



August 22, 2012

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

Subject: FFY 2013 Section 402 Governor's Highway Safety Plan and Performance Plan

Dear Mr. Moffat,

We appreciate the opportunity to submit the FFY 2013 Governor's Highway Traffic Safety Plan (HSP) and FFY 2013 Performance Plan for your review, in accordance with the requirements of 23 CFR Part 1200.10.

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

- The Selective Traffic Enforcement Program (STEP) that involves MDT contracting with local and state law enforcement agencies to enforce Montana's impaired driving and safety belt laws during overtime patrols, both in support of national mobilizations and at other high-risk times.
- Five enforcement teams from Montana Highway Patrol that enhances their ability to concentrate their efforts in five strategic geographical regions in Montana with the objective of decreasing the number of impaired driving related fatalities and injuries.
- Paid and earned media that coincides with high-risk time periods and national mobilizations.
- The implementation of programs to help reduce the motor vehicle fatality rate among Montana's Native American population.
- DUI courts to help them continue their accountability/rehabilitation programs of repeat DUI offenders and those who have driven with high blood alcohol concentrations.

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

I look forward to continuing our partnership to save lives by implementing traffic safety related programs in FFY 2013 and beyond.

Sincerely,

Tim Reardon, Director
Governor's Representative for Highway Safety

copies: Audrey Allums – Grants Bureau Chief
Priscilla Sinclair – MDT State Highway Traffic Safety Officer



Montana Department of
REVENUE



Public Health

Missoula City-County Health Dept.



Success through partnerships

MONTANA

SECTION 402

Highway Safety Plan for Federal Fiscal Year 2013

Prepared by

Montana Department of Transportation

State Highway Traffic Safety Office

PO Box 201001, 2701 Prospect Ave

Helena, MT 59601

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



MISSION

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



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LETTER FROM THE DIRECTOR



Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Timothy W. Reardon, Director
Brian Schweitzer, Governor

August 22, 2012

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915 Second Ave Ste 3140
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Sincerely,

Tim Reardon, Director
Governor's Representative for Highway Safety

copies: Audrey Allums – Grants Bureau Chief
Priscilla Sinclair – MDT State Highway Traffic Safety Officer

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

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

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

1. Impaired Driving:

MDT is disinvesting from the Roving Patrol concept and instead deploying 5 impaired driving teams (IDET) that consists of 2 troopers per team supervised by two sergeants to collaborate with local law enforcement where the greatest impaired driving deterrence can be generated. This new strategy will provide the state an enhanced ability to decrease impaired driving fatalities and injuries through the use of strategically deployed, aggressive, high visibility enforcement patrols.

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

2. Occupant Protection

MDT in FFY 2013 is contracting Montana's Office of Public Instruction to update their traffic education curriculum that will include a special segment that focuses on the importance of seatbelt use by teens.

MDT still continues the Native American Safe On All Roads (SOAR) program that focuses on public information and education to increase seatbelt usage and reduce impaired driving on the reservations.

3. Traffic Records System Improvements

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

MDT is continuing to fund improvements to the Department of Public Health & Humans Services' (DPHHS) Health Information and Resource Management System (HIRMS). These improvements are the stepping stones necessary to develop a comprehensive injury surveillance system in Montana. Once these improvements are complete and MDT's Safety Information Management System is complete, work will begin to integrate these two systems.

4. Legislation

The 2011 Montana Legislature introduced and passed Senate Joint Resolution 39 (SJR 39). This resolution requested a legislative study of Montana's laws regarding driving under the influence of alcohol or drugs and asked that this study determine any legislation that might augment current law to reduce the incidence of this crime. The next legislative session is scheduled for FFY 2013. At this time it is unknown what traffic safety related legislation will be introduced other than a primary seatbelt law.

Key legislation that passed in 2011 included:

HB 106: Creates a 24/7 Sobriety Project

- Effective October 1, 2011.
- Creates a 24/7 Sobriety Program for offenders convicted of a second or subsequent offense.
- Program participation may be a condition of bond or pretrial release as well as part of a sentence.
- Non-compliance with the program can be charged as contempt of court.

HB 12: Increase DUI Penalties

- Applies to all offenses committed on or after April 20, 2011.
- Increases potential jail time for the first offense BAC infraction to 6 months (was previously 10 days).
- For the second offense, the potential jail time is increased to 1 year (was previously 30 days).
- For a third offense jail time is also increased to 1 year (was previously 6 months).

HB 69: Revise Jail Penalties and Mandatory Minimums for DUI Court Participation

Applies to all offenses committed on or after April 20, 2011.

- Encourages DUI Court participation by allowing for the suspension of all jail time except for the mandatory minimum to be suspended with participation.
- For the second offense, the potential jail time is increased to 1 year (this is the same penalty described under HB 12).

HB 102: Revise Probationary Driver's License for DUI Court Participation

- Applies to all offenses committed on or after April 8, 2011.
- Participants in DUI Court may receive a probationary license at the court's discretion.
- A person with a second conviction may not receive a probationary license for the first 45 days of their suspension.
- A person with a third conviction may not receive a probationary license for the first 90 days of their suspension.
- Chemical dependency programs must be completed before the license is reinstated.

SB 15: Create Misdemeanor Crime for Aggravated DUI

- Applies to all offenses committed on or after April 28, 2011.
- Applies if one of the following is true:
- The driver has a BAC of .16 or more.
- License is suspended or revoked for prior DUI/BAC.
- Is required to have an ignition device.
- Refuses testing and has previously refused testing in the past.
- Has a previous DUI-related conviction in the previous 3 years or 2 DUI-related convictions in the previous 7 years.
- Penalty includes a maximum jail sentence of 1 year and a maximum fine of \$1000.

SB 42: Authorize Warrants to Obtain Blood/Breath DUI Cases

Applies to all offenses committed on or after April 28, 2011

- If the suspect refuses to provide breath, blood, or urine sample, the officer may apply for a search warrant to be issued that allows him to collect a person's blood for testing.
- Proof of refusal is still admissible in court even if a sample is obtained.

HB 106: Creates a 24/7 Sobriety Project

- Effective October 1, 2011
- Creates a 24/7 Sobriety Program for offenders convicted of second or subsequent offense.
- Non-compliance with program can be charged as contempt of courts.

HB 12: Increase DUI Penalties

Applies to all offenses committed on or after April 20, 2011

PROCESS DESCRIPTION

This section briefly describes the processes used by the State of Montana to identify its traffic safety problems, establish performance goals and develop highway safety programs. In addition to MDT staff, the *Comprehensive Highway Safety Plan (CHSP)* champions and other CHSP participants are involved in determining and developing traffic safety programs. These participants represent the following agencies:

Federal partners

- Federal Highways Administration
- National Highway Traffic Safety Administration
- Bureau of Indian Affairs
- Indian Health Service
- Tribal Chairpersons
- Tribal Transportation Planners
- Safe on All Roads Coordinators
- Tribal Law Enforcement
- MT/WY Tribal Leaders

MT Department of Public Health & Human Services

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

MT Department of Justice

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

MT Office of Court Administrator

- State Drug Court Coordinator

MT Office of Public Instruction

- Driver Education

MT Department of Corrections

MT Department of Revenue

- Liquor Control and Education

Police & Sheriff's Departments

Tribal Governments

County Health Departments

Other traffic safety advocates:

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

MT Department of Transportation

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

1. Traffic Safety Problem Identification

The FFY 2013 HSP goals and performance measures are directly tied to those found in the Montana *Comprehensive Highway Safety Plan*. Both plans are data-driven.

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

Primary data sources utilized are:

- Montana Highway Patrol statewide crash database containing reportable traffic crashes occurring upon traffic ways in Montana.
- Fatality Analysis Reporting System (FARS) containing in-depth information on reportable fatal crashes.
- Driver and motor vehicle data provided by the Department of Justice.
- Observational seat belt surveys performed before and after Memorial Day media campaigns conducted by MDT personnel, as required by NHTSA.
- NHTSA State Traffic Safety Information, Montana 2006-2010.

2. Goals and Performance Measures

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

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

Throughout the year, MDT staff and CHSP champions continue working together to refine goals, benchmarks and performance measures. This information is shared with other stakeholders at the annual CHSP meeting and helps guide them in the development of their traffic safety related applications for submission to MDT for review. Once these applications are approved, the information from these documents is integrated in the following year's Highway Safety Plan (HSP) as countermeasures. These countermeasures are also cross referenced in the CHSP under the appropriate traffic safety emphasis areas that include impaired driving and seatbelts. As a side note, not all applications will get funded due to limited funding sources.

3. Project Development

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

The SHTSO solicits additional applications from participants at the CHSP meeting who did not have the opportunity to submit an application prior to this meeting.

The State Highway Traffic Safety Office (SHTSO) collects all applications and summarizes new projects in a matrix format for the GR to review which occurs only if there are available funds. The matrixes include any comments made by staff with specific information on the reasons to fund or not fund applications based on upon federal and state regulations as well as other factors. The matrixes include new and continuing projects with the names of the applicants, description of the project, and amount requested. NHTSA funding sources are listed by each project and include estimated funds available in FFY 2012.

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

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

GOALS , PERFORMANCE MEASURES AND BENCHMARKS

Mission statement

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

Primary goal

All highway users in Montana arrive safely at their destinations.

