000	200,000
9	0	0	0	0	0
10	25,000	0	25,000	10,000	0
11	0	0	0	0	0
12	76,000	0	76,000	45,000	50,000
13	5,000	0	5,000	2,000	0
14	5,000	0	5,000	3,000	5,000
15	5,000	0	5,000	3,000	5,000
16	15,000	0	15,000	8,000	10,000
17	1,000	0	1,000	800	0
99	82,225	0	82,225	0	0
SUB-TOTALS	714,725	0	714,725	409,300	305,000

MT HSP 2008

Program Area 05 – Section 405OP K2 (Occupant Protection Law Enforcement)

TASK	TOTAL COST	PRIOR YEAR	CURRENT YEAR	LOCAL 0%	MATCH 25%
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
5	0	0	0	0	0
6	0	0	0	0	0
7	0	0	0	0	0
8	225,000	0	225,000	0	400,000
9	0	0	0	0	0
10	50,000	0	50,000	0	0
11 - PM	75,000	0	75,000	0	0
12	0	0	0	0	0
13	0	0	0	0	0
14	0	0	0	0	0
15	0	0	0	0	0
16	0	0	0	0	0
17	0	0	0	0	0
99	45,500	0	45,500	0	0
SUB-TOTALS	395,500	0	395,500	0	400,000
OP GRAND TOTALS	\$1,110,225	0	\$1,110,225	0	\$705,000

Program Area 06 - Speed Control

Performance Measures:

Emphasis Area #1: Safety Belt Use

- A Annual statewide safety belt utilization for all roads. Increase from 79.6% during 2007 to 90% by 2010.
- B Annual restraint use by occupant fatalities. Increase from 29.2% during 2006 to 45% by 2010.

Emphasis Area #2: Alcohol & Drug Impaired Driving

- C Total annual alcohol- and drug-related fatalities. Reduce from 124 during 2005 to less than 90 by 2010.
- D Annual alcohol- and drug-related fatality rate (per 100 M Vehicle Miles of Travel). Reduce from 1.12 during 2005 to less than 0.80 by 2010.
- E Annual alcohol- and drug-related fatalities as a percent of all traffic fatalities. Reduce from 49.4% during 2005 to less than 40% by 2010.

Emphasis Area #10: Urban Crashes

- L Total annual urban fatal crashes. Reduce urban fatal crashes from an average of 24 during the years 2002 to 2006 to below 20 by 2010.

HSP Program Area 06

- N Percent of vehicles in fatal crashes that were above the speed limit according to contributing circumstances. Reduce this percentage from 7.1% during 2006 to below 5% by 2010.
- O Percent of vehicles in fatal crashes where the contributing circumstance was "Too Fast for Conditions". Reduce this percentage from 11.7% during 2006 to below 10% by 2010.

TASK	Highway Safety Plan (HSP) Evaluation Measures	HSP Countermeasures: 06 Speed Control	Comprehensive Highway Safety Plan Emphasis Areas – Correlates with HSP Countermeasures	Milestones	Funding Sources	Amount
1	N, O	Staff salaries and benefits for State Highway Traffic Safety Bureau personnel assigned speed related projects.	Emphasis Areas that Support Speed Control Strategies: #1 Safety Belt Use #2 Alcohol & Impaired Driving #10 Urban Crashes	FFY 2008	402SE	\$1,000
2	N, O	Travel, per diem, and training costs for SHTSB personnel performing speed related management and monitoring of projects.	Emphasis Areas that Support Speed Control Strategies: #1 Safety Belt Use #2 Alcohol & Impaired Driving #10 Urban Crashes	FFY 2008	402SE	\$500
3	A, B, C, D, E, L, N, O	*Selective Traffic Enforcement Program (STEP) cross-reference to: 02 Alcohol/Other Drugs Task 13 05 Occupant Protection Task 8 *Speed is used as a trigger violation by law enforcement to catch those that drive impaired and/or not wearing their seatbelts.	Emphasis Area #2 Alcohol & Impaired Driving Crashes: <ul style="list-style-type: none"> • Strategy 49: STEP to address speed violations • Strategy 50: LE equipment (e.g. radars) Emphasis area #4: single vehicle run-off-the-road crashes: <ul style="list-style-type: none"> • Strategy 1: year-round media plan focused on speeding campaigns • Strategy 5: speed control Emphasis area #3: Native American crashes: <ul style="list-style-type: none"> • Strategy 43: STEP participation by tribal and BIA law enforcement • Strategy NAS-3: deputization of law enforcement among tribal, state and local entities 	FFY 2008 - 2010	See Plan Area 02, Task # 13 and Plan Area 05, Task # 08	N/A