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

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

Strategy to reach the primary goals

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

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

- Establish specific, quantifiable safety-related goals, objectives, and performance measures relevant to travel on Montana's highways.
- Address issues at all levels of jurisdiction with specific attention to local and tribal entities.
- Establish a mechanism for interagency coordination with respect to issues of safety and develop the necessary partnering process.
- Identify candidate safety strategies and evaluate their potential benefits, costs, and ability to attain defined performance objectives.
- Establish a process for prioritizing identified strategies based on their likely benefits and cost effectiveness, relative to the identified safety goals and objectives.
- Provide a strategic implementation plan with short-, mid-, and long-term action items, including action items which can be incorporated into MDT's plans and programs and those of other state and local agencies with functional responsibilities relevant to highway safety.

Performance goals, data, trends and benchmarks

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

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

Traffic Records Management

Improve the timeliness, accuracy, completeness, uniformity, integration and accessibility of the data used to support highway safety analysis in Montana. The traffic records data systems include crash records, roadway data, driver and vehicle information, injury tracking information, and conviction and disposition data, as well as tribal data.

1. Improve electronic crash data capture: implement Montana Highway Patrol electronic crash database at the local level so it can receive electronic submission of crash reports.
2. Increase tribal data sharing: work with the tribes to share crash data which will help provide access to funding for road improvements, enforcement and education countermeasure support and EMS deployment.
3. Develop a new Safety Information Management System (SIMS): create an enhanced SIMS that extends the current Safety Management System features by accepting data from additional sources beyond crash, roadway inventory and traffic.
4. Integrate Model Inventory Roadway Elements (MIRE) into traffic records system: develop and maintain a more comprehensive roadway geometrics database for the highways in Montana.

Emergency Medical Services

Implementation of CHSP EMS strategies

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

BRIEF PROBLEM IDENTIFICATION

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

- NHTSA State Traffic Safety Information, Montana, Years 2006-2010.
- Montana Department of Transportation Safety Management System
- Fatality Analysis Reporting System
- Montana State Agency Reports

NOTE: All 2011 figures are based on preliminary data and are subject to change as more information becomes available.

Current goals follow in the Performance Goals and Trends section.

General Crash Information

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

Crash Information by County

2011 Data		Crash Numbers			Crash Rate per 100K Population		
County	Population	Total	Fatal	Injury	Total	Fatal	Injury
Beaverhead	9,253	163	3	50	1,762	32	540
Big Horn	12,914	170	4	56	1,316	31	434
Blaine	6,507	71	3	27	1,091	46	415
Broadwater	5,629	121	1	31	2,150	18	551
Carbon	10,085	205	2	50	2,033	20	496
Carter	1,154	16	1	4	1,386	87	347
Cascade	81,519	2154	8	466	2,642	10	572
Chouteau	5,803	88	1	27	1,516	17	465
Custer	11,703	211	1	42	1,803	9	359
Daniels	1,758	35	1	7	1,991	57	398
Dawson	8,936	282	3	67	3,156	34	750
Deer Lodge	9,294	85	1	29	915	11	312
Fallon	2,887	23	1	5	797	35	173
Fergus	11,582	261	3	48	2,253	26	414
Flathead	90,901	1553	13	480	1,708	14	528
Gallatin	89,658	1558	10	352	1,738	11	393
Garfield	1,192	16	1	5	1,342	84	419
Glacier	13,451	122	6	46	907	45	342
Golden Valley	884	12	1	5	1,357	113	566
Granite	3,082	103	1	39	3,342	32	1,265
Hill	16,152	391	3	47	2,421	19	291
Jefferson	11,424	343	7	86	3,002	61	753
Judith Basin	2,068	60	4	21	2,901	193	1,015
Lake	28,766	398	2	103	1,384	7	358
Lewis & Clark	63,620	1586	7	328	2,493	11	516
Liberty	2,344	8	0	4	341	0	171
Lincoln	19,670	259	4	76	1,317	20	386
Madison	7,691	139	7	36	1,807	91	468
McCone	1,741	25	1	7	1,436	57	402
Meagher	1,887	23	1	11	1,219	53	583
Mineral	4,219	239	2	65	5,665	47	1,541
Missoula	109,494	2249	15	597	2,054	14	545
Musselshell	4,560	74	3	19	1,623	66	417
Park	15,608	383	4	66	2,454	26	423
Petroleum	495	26	1	12	5,253	202	2,424
Phillips	4,249	95	4	33	2,236	94	777
Pondera	6,160	90	2	25	1,461	32	406
Powder River	1,741	42	0	14	2,412	0	804

2011 Data		Crash Numbers			Crash Rate per 100K Population		
County	Population	Total	Fatal	Injury	Total	Fatal	Injury
Powell	7,022	188	2	50	2,677	28	712
Prairie	1,189	43	3	12	3,616	252	1,009
Ravalli	40,308	616	4	169	1,528	10	419
Richland	9,759	414	6	81	4,242	61	830
Roosevelt	10,453	164	4	66	1,569	38	631
Rosebud	9,254	142	3	43	1,534	32	465
Sanders	11,382	179	3	66	1,573	26	580
Sheridan	3,377	84	0	20	2,487	0	592
Silver Bow	34,234	576	2	138	1,683	6	403
Stillwater	9,121	174	2	41	1,908	22	450
Sweet Grass	3,622	97	3	26	2,678	83	718
Teton	6,081	93	1	32	1,529	16	526
Toole	5,337	129	0	31	2,417	0	581
Treasure	713	24	0	6	3,366	0	842
Valley	7,359	82	1	27	1,114	14	367
Wheatland	2,166	33	1	13	1,524	46	600
Wibaux	1,008	39	0	13	3,869	0	1,290
Yellowstone	148,432	3519	20	926	2,371	13	624
MONTANA	990,898	20,275	187	5,146	2,046	19	519

Major Crash Problem Area: Driver Demographics

Driver Gender

2011 Data Driver Gender	Driver Numbers by Crash			Licensed Drivers	
	Total	Fatal	Serious Injury	Total	Percent
Male	17,305	187	844	382,046	50.8%
Female	12,269	74	451	370,437	49.2%
Unknown	1,064	1	6	0	0.0%

Driver Age

2011 Data Driver Age	Driver Numbers by Crash			Licensed Drivers		Crash Rate per 1K Licenses		
	Total	Fatal	Injury	Total	Percent	Total	Fatal	Injury
Under 21	5,422	24	1,371	49,855	6.6%	109	0.48	27.5
21-24	3,172	21	847	47,783	6.4%	66	0.44	17.7
25-29	3,156	27	868	66,863	8.9%	47	0.40	13.0
30-34	2,544	22	692	61,085	8.1%	42	0.36	11.3
35-44	4,279	49	1,137	111,118	14.8%	39	0.44	10.2
45-54	4,476	38	1,204	139,459	18.5%	32	0.27	8.6
55-64	3,843	44	1,001	143,216	19.0%	27	0.31	7.0
65-74	1,906	20	501	83,958	11.2%	23	0.24	6.0
75+	1,210	16	333	49,146	6.5%	25	0.33	6.8

Major Crash Problem Area: Alcohol Involvement

Multi-Year Trends

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

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

Alcohol-Related Crashes and Driver Age

2011 Data Driver Age	Driver Numbers by Crash		
	Total	Fatal	Injury
Under 21	312	7	158
21-24	413	10	187
25-29	362	15	176
30-34	296	14	133
35-44	389	27	199
45-54	341	11	147
55-64	215	13	108
65-74	64	8	37
75+	21	2	11

Major Crash Problem Area: Occupant Protection

Safety Belt Use

Year	Interstate	Observed Usage				Usage by Occupants	
		Primary	City	Other	All Roads	Fatalities	Injuries
2002	94.3%	82.5%	60.8%	69.7%	78.4%	23.7%	61.7%
2003	93.6%	82.3%	65.1%	71.7%	79.5%	27.9%	63.4%
2004	93.0%	83.3%	67.7%	73.1%	80.9%	25.1%	62.2%
2005	92.6%	82.4%	66.9%	72.6%	80.0%	24.6%	63.8%
2006	92.6%	81.7%	64.9%	70.6%	79.0%	29.2%	65.0%
2007	92.2%	82.1%	67.4%	70.5%	79.6%	26.3%	66.1%
2008	92.1%	81.7%	66.6%	70.7%	79.3%	26.4%	65.2%
2009	82.9%	83.8%	64.9%	75.6%	79.2%	33.3%	68.7%
2010	87.0%	81.2%	64.7%	74.1%	78.9%	34.4%	67.7%
2011	84.4%	80.9%	67.7%	68.8%	76.9%	32.3%	68.6%

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

Injury Severity by Usage

2007 - 2011 Data	All Injuries				Children			
	Belted	Unbelted	Unkn	Total	Belted	Unbelted	Unkn	Total
Fatal	261	663	32	956	20	18	0	38
Incapacitating	2,530	2,120	261	4,911	120	81	11	212
Non-Incapacitating	8,202	3,446	778	12,426	593	233	29	855
Other	13,352	2,277	2,934	18,563	1,166	196	174	1,536
Total	24,345	8,506	4,005	36,856	1,899	528	214	2,641

Safety Belt Usage by Age Group

2007 - 2011 Data					
Age	Belted	Unbelted	Unkn	Total	% Belted
0-4	520	208	41	769	67.6%
5-9	606	126	69	801	75.7%
10-14	678	285	94	1,057	64.1%
15-19	3,611	1,890	626	6,127	58.9%
20-24	3,089	1,627	598	5,314	58.1%
25-29	2,114	995	465	3,574	59.1%
30-34	1,707	622	308	2,637	64.7%
35-39	1,511	519	269	2,299	65.7%
40-44	1,541	507	274	2,322	66.4%
45-49	1,755	481	295	2,531	69.3%
50-54	1,749	415	239	2,403	72.8%
55-59	1,518	299	218	2,035	74.6%
60-64	1,144	192	156	1,492	76.7%
65-69	819	115	103	1,037	79.0%
70-74	621	81	57	759	81.8%
75-79	449	62	53	564	79.6%
80-84	339	59	59	457	74.2%
85+	240	24	37	301	79.7%
Total	24,011	8,507	3,961	36,479	65.8%

Note: Vehicle occupants with unknown age are not included.