TASK	Highway Safety Plan (HSP) Evaluation Measures	HSP Countermeasures: 06 Speed Control	Comprehensive Highway Safety Plan Emphasis Areas – Correlates with HSP Countermeasures	Milestones	Funding Sources	Amount
			<p>Emphasis area #6: young driver crashes:</p> <ul style="list-style-type: none"> • Strategy 7 and 56: GDL phases of young driver training (education and enforcement) • YD-16: develop role and strategy for law enforcement in GDL 			
4	A, B, C, D, E, N, O	<p>Roving patrols conducted by the Montana Highway Patrol will supplement local law enforcement resources on high crash corridors, at special events, and other problem areas indicated by crash data. Funds will cover the salaries/benefits for five new trooper positions and a new sergeant position. The intent is to fund the roving patrols for at least two years.</p> <p>Patrols will focus on impaired driving and drivers not wearing their safety belts. Speed is often used as a trigger violation to stop those drivers not wearing their safety belts and driving impaired.</p> <p>Cross-reference to: 05 Occupant Protection Task 9 02 Alcohol/Other Drugs Task 14 07 Police Traffic Services Task 3</p>	<p>Emphasis Area #2 Alcohol & Impaired Driving Crashes:</p> <ul style="list-style-type: none"> • Strategy 49: STEP to address speed violations • Strategy 50: LE equipment (e.g. radars) <p>Emphasis area #4: single vehicle run-off-the-road crashes</p> <ul style="list-style-type: none"> • Strategy 1: year-round media plan focused on speeding campaigns <p>Emphasis area #7: high-crash corridors (page 7-4)</p> <ul style="list-style-type: none"> • Strategy 5: speed control • Strategy 6: STEP • Strategy 8: MHP regular enforcement activities – ongoing speed and DUI enforcement. 	FFY 2008 – 2010	See Plan Area 02, Task # 14	N/A
5	A, B, L, N, O	Purchase speed trailers for use in high-crash areas, known speeding zones, school zones and other roads where law enforcement may not have the manpower to patrol	<p>Emphasis area #7: High crash corridors and locations</p> <p>Strategy 5: speed control</p> <p>Strategy Emphasis Area #1: New</p>	FFY 2008	402SE	\$85,000

TASK	Highway Safety Plan (HSP) Evaluation Measures	HSP Countermeasures: 06 Speed Control	Comprehensive Highway Safety Plan Emphasis Areas – Correlates with HSP Countermeasures	Milestones	Funding Sources	Amount
		regularly. Speed trailers will be shared with neighboring jurisdictions.	Safety Belt Strategies p. 1-10.: <ul style="list-style-type: none"> • SB-5: Identify and target enforcement and education to low belt use locations/corridors with a high incident of unbelted fatal and injury crashes and population groups. Emphasis area #6: Young drivers Strategy 66: local safety programs (pg. 6-16)			
6	A, B, C, D, E, L, N, O	Purchase radar and LIDAR units for patrol vehicles. These pieces of equipment will be used to enforce speed laws. Speeding will be used as a trigger violation to catch those that drive impaired and/or not wearing their seatbelts.	Strategy Emphasis Area #1: New Safety Belt Strategies p. 1-10.: <ul style="list-style-type: none"> • SB-5: Identify and target enforcement and education to low belt use locations/corridors with a high incident of unbelted fatal and injury crashes and population groups. Emphasis Area #2 Alcohol & Impaired Driving Crashes: <ul style="list-style-type: none"> • Strategy 49: STEP to address speed violations • Strategy 50: LE equipment (e.g. radars) Emphasis area #4: single vehicle run-off-the-road crashes <ul style="list-style-type: none"> • Strategy 5: speed control Emphasis area #3: Native American crashes <ul style="list-style-type: none"> • Strategy 43: STEP participation 	FFY 2008	163FHWA	\$150,000

TASK	Highway Safety Plan (HSP) Evaluation Measures	HSP Countermeasures: 06 Speed Control	Comprehensive Highway Safety Plan Emphasis Areas – Correlates with HSP Countermeasures	Milestones	Funding Sources	Amount
			<p>by tribal and BIA law enforcement</p> <ul style="list-style-type: none"> Strategy NAS-3: deputization of law enforcement among tribal, state and local entities <p>Emphasis area #6: young driver crashes</p> <ul style="list-style-type: none"> Strategy 7 and 56: GDL phases of young driver training (education and enforcement) YD-16: develop role and strategy for law enforcement in GDL <p>Emphasis area #7: High crash corridors and locations</p> <ul style="list-style-type: none"> Strategy 5: speed control 			
7	A, B, C, D, E, L, N, O	<p>SHSTB will contract with a designated media company to assist the State in designing and executing a year-round, multi-media 3 year state communications plan. This may incorporate strategies that result in reducing the percentage of vehicles in fatal crashes (a) traveling above the speed limit and (b) where the contributing circumstance was "Too Fast for Conditions."</p> <p>Cross-reference to 02 Alcohol and Other Drugs, Task 10 05 Occupant Protection, Task 13</p>	<p>Strategy Emphasis Area #1: New Safety Belt Strategies:</p> <ul style="list-style-type: none"> SB-5: Identify and target enforcement and education to low belt use locations/corridors with a high incident of unbelted fatal and injury crashes and population groups. <p>Emphasis Area #2 Alcohol & Impaired Driving Crashes:</p> <ul style="list-style-type: none"> Strategy 49: STEP to address speed violations <p>Emphasis area #4: single vehicle run-off-the-road crashes</p> <ul style="list-style-type: none"> Strategy 5: speed control 	FFY 2008 - 2010	See plan area 02, task #10 and plan area 05, task #13.	N/A