Major Crash Problem Area: Motorcycle Crashes

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

Motorcycle Crashes

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

Motorcycle Rider Injury Severity

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

Motorcycle Helmet Use by Age of Rider in All Crashes (2007-2011 Data)			
Age	Used	Not Used	% Usage
14 & Under	23	21	52.3%
15-17	25	19	56.8%
18-19	56	53	51.4%
20-24	148	157	48.5%
25-34	157	209	42.9%
35-64	750	803	48.3%
65 & Over	102	48	68.0%
Not Stated	5	32	13.5%
Total	1,266	1,342	48.5%

Motorcycle Helmet Use by Injury Severity of Rider in All Crashes (2007-2011 Data)			
Injury	Used	Not Used	% Usage
Fatal	60	81	42.6%
Incapacitating	361	372	49.2%
Non-Incapacitating	460	398	53.6%
Possible	138	146	48.6%
No Injury	208	223	48.3%
Total	1,227	1,220	50.1%

Injury Comparison: Motorcycle Operators vs. Passenger Vehicle Occupants

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

Glossary of Montana Terms

ALCOHOL-IMPAIRED

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

ALCOHOL-RELATED

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

BLOOD ALCOHOL CONCENTRATION (BAC)

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

CRASH

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

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

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

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

DRIVER

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

Older Driver A driver over the age of 64 years.

Young Driver A driver under the age of 21 years.

FATALITY ANALYSIS REPORTING SYSTEM (FARS)

A national database that contains data on fatal crashes.

INJURY

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

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

Severe A fatal or incapacitating injury.

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

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

LARGE VEHICLE (TRUCK)

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

LOCATION

Rural Any location not specifically marked as urban.

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

MOTORCYCLE

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

NIGHT

From 6 PM to 5:59 AM.

OCCUPANT

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

RUN-OFF-THE-ROAD CRASHES

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

TRAFFICWAY

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

VEHICLE MILES TRAVELED (VMT)

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

P E R F O R M A N C E G O A L S & T R E N D S

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

Each performance measure chart will include:

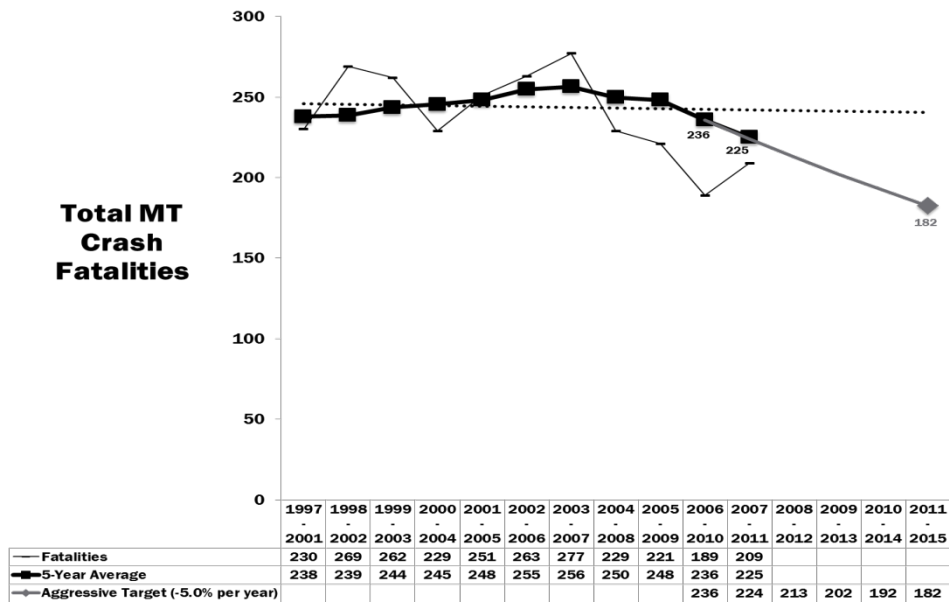
- Specific crash numbers for each year (the thin black line with small dashes). The actual number is for the final year in the five-year sequence.
- The five-year “rolling” average (the thick black line with squares).
- The trend line for the five-year rolling average (the thin dashed line).
- The 2015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

General Traffic Safety

Reduce Fatalities

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

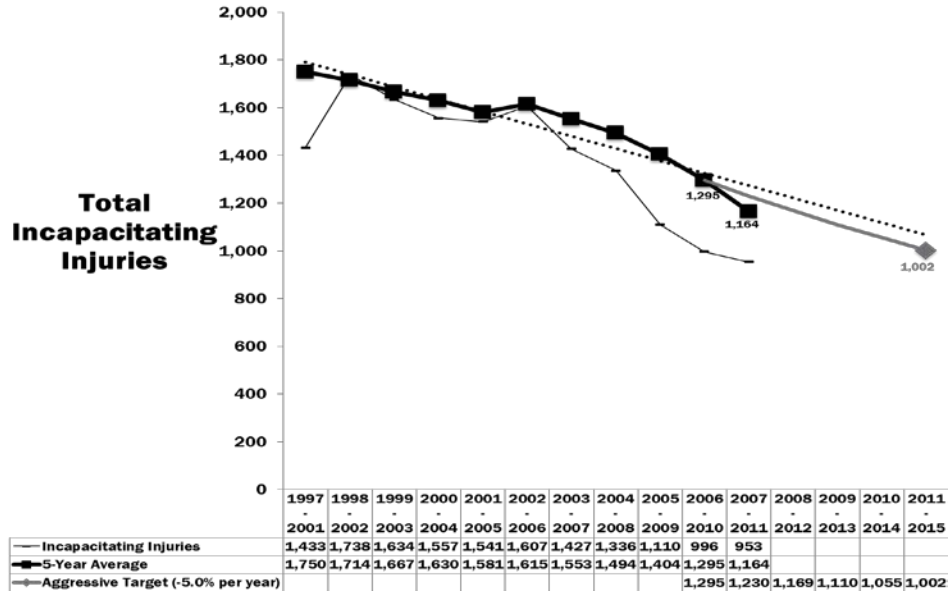
(NHTSA Core Outcome Measure C-1.)



Reduce Incapacitating Injuries

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

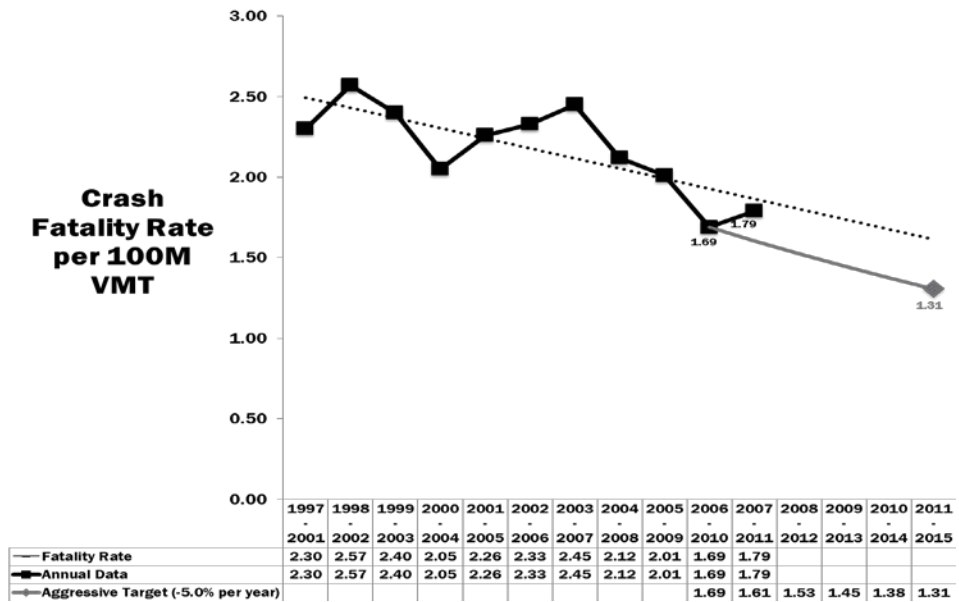
(NHTSA Core Outcome Measure C-2.)