TASK	Highway Safety Plan (HSP) Evaluation Measures	HSP Countermeasures: 06 Speed Control	Comprehensive Highway Safety Plan Emphasis Areas – Correlates with HSP Countermeasures	Milestones	Funding Sources	Amount
			Emphasis area #6: young driver crashes <ul style="list-style-type: none"> • Strategy 7 and 56: GDL phases of young driver training (education and enforcement) Emphasis area #7: High crash corridors and locations <ul style="list-style-type: none"> • Strategy 5: speed control 			
8	A, B, C, D, E, L, N, O	Motorcycles and related safety and enforcement equipment for law enforcement (for Butte and Missoula city police and Montana Highway Patrol) will enhance their traffic safety enforcement program, especially in areas with traffic congestion. The motorcycles will be used in DUI saturation mobilizations as well as evening, night and weekend patrols. The cycles will be equipped with video equipment which can be used in evidence collection during DUI stops, and later during any court proceedings. Cross-reference to: 02 Alcohol/Other Drugs, Task 20 05 Occupant Protection, Task 17 07 Police Traffic Services, Task 4	Emphasis Area #2 Alcohol & Impaired Driving : <ul style="list-style-type: none"> • Strategy no. 45 Penalties at time of arrest for DUI – license suspension • Strategy no. 46: seizure of vehicle for driving while license suspended or revoked • Strategy no. 48: unlawful possession of open container • Strategy no. 49: STEP overtime patrols focusing on impaired driving enforcement and conduct safety spot checks • Strategy no. 64: enforcement of federal regs for commercial vehicles 	FFY 2008 - 2009	See plan area 02, task # 20	N/A
99	A, B, C, D, E, L, N, O	Indirect Cost – 12.25% of direct costs for state fiscal year 2008, adjusted annually.	Emphasis Areas that Support Speed Control Strategies: #1 Safety Belt Use #2 Alcohol & Impaired Driving #10 Urban Crashes	FFY 2008	402SE 163FHWA	\$13,195 \$19,500

MT HSP 2008

Program Area 06 – Section 402SE (Speed Control)

TASK	TOTAL COST	PRIOR YEAR	CURRENT YEAR	LOCAL 40%	MATCH 17.25%
1	1,000	0	1,000	0	0
2	500	0	500	0	0
3	0	0	0	0	0
4	0	0	0	0	0
5	85,000	0	85,000	70,000	25,000
6	0	0	0	0	0
7	0	0	0	0	0
8	0	0	0	0	0
99	11,050	0	11,050	0	0
TOTALS	97,550	0	97,550	70,000	25,000

Program Area 07 - Police Traffic Services

Performance Measures:

Emphasis Area #1: Safety Belt Use

- A Annual statewide safety belt utilization for all roads. Increase from 79.6% during 2007 to 90% by 2010.
- B Annual restraint use by occupant fatalities. Increase from 29.2% during 2006 to 45% by 2010.

Emphasis Area #2: Alcohol & Drug Impaired Driving

- C Total annual alcohol- and drug-related fatalities. Reduce from 124 during 2005 to less than 90 by 2010.
- D Annual alcohol- and drug-related fatality rate (per 100 M Vehicle Miles of Travel). Reduce from 1.12 during 2005 to less than 0.80 by 2010.
- E Annual alcohol- and drug-related fatalities as a percent of all traffic fatalities. Reduce from 49.4% during 2005 to less than 40% by 2010.

Emphasis Area #3: Native American Crashes

- F Total annual Native American traffic fatalities. Reduce from 46 during 2006 to less than 30 per year by 2010.
- G Annual Native American traffic fatalities as a percent of all Montana traffic fatalities. Reduce from 17.5% during 2006 to less than 12% by 2010.

Emphasis Area #10: Urban Area Crashes

- L Total annual urban fatal crashes. Reduce urban fatal crashes from an average of 24 during the years 2002 to 2006 to below 20 by 2010

Emphasis Area #7: High Crash Corridors

- U Fatalities and Incapacitating Injuries in High Crash Locations. Reduce fatalities plus incapacitating injuries from 156 during 2006 to less than 130 by 2010.
- V Crashes in High Crash Locations. Reduce crashes from 1,061 to less than 1,000 by 2010.

HSP Program Area #6: Speed Control

- N Percent of vehicles in fatal crashes that were above the speed limit. Reduce this percentage below 5% by 2010.
- O Percent of vehicles in fatal crashes where the contributing circumstance was "Too Fast for Conditions". Reduce this percentage from 11.7% during 2006 to below 10% by 2010.

Task	Highway Safety Plan (HSP) Evaluation Measures	HSP Countermeasures: 07 Police Traffic Services	Comprehensive Highway Safety Plan Emphasis Areas – Correlates with HSP Countermeasures	Milestones	Funding Sources	Amount
1	A, B, C, D, E, F, G N, O	Staff salaries and benefits for State Highway Traffic Safety Bureau Personnel assigned Police Traffic Services related duties.	Emphasis Areas that Support Police Traffic Services Strategies: #1 Safety Belt Use #2 Alcohol & Impaired Driving Crashes #3 Native American Crashes	FFY 2008	402PT Sec 1906	\$50,000 \$10,000
2	A, B, C, D, E, F, G N, O	Travel, per diem, and training costs for SHTSB personnel performing Police Traffic Services related management and monitoring service.	Emphasis Areas that Support Police Traffic Services Strategies: #1 Safety Belt Use #2 Alcohol & Impaired Driving Crashes #3 Native American Crashes	FFY 2008	402PT Sec 1906	\$5,000 \$5,000
3	A, B, C, D, E, N, O, U, V	Roving patrols conducted by the Montana Highway Patrol will supplement local law enforcement resources on high crash corridors, at special events, and other problem areas indicated by crash data. Funds will cover the salaries/benefits for five new trooper positions and a new sergeant position. The intent is to fund the roving patrols for at least two years. Patrols will focus on impaired driving and drivers not wearing their safety belts. Speed is often used as a trigger violation to stop those drivers not wearing their safety belts and driving impaired. Cross-reference to: 02 Alcohol/Other Drugs Task 14 05 Occupant Protection Task 9	Emphasis Area #2 Alcohol & Impaired Driving: <ul style="list-style-type: none">• Strategy no. 45 Penalties at time of arrest for DUI - license suspension• Strategy no. 46: seizure of vehicle for driving while license suspended or revoked• Strategy no. 48: unlawful possession of open container• Strategy no. 49: conduct safety spot checks• Strategy no. 64: enforcement of federal regulations for commercial vehicles Emphasis Area #7: High Crash Corridors/High-Crash Locations: <ul style="list-style-type: none">• Strategy no's. 6 & 7: STEP	FFY 2008 - 2010	See Plan Area 02, Task # 14	N/A

Task	Highway Safety Plan (HSP) Evaluation Measures	HSP Countermeasures: 07 Police Traffic Services	Comprehensive Highway Safety Plan Emphasis Areas – Correlates with HSP Countermeasures	Milestones	Funding Sources	Amount
		06 Speed Control Task 4	seatbelt activities that focus on roadways identified for having low seatbelt usage and high incidents of impaired driving			
4	A, B, C, D, E, L, N, O	<p>Motorcycles and related safety and enforcement equipment for law enforcement (for Butte and Missoula city police and Montana Highway Patrol) will enhance their traffic safety enforcement program, including areas with traffic congestion. The motorcycles will be used in DUI saturation mobilizations as well as evening, night and weekend patrols. The cycles will be equipped with video equipment which can be used in evidence collection during DUI stops, and later during any court proceedings.</p> <p>Cross-reference to: 02 Alcohol/other drugs, Task 20 05 Occupant Protection, Task 17 06 Speed Control, Task 8</p>	<p>Emphasis Area #2 Alcohol & Impaired Driving:</p> <ul style="list-style-type: none"> • Strategy no. 45 Penalties at time of arrest for DUI – license suspension • Strategy no. 46: seizure of vehicle for driving while license suspended or revoked • Strategy no. 48: unlawful possession of open container • Strategy no. 49: STEP overtime patrols focusing on impaired driving enforcement and conduct safety spot checks • Strategy no. 64: enforcement of federal regs for commercial vehicles 	FFY 2008 & FFY 2009	See Plan Area 02, Task # 20	N/A
5	C, D, E, F, G	<p>LEADRS is a web-based DUI reporting program that LE can use when processing a DUI. It allows LE to enter suspect data only once, which streamlines the process, reduces officer paperwork and inconsistencies/errors in data entry. It will help government entities to track DUI data and develop plans focused on areas with high rates of impaired driving.</p> <p>Cross-reference to:</p>	<p>Emphasis Area #2 Alcohol/Other drugs:</p> <ul style="list-style-type: none"> • Strategy 20: prosecutor training • Strategy 21: SFST • Strategy 22: SFST for BIA and tribal law enforcement • Strategy 23: drug evaluation and certification program • Strategy 40: judges training • Strategy 42: commercial carrier compliance with federal 	FFY 2009	See Plan Area 02, Task # 19	N/A