Reduce the Fatality Rate

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

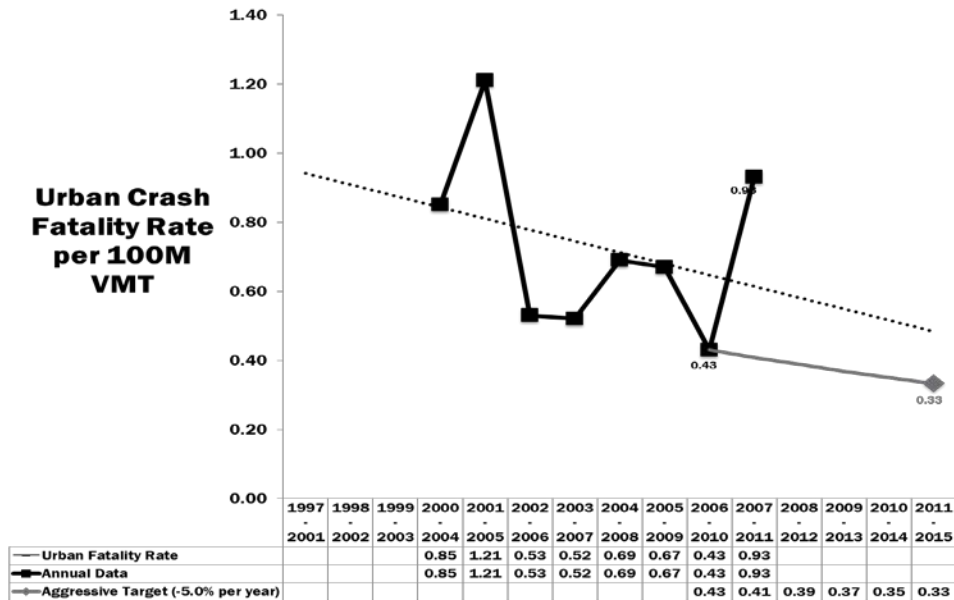
(NHTSA Core Outcome Measure C-3.)



Reduce the Urban Fatality Rate

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

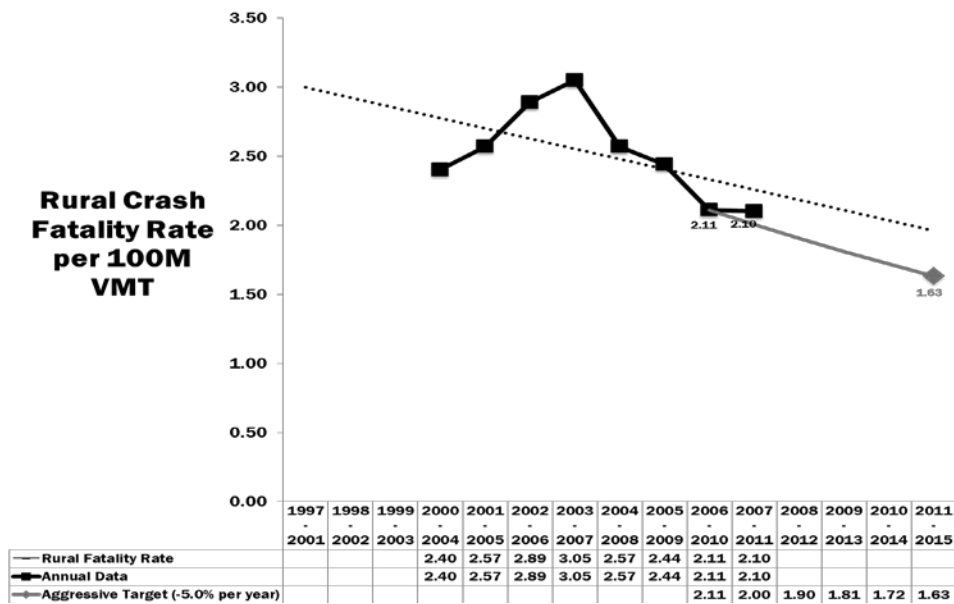
(NHTSA Core Outcome Measure C-3.)



Reduce the Rural Fatality Rate

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

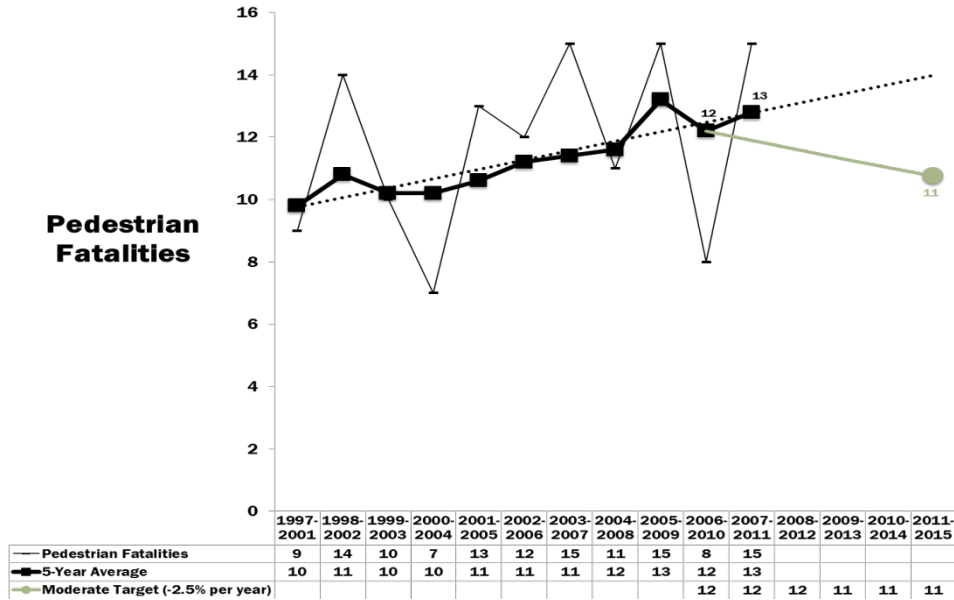
(NHTSA Core Outcome Measure C-3.)



Reduce Pedestrian Fatalities

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

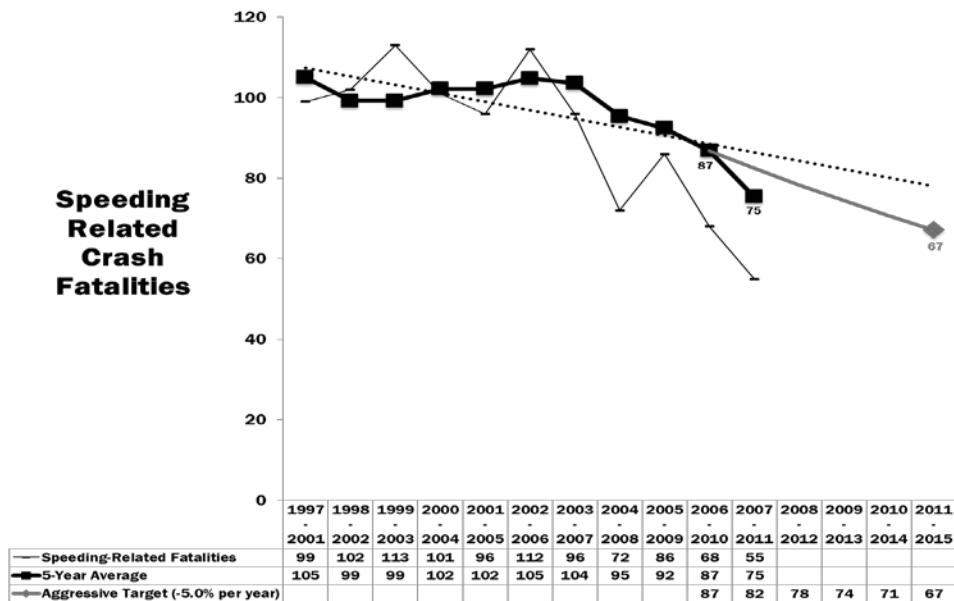
(NHTSA Core Outcome Measure C-10.)



Reduce Speeding-Related Fatalities

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

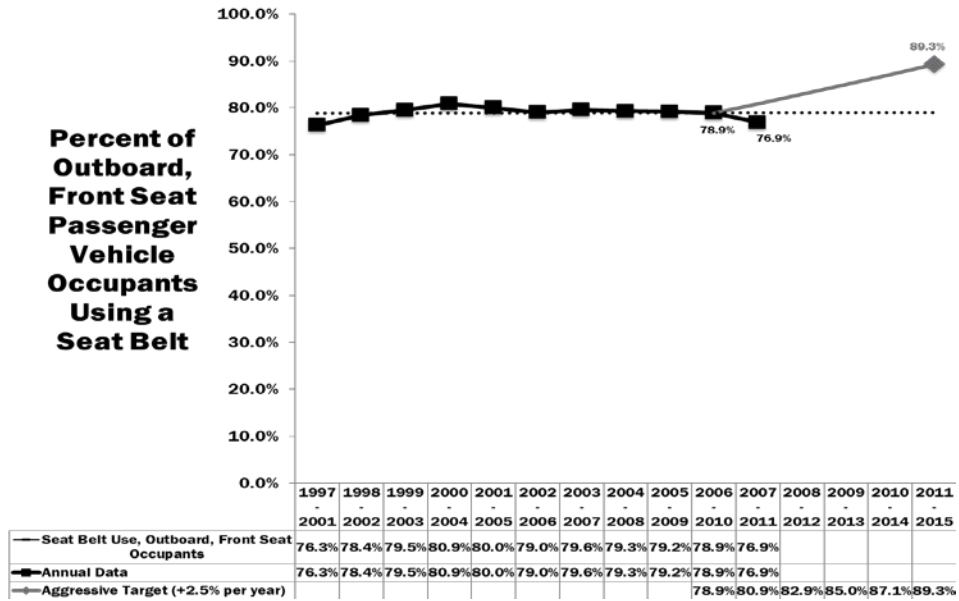
(NHTSA Core Outcome Measure C-6.)



Seat Belt Use

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

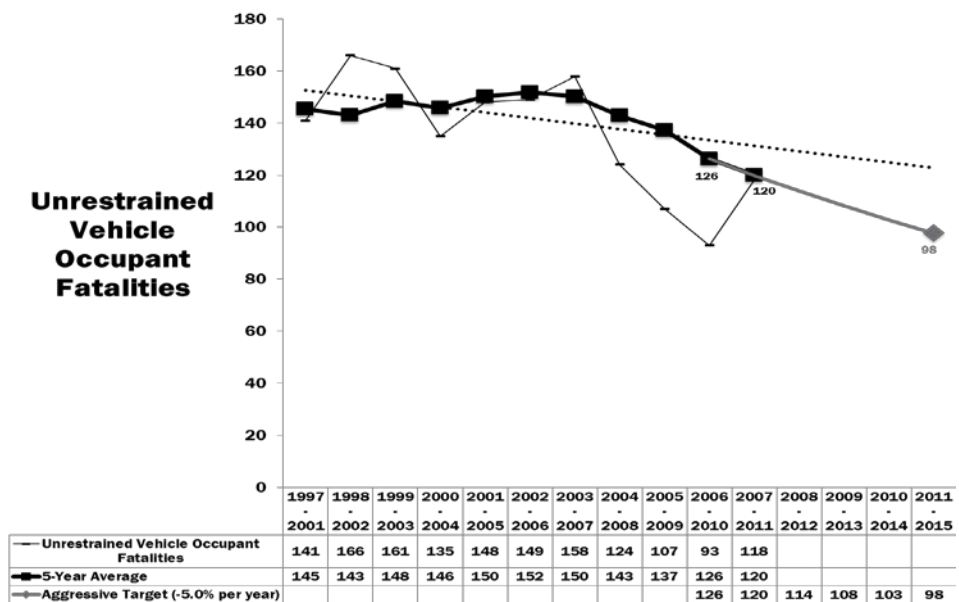
Increase the annual observed rate of seat belt use of outboard, front seat vehicle occupants from 78.9% in 2010 to 89.3% by 2015. (NHTSA Core Behavior Measure B-1.)



Reduce Unrestrained Vehicle Occupant Fatalities

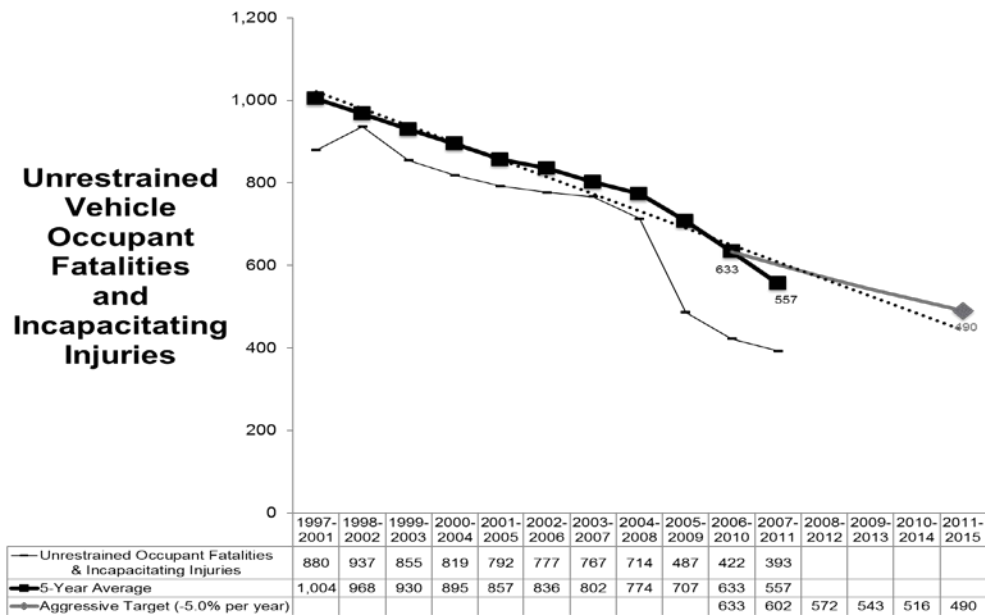
Reduce the five-year average number of unrestrained vehicle occupant fatalities from 126 in 2010 to 98 by 2015.

(NHTSA Core Outcome Measure C-4.)



Reduce Unrestrained Vehicle Occupant Severe Injuries

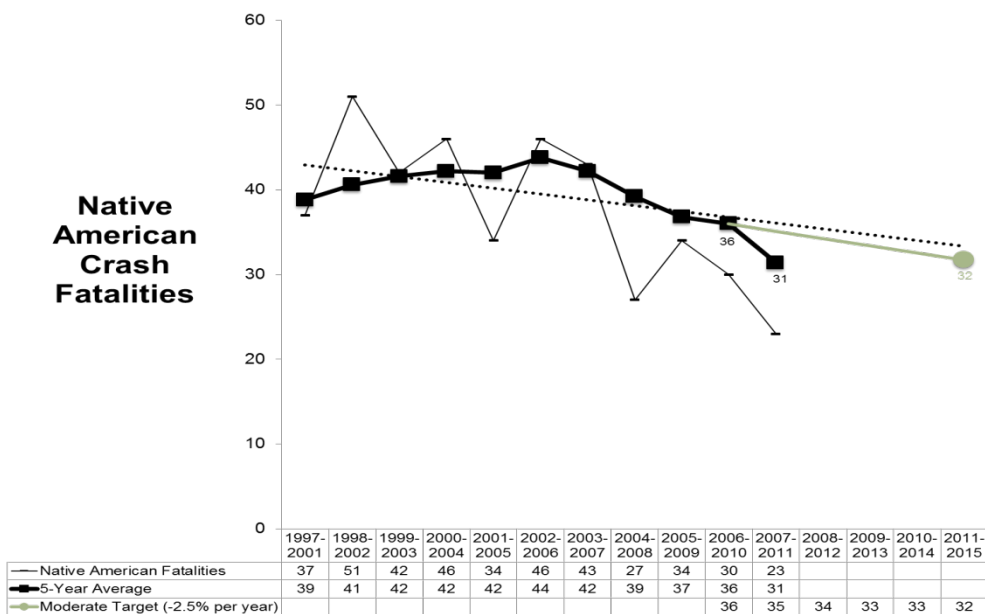
Reduce the five-year average number of unrestrained vehicle occupant fatalities and incapacitating injuries from 633 in 2010 to 490 by 2015.