Task	Highway Safety Plan (HSP) Evaluation Measures	HSP Countermeasures: 07 Police Traffic Services	Comprehensive Highway Safety Plan Emphasis Areas – Correlates with HSP Countermeasures	Milestones	Funding Sources	Amount
		02 Alcohol/Other Drugs Task 19 08 Traffic Records Task 10	regulations <ul style="list-style-type: none"> • Strategy 43: penalty for DUI • Strategy 44: DUI conviction – license suspension/revocation • Strategy 45: penalties at time of arrest • Strategy 46: driving while license suspended or revoked • Strategy 48: unlawful possession of open container • Strategy 49: STEP overtime enforcement • Strategy 62: random drug and alcohol testing of motor carrier operators • Strategy 63: commercial carrier compliance • Strategy 64: enforcement of federal regs specific to commercial vehicle operators • Strategy AL-8 monitoring of DUI offenders 			
6	F, G	Racial profiling prevention: Track I: Community & Communication <ul style="list-style-type: none"> ▪ Contract a statewide liaison for 3 years via MT Sheriffs and Peace Officers Association to reach out to local law enforcement and public on racial profiling. First 	Emphasis Area #3: Native American Crashes: <ul style="list-style-type: none"> • Strategy no. 36 – Special Traffic Enforcement Program focusing on occupant protection by police, sheriff agencies and Montana Highway Patrol as a strategy to reduce Native American crashes. • Strategy no. 48 – Traffic Crash 	FFY 2008-2010	Section 1906	\$150,000

Task	Highway Safety Plan (HSP) Evaluation Measures	HSP Countermeasures: 07 Police Traffic Services	Comprehensive Highway Safety Plan Emphasis Areas – Correlates with HSP Countermeasures	Milestones	Funding Sources	Amount
		<p>priority is communicating with law enforcement agencies near the reservations.</p> <ul style="list-style-type: none"> ▪ Develop educational related products law enforcement distributes to public during traffic stops on who to contact in case of the occurrence of racial profiling. <p>Track II: Training & Education</p> <ul style="list-style-type: none"> ▪ Support law enforcement academy’s efforts to conduct racial profiling training to help reach those officers that did not receive it initially at the law enforcement academy. <p>Track III: Surveys & Tracking</p> <ul style="list-style-type: none"> ▪ Fund pre and/or post survey of public perception of racial profiling by law enforcement. <p>Track IV: Data Collection</p> <ul style="list-style-type: none"> ▪ Survey law enforcement departments about their current racial profiling data collection data capabilities and programs. ▪ Fund MHP to purchase software system that tracks traffic stop data electronically. MHP commits to publishing data. 	<p>Reporting by tribal governments – encourages sharing of data with the Montana Highway Patrol.</p> <ul style="list-style-type: none"> • New Strategies: NA-2 Systems & Policies to support data sharing among Tribal, State, and Local Entities. 	<p>FFY 2008</p> <p>FFY 2008-2009</p> <p>FFY 2008-2009</p> <p>FFY 2007-2008</p> <p>FFY 2008-2009</p> <p>FFY 2008-2009</p>		<p>\$ 12,500</p> <p>\$ 35,000</p> <p>\$ 15,000</p> <p>\$ 1,500</p> <p>\$250,000</p> <p>\$250,000</p>

Task	Highway Safety Plan (HSP) Evaluation Measures	HSP Countermeasures: 07 Police Traffic Services	Comprehensive Highway Safety Plan Emphasis Areas – Correlates with HSP Countermeasures	Milestones	Funding Sources	Amount
		<ul style="list-style-type: none"> ▪ Fund law enforcement agencies to purchase software and hardware (based on need) to collect racial profiling stop data. ▪ Fund law enforcement agencies to purchase in-car video cameras and microphones for traffic stops to prove or disprove racial profiling occurred. <p>Cross-reference to 08 Traffic Records Task 4</p>		FFY 2008-2010		\$275,000
7	A, B, L, N, O, U, V	<p>Purchase speed trailers for use in high-crash areas, known speeding zones, school zones and other roads where law enforcement may not have the manpower to patrol regularly. Speed trailers are owned and managed by MDT and shared with neighboring jurisdictions.</p> <p>Cross-reference to 06 Speed Control Task 5</p>	<p>Emphasis area #7: High crash corridors and locations</p> <ul style="list-style-type: none"> • Strategy 5: speed control <p>Strategy Emphasis Area #1: New Safety Belt Strategies.:</p> <ul style="list-style-type: none"> • SB-5: Identify and target enforcement and education to low belt use locations/corridors with a high incident of unbelted fatal and injury crashes and population groups. <p>Emphasis area #6: Young drivers</p> <ul style="list-style-type: none"> • Strategy 66: local safety programs 	FFY 2008	See Plan Area 06, Task # 5	N/A
8	A, B, C, D, E, N, O	<p>Purchase mobile data terminal hardware and software for Columbia Falls Police Department.</p>	<p>Emphasis Area #2 Alcohol/Other drugs</p> <ul style="list-style-type: none"> • Strategy 44: DUI conviction – license suspension/revocation 	FFY 2008	154AL	\$30,000