Native American Crash Fatalities

Reduce Native American Fatalities

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

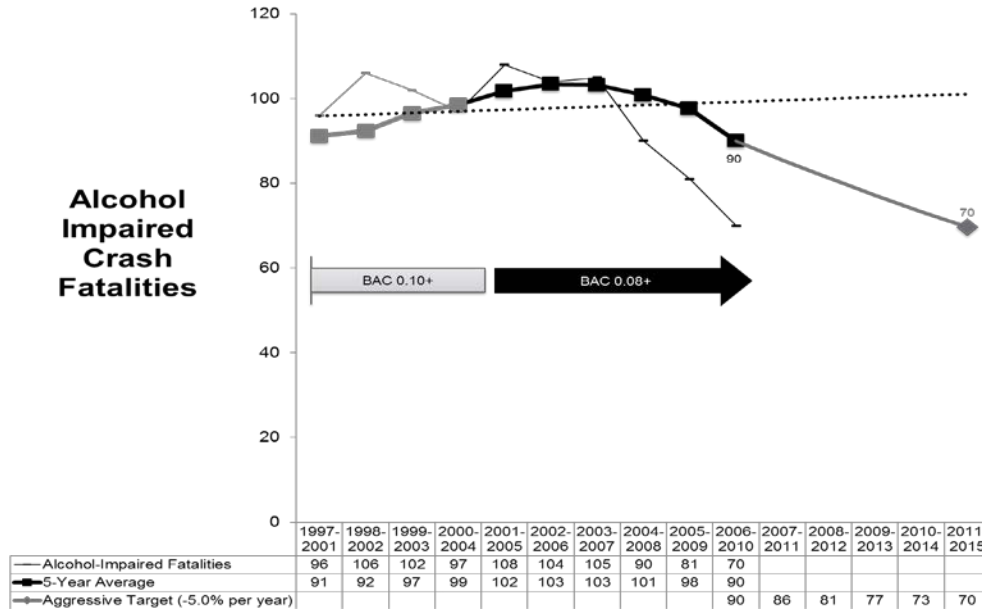


Alcohol & Impaired Driving Fatalities

Reduce Alcohol-Impaired Fatalities

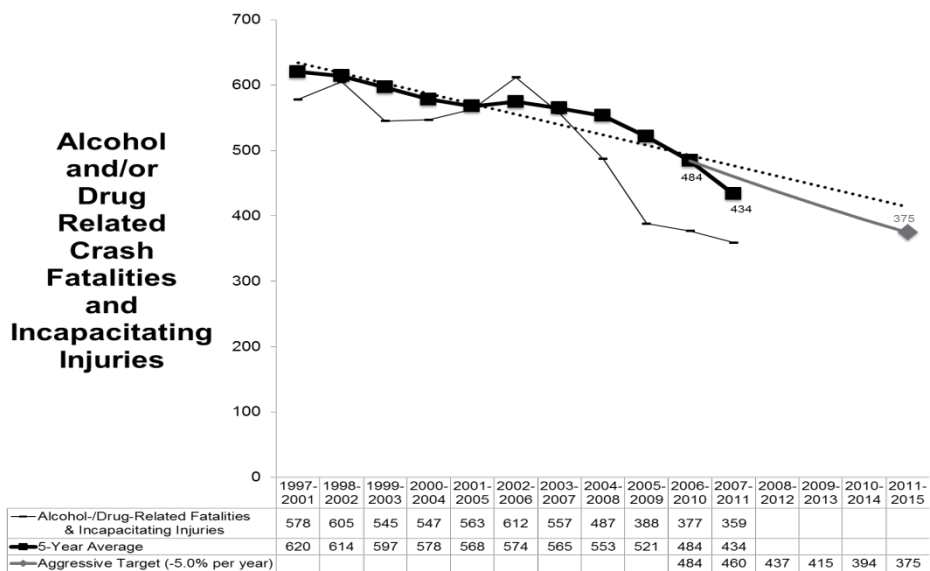
Reduce the five-year average number of fatalities in crashes involving an alcohol-impaired driver or motorcycle operator (BAC 0.08+) from 90 in 2010 to 70 by 2015.

(NHTSA Core Outcome Measure C-5.)



Reduce Alcohol-Related Severe Injuries

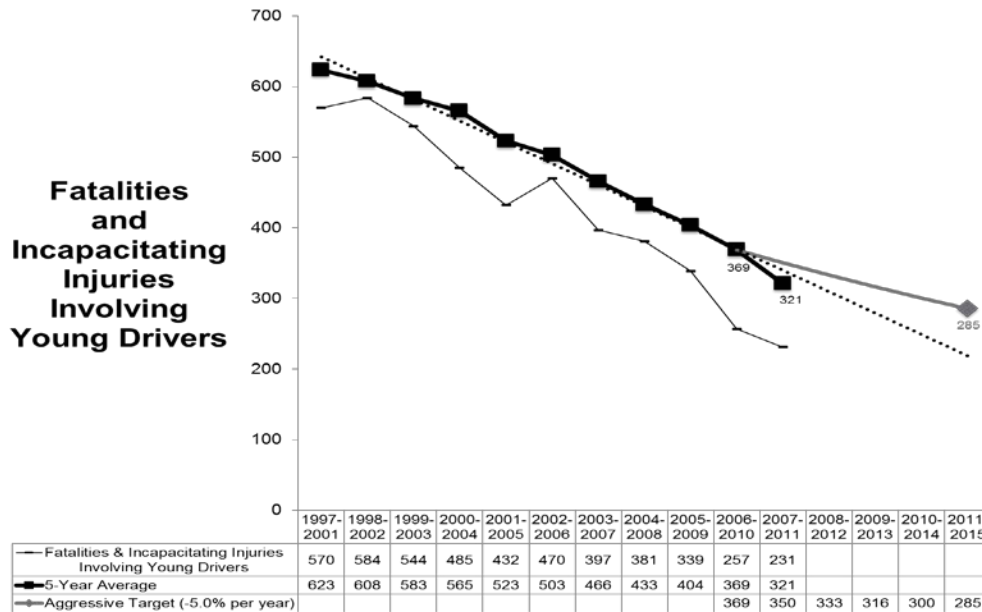
Reduce the five-year average number of fatalities and incapacitating injuries in crashes involving a driver or motorcycle operator with a BAC 0.01+ or evidence of alcohol and/or drugs being involved from 484 in 2010 to 375 by 2015.



Young Driver Crashes (Age 20 and Below)

Reduce Severe Injuries Involving Young Drivers

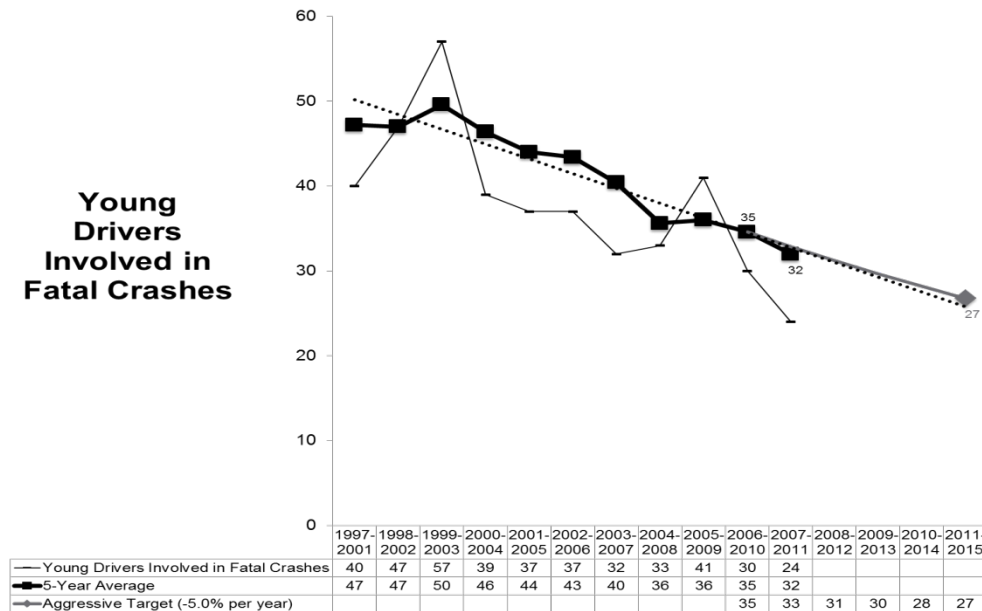
Reduce the five-year average number of fatalities and incapacitating injuries resulting from crashes involving young drivers from 369 in 2010 to 285 by 2015.



Reduce Fatal Crashes Involving Young Drivers

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

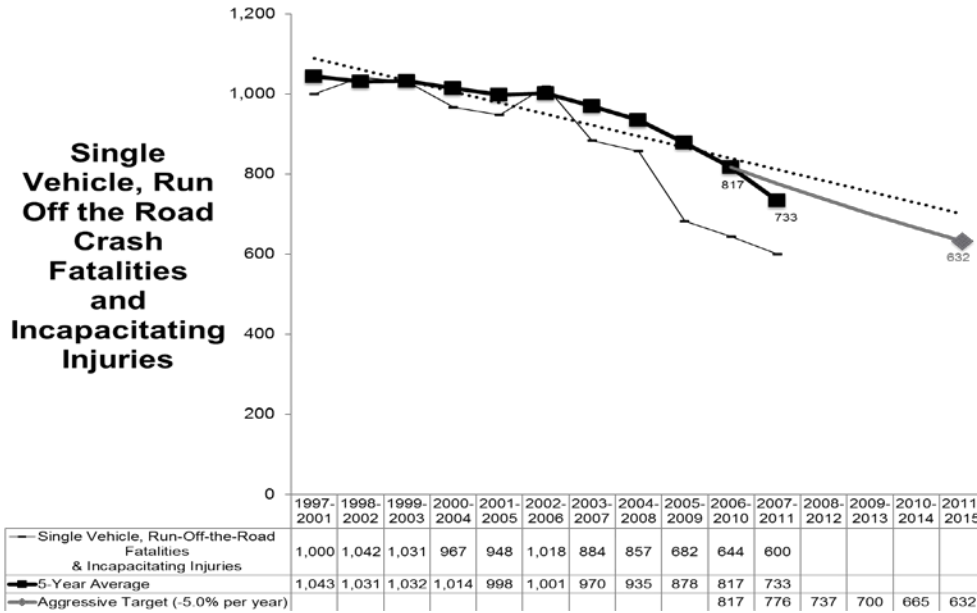
(NHTSA Core Outcome Measure C-9.)