Task	Highway Safety Plan (HSP) Evaluation Measures	HSP Countermeasures: 07 Police Traffic Services	Comprehensive Highway Safety Plan Emphasis Areas – Correlates with HSP Countermeasures	Milestones	Funding Sources	Amount
			<ul style="list-style-type: none"> • Strategy 45: penalties at time of arrest • Strategy 46: driving while license suspended or revoked <p>Emphasis Area #4 Traffic Records Management</p> <ul style="list-style-type: none"> • TEAM 261 Initiative: new information systems, upgrading database from mainframe to server based system • Strategy 5: National EMS Information System (NEMSIS) – online pre-hospital information module • DM-2: Electronic data capture for crash reporting purposes • DM-3: Data Warehouse – “one-stop shopping” database <p>Emphasis Area #9 Emergency Medical Services</p> <ul style="list-style-type: none"> • EM-7: System Component Communications – EMS communication plan to guide development and implementation of EMS communications 			

Task	Highway Safety Plan (HSP) Evaluation Measures	HSP Countermeasures: 07 Police Traffic Services	Comprehensive Highway Safety Plan Emphasis Areas – Correlates with HSP Countermeasures	Milestones	Funding Sources	Amount
99	A, B, C, D, E, F, G, L, N, O, U, V	Indirect Cost – 12.25% of direct costs for state fiscal year 2008, adjusted annually.	Emphasis Areas that Support Police Traffic Services Strategies: #1 Safety Belt Use #2 Alcohol & Impaired Driving Crashes #3 Native American Crashes	FFY 2008	402PT Sec 1906	\$ 7,800 \$130,520

MT HSP 2008

Program Area 07 – Section 402PT (Police Traffic Services)

TASK	TOTAL COST	PRIOR YEAR	CURRENT YEAR	LOCAL 40%	MATCH 17.25%
1	50,000	0	50,000	0	0
2	5,000	0	5,000	1,000	5,000
3	5,000	0	5,000	3,000	20,000
4	0	0	0	0	0
5	0	0	0	0	0
6	0	0	0	0	0
7	0	0	0	0	0
8	0	0	0	0	0
99	7,800	0	7,800	0	0
SUB-TOTALS	67,800	0	67,800	4,000	25,000

MT HSP 2008

Program Area 07 – Section 1906 (Prohibit Racial Profiling)

TASK	TOTAL COST	PRIOR YEAR	CURRENT YEAR	LOCAL 0%	MATCH 20%
1	10,000	0	10,000	0	0
2	5,000	0	5,000	0	0
3	0	0	0	0	0
4	0	0	0	0	0
5	0	0	0	0	0
6	989,000	0	989,000	0	400,000
7	0	0	0	0	0
8	0	0	0	0	0
99	130,520	0	130,520	0	0
SUB-TOTALS	1,134,520	0	1,134,520	0	400,000
GRAND TOTALS	\$1,202,320	\$0	\$1,202,320	\$0	\$425,000

Program Area 08 - Traffic Records

Performance Measures:

Emphasis Area #3: Native American Crashes:

- F Total annual Native American traffic fatalities. Reduce from 46 during 2006 to less than 30 per year by 2010.
- G Annual Native American traffic fatalities as percent of all Montana traffic fatalities. Reduce from 17.5% during 2006 to less than 12% by 2010.

Emphasis Area #5: Traffic Records Management:

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

TASK	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 08 Traffic Records	Comprehensive Highway Safety Plan Emphasis Areas – Correlates with HSP Countermeasures	Milestones	Funding Sources	Amount
1	F, G, H	Staff salaries and benefits of State Highway Traffic Safety Bureau personnel assigned traffic records duties.	Support of Emphasis Areas: #3 Native American Crashes #5 Traffic Records Management	FFY 2008	402TR Section 1906- See plan area 07, task # 1	\$50,000
2	F, G, H	Travel, per diem, and training costs for SHTSB personnel performing traffic records related management and monitoring services.	Support of Emphasis Areas: #3 Native American Crashes #5 Traffic Records Management	FFY 2008	402TR	\$5,000
3	F, G, H	Staff salaries and benefits of MDT employee from ISB Division assigned Section 408 related project management duties.	Support of Emphasis Areas: #3 Native American Crashes #5 Traffic Records Management	FFY 2008 – FFY 2010	Section 408	\$75,000