Single Vehicle, Run-Off-The-Road Crashes

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

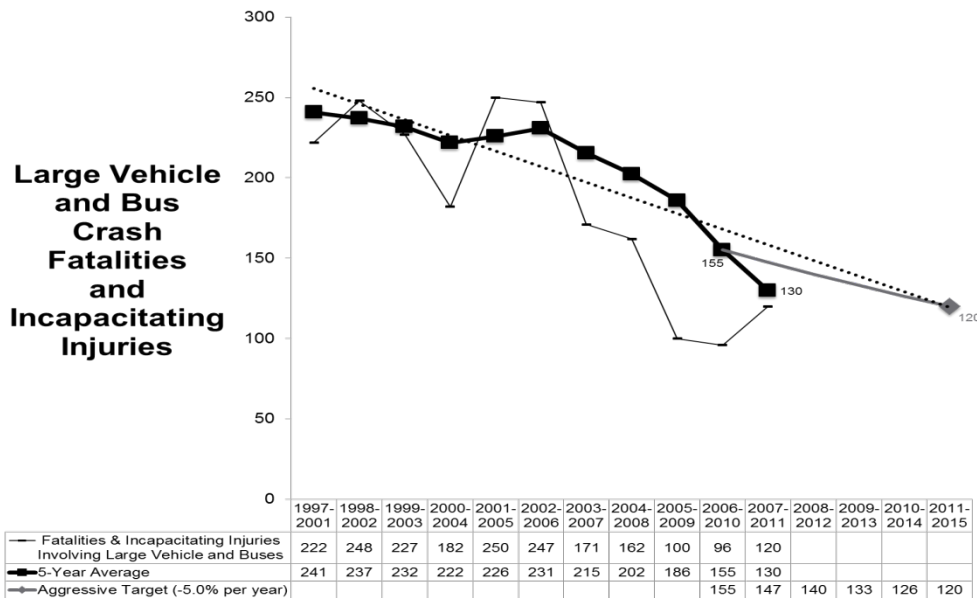
Reduce the five-year average number of fatalities and incapacitating injuries of single vehicle, run-off-the-road crashes from 817 in 2010 to 632 by 2015.



Large Vehicle and Bus Crashes

Reduce Severe Injuries Involving Large Vehicle and Bus Crashes

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

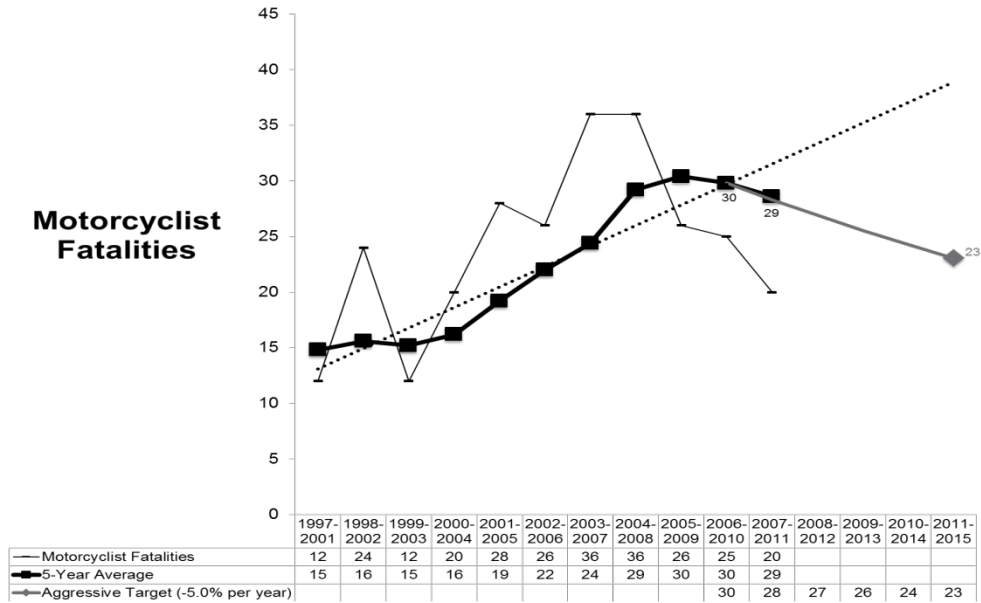


Motorcycle Crashes

Reduce Motorcyclist Fatalities

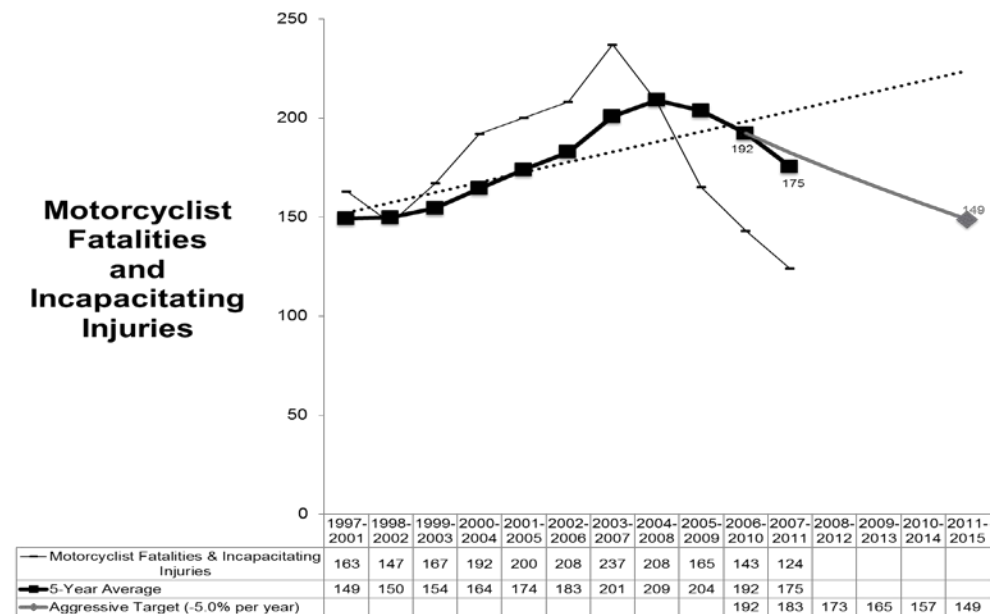
Reduce the five-year average number of motorcyclist fatalities from 30 in 2010 to 23 by 2015.

(NHTSA Core Outcome Measure C-7.)



Reduce Motorcyclist Severe Injuries

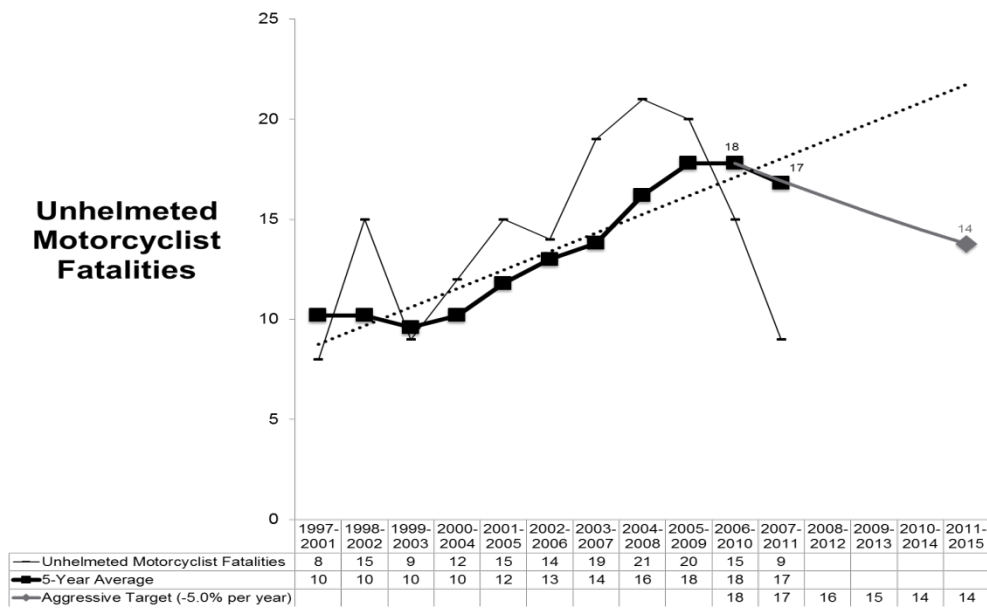
Reduce the five-year average number of motorcyclist fatalities and incapacitating injuries from 192 in 2010 to 149 by 2015.



Reduce Fatalities for Motorcyclists Not Wearing Helmets

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

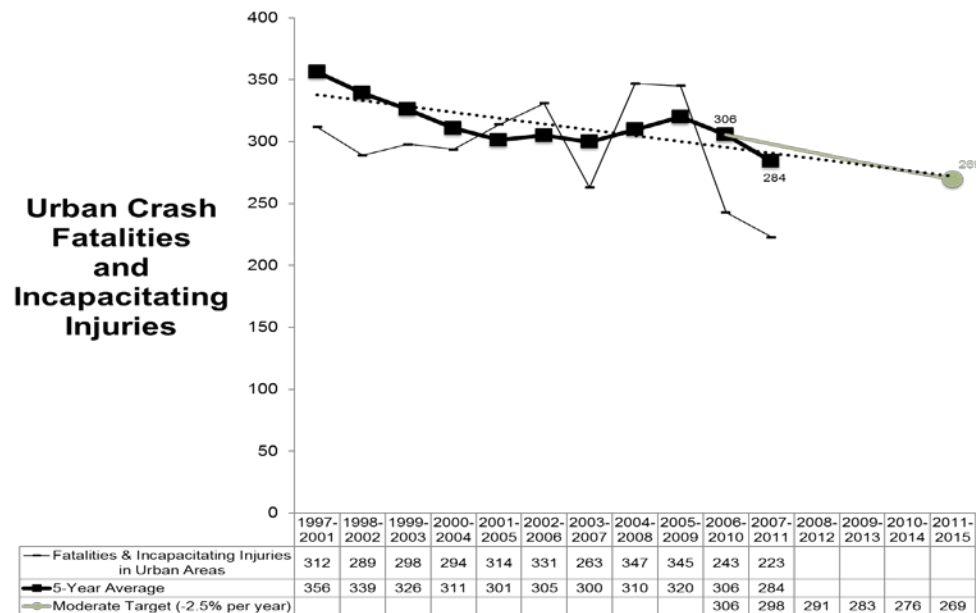
(NHTSA Core Outcome Measure C-8.)