TASK	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 08 Traffic Records	Comprehensive Highway Safety Plan Emphasis Areas – Correlates with HSP Countermeasures	Milestones	Funding Sources	Amount
4	F, G, H	<p>Racial Profiling Prevention:</p> <p>Track IV: Data Collection</p> <p>Purchase an on-site state license for CISCO software and computer, to be housed at the Montana Highway Patrol, in order to read and assess tribal data.</p> <p>Fund law enforcement agencies to purchase software and hardware (based on need) to collect racial profiling stop data.</p> <p>Fund MHP to purchase software system that tracks traffic stop data electronically. MHP commits to publishing data.</p> <p>Cross-reference to 07 Police Traffic Services Task 6</p>	<p>Emphasis Area #3: Native American Crashes:</p> <ul style="list-style-type: none"> • Strategy no. 48 – Traffic Crash Reporting by tribal governments – encourages sharing of data with Montana Highway Patrol. • New Strategies: NA-2 Systems & Policies to support data sharing among Tribal, State, and Local entities. 	FFY 2008 – 2010	See plan area 07, task #6	N/A
5	H	<p>Improve MMUCC Compliance. Fund MHP to modify Montana Accident Records System (MARS).</p>	<p>Emphasis Area # 5 Traffic Records Management :</p> <ul style="list-style-type: none"> • Strategy no. 2 – Montana Accident Records System (MARS) moving toward MMUCC compliance. 	FFY 2008 – 2009	Section 408	\$100,000

TASK	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 08 Traffic Records	Comprehensive Highway Safety Plan Emphasis Areas – Correlates with HSP Countermeasures	Milestones	Funding Sources	Amount
6	H	Program manager will complete Business Case documents in order to determine requirements of the users' needs plus maintain overall management of TRCC program.	Emphasis Area #5 Traffic Records Management: <ul style="list-style-type: none"> • Strategy no. 1: Development of further projects to meet all requirements. • Strategy no. 8: Design of systems, interfaces, pointers, warehouses, etc. that will provide the information to the users as required by the Business case documents 	FFY 2008 – FFY 2010	Section 408 and agency funding	\$150,000
7	H	Linkage of EMS, hospital records, financial information and crash records resulting in a CODES-like system	Emphasis Area #5 Traffic Records Management <ul style="list-style-type: none"> • Strategy no. 6: Development of Statewide EMS Program 	FFY 2008 – FFY 2009	Section 408	\$75,000
8	H	Automated Support for Collision Diagram Coding	Emphasis Area #5 Traffic Records Management <ul style="list-style-type: none"> • Strategy no. 2: Development of Crash Diagram Coding 	FFY 2008	Section 408	\$40,000
9	H	MARS Rover updates	Emphasis Area #5 Traffic Records Management <ul style="list-style-type: none"> • Strategy no. 2 – Montana Accident Records System (MARS) modifications to allow electronic submission 	FFY 2008	Section 408	\$50,000
10	H	LEADRS is a web-based DUI reporting program that LE can use when processing a DUI. It allows LE to enter suspect data only once, which streamlines the process, reduces officer paperwork and inconsistencies/errors in data entry. It will help government entities to	Emphasis Area #5 traffic records <ul style="list-style-type: none"> • Strategy 7: Full Court system • Strategy DM-2 electronic data capture • DM-3: data warehouse • DM-4: tribal data sharing 	FFY 2008 – 2010	See Plan Area 02, Task # 19	N/A

TASK	Highway Safety Plan (HSP) Evaluation Measure	HSP Countermeasures: 08 Traffic Records	Comprehensive Highway Safety Plan Emphasis Areas – Correlates with HSP Countermeasures	Milestones	Funding Sources	Amount
		<p>track DUI data and develop plans focused on areas with high rates of impaired driving.</p> <p>Cross-reference to 02 Alcohol/Other Drugs Task 19 07 Police Traffic Services Task 5 08 Traffic Records Task 10</p>	<p>Emphasis Area #3 Native American crashes:</p> <ul style="list-style-type: none"> • Strategy 48: traffic accident reporting by tribal governments and BIA • Native American-2: systems/policies to support data sharing among tribal, state and local entities <p>Emphasis Area #6: young drivers</p> <ul style="list-style-type: none"> • Strategy 58: GDL violations DUI • Strategy 59: DUI convictions – license suspension./revocation • Strategy 62: minors in possession 			
11	F, G, H	Develop software to allow uniform crash reporting by tribal law enforcement and Montana Highway Patrol.	<p>Emphasis Area #5 Traffic Records management:</p> <ul style="list-style-type: none"> • Strategy DM-4: Tribal data sharing <p>Emphasis Area #3 Native American Crashes:</p> <ul style="list-style-type: none"> • Strategy Native American-2: Systems/policies to support data sharing among tribal, state, local entities 	FFY 2008	402TR	\$12,500
99	F, G, H	Indirect Cost – 12.25% of direct costs for state fiscal year 2008, adjusted annually.	<p>Emphasis Areas:</p> <p>#3 Native American Crashes #5 Traffic Records Management</p>	FFY 2008	402TR Sec 408	\$ 8,775 \$65,000

MT HSP 2008

Program Area 08 – Section 402TR (Traffic Records)

TASK	TOTAL COST	PRIOR YEAR	CURRENT YEAR	LOCAL 40%	MATCH 17.25%
1	50,000	0	50,000	0	1,000
2	5,000	0	5,000	2,500	3,000
3	0	0	0	0	0
4	0	0	0	0	0
5	0	0	0	0	0
6	0	0	0	0	0
7	0	0	0	0	0
8	0	0	0	0	0
9	0	0	0	0	0
10	0	0	0	0	0
11	12,500	0	12,500	10,000	10,000
99	8,775	0	8,775	0	0
SUB-TOTALS	76,275	0	76,275	12,500	14,000

MT HSP 2008

Program Area 08 – Section 408 (Data Improvement)

TASK	TOTAL COST	PRIOR YEAR	CURRENT YEAR	LOCAL 0%	MATCH 20%
1	0	0	0	0	0
2	0	0	0	0	0
3	75,000	0	75,000	0	30,000
4	0	0	0	0	0
5	100,000	0	100,000	0	50,000
6	150,000	0	150,000	0	0
7	75,000	0	75,000	0	25,000
8	40,000	0	40,000	0	25,000
9	50,000	0	50,000	0	10,000
10	0	0	0	0	0
11	0	0	0	0	0
99	63,700	0	63,700	0	0
SUB-TOTALS	553,700	0	553,700	0	115,025
GRAND TOTALS	\$629,975	\$0	\$629,975	\$12,500	\$129,025

MT HSP 2008

Section 163 FHWA – DESIGNATED AS SECTION 402

TASK	TOTAL COST	PRIOR YEAR	CURRENT YEAR	LOCAL 40%	MATCH 0%
PA 01	30,000	30,000	0	0	0
AL 06	5,000	5,000	0	1,000	0
AL 07	48,400	48,400	0	15,000	0
AL 10	10,000	10,000	0	5,000	0
AL 12 4	100,000	100,000	0	25,000	0
AL 15	90,000	90,000	0	25,000	00
AL 19	1,000	1,000	0	0	0
EM 04	7,800	7,800	0	1,000	0
OP 08	25,000	25,000	0	10,000	0
OP 10	25,000	25,000	0	10,000	0
OP 11 PM	90,000	90,000	0	10,000	0
OP 12	10,000	10,000	0	5,000	0
OP 12 PM	40,000	40,000	0	20,000	0
SE 06	150,000	150,000	0	135,000	0
PT 08	30,000	30,000	0	24,000	0
99	86,086	86,086	0	0	0
TOTALS	748,286	748,286	0	286,000	0

SECTION 3
Cost Summary

HIGHWAY SAFETY PROGRAM COST SUMMARY

State Montana Number 2008-001 Date August 10, 2007

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local	Current Balance
			Previous Balance	Increase/(Decrease)		
402PA	\$ 129,950	\$ 56,034	0	\$ 129,950	\$ 0	\$ 129,950
402AL	805,800	243,500	0	805,800	380,500	805,800
402EM	39,550	18,000	0	39,550	21,000	39,550
402MC	6,780	2,500	0	6,780	1,500	6,780
402OP	714,725	305,000	0	714,725	409,300	714,725
402PT	67,800	4,000	0	67,800	4,000	67,800
402TR	76,275	14,000	0	76,275	12,500	76,275
402SE	114,695	25,000	0	114,695	85,000	114,695
405J2	320,500	400,000	0	320,500	0	320,500
J2PM	75,000	0	0	75,000	0	75,000
408K2	553,700	115,025	0	553,700	0	553,700
410K8	728,850	283,500	0	728,850	0	728,850
410FR	565,000	400,000	0	565,000	0	565,000
410HV	525,450	160,000	0	525,450	0	525,450
2010K6	100,000	0	0	100,000	0	100,000
1906K10	1,134,520	400,000	0	1,134,520	0	1,134,520
154AL	147,915	0	0	147,915	97,000	147,915
154PM	56,050	0	0	56,050	20,000	56,050
154HE	5,579,431	0	0	5,579,431	0	5,579,431
164HE	151,938	0	0	151,938	0	151,938
Total NHTSA	11,893,929	2,426,559	0	11,893,929	1,030,800	11,893,929
Total FHWA	748,286	0	748,286	0	0	748,286
Total NHTSA & FHWA	\$12,642,215	\$2,426,559	\$748,286	\$11,893,929	\$1,030,800	\$12,642,215

State Official Authorized Signature:

NAME: _____
TITLE: _____
DATE: _____

Federal Official Authorized Signature:

NHTSA - NAME: _____
TITLE: _____
DATE: _____

Effective Date: _____