Urban Area Crashes

Reduce Severe Injuries in Urban Area Crashes

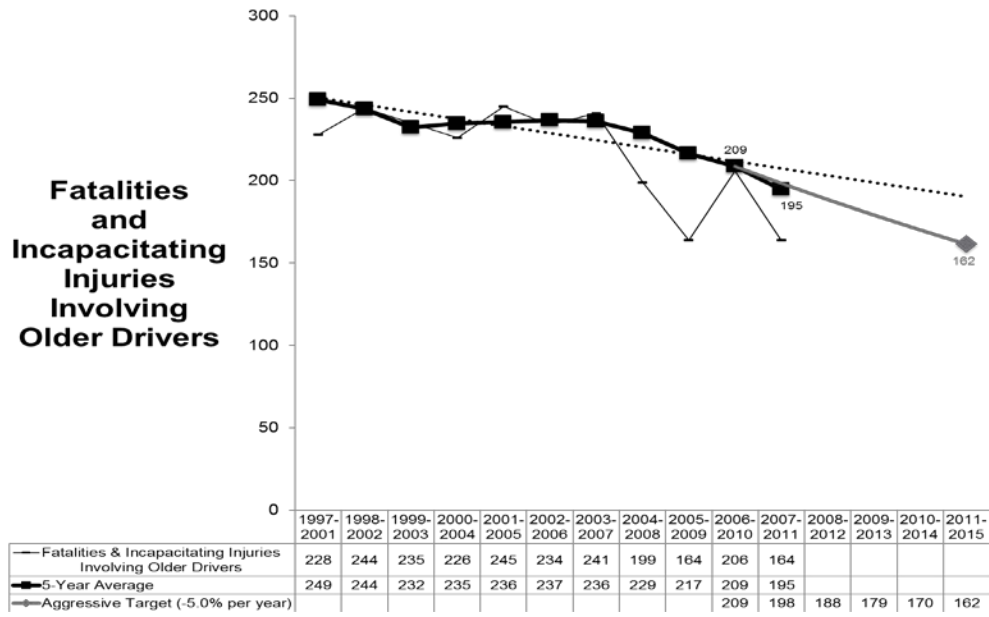
Reduce the five-year average number of fatalities and incapacitating injuries resulting from crashes occurring in urban area crashes from 306 in 2010 to 269 by 2015.



Older Driver Crashes (Age 65 and Above)

Reduce Severe Injuries Involving Older Drivers

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



Grant-Funded Enforcement Activities

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

Measure: Speeding Citations

10,562 speeding citations were issued during grant-funded enforcement activities during FFY2011.

NHTSA Activity Measure A-3.

Measure: Seat Belt Citations

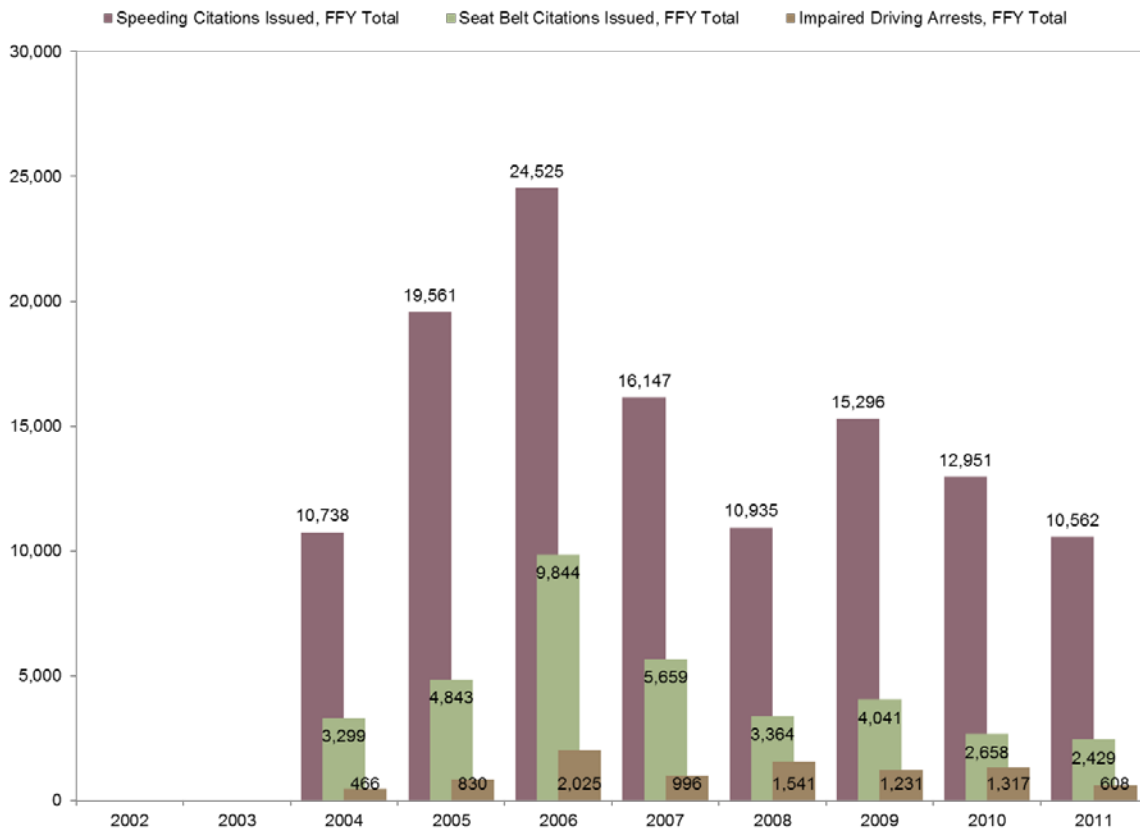
2,429 seat belt citations were issued during grant-funded enforcement activities during FFY2011.

NHTSA Activity Measure A-1.

Measure: Impaired Driving Arrests

608 impaired driving arrests were made during grant-funded enforcement activities during FFY2011.

NHTSA Activity Measure A-2.



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

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

General Traffic Safety

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

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

Seat Belt Use

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

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

Alcohol & Impaired Driving Fatalities

- Reduce the three-year average number of **fatalities in crashes involving an alcohol-impaired driver or motorcycle operator (BAC 0.08+)** from 105 in 2007 to 99 by 2013.
- Reduce the three-year average **alcohol-impaired (driver or motorcycle operator with BAC 0.08+) fatality rate per 100 million vehicle miles travelled** from 0.93 in 2007 to 0.88 by 2013.
- Reduce the three-year average number of **fatalities in crashes involving a driver or motorcycle operator with BAC 0.01+** from 125 in 2007 to 110 by 2013.
- Reduce the three-year average number of **fatalities in crashes involving a driver or motorcycle operator with BAC 0.01+** as a percent of all fatalities from 47.4% in 2007 to 42% by 2013.

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

Native American Fatalities

- Reduce the five-year average number of **Native American fatalities** from 40 in 2008 to 30 by 2013.
- Reduce the five-year average number of **Native American fatalities** as a percent of all fatalities from 15.7% in 2008 to 13% by 2013.

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

Single Vehicle, Run-Off-The-Road Crashes

- Reduce the total annual number of **single vehicle, run-off-the-road crashes** from 6,740 in 2008 to 6,000 by 2013.
- Reduce the three-year average number of **single vehicle, run-off-the-road fatal crashes** from 137 in 2008 to 120 by 2013.

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

Young Driver Crashes (Age 20 and Below)

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

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

High Crash Enforcement Corridors

- Reduce the five-year average **number of fatalities occurring in high crash enforcement corridors** from 17 in 2008 to 15 by 2013.
- Reduce the five-year average **number of incapacitating injuries occurring in high crash enforcement corridors** from 115 in 2008 to 100 by 2013.
- Reduce the three-year average **number of crashes occurring in high crash enforcement corridors** from 977 in 2008 to 925 by 2013.

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

Truck Crashes

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

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

Urban Area Crashes

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

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

Motorcyclist Fatalities

- Reduce the five-year average number of fatal crashes involving motorcycles from 29 in 2008 to 24 by 2013.
- Reduce the five-year average number of motorcyclist fatalities from 30 in 2008 to 25 by 2013.
- Reduce the five-year average number of fatalities for motorcyclists not wearing helmets from 17 in 2008 to 14 by 2013.

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

Speed Control

- Reduce the three-year average number of speeding-related fatalities from 94 in 2008 to 85 by 2013.
- Reduce the five-year average number of speeding-related fatal crashes as a percent of all fatal crashes from 37.9% in 2008 to 35.0% by 2013.

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

Older Driver Crashes (Age 65 and Above)

- Reduce the three-year average **crash rate per 1,000 licensed drivers age 65 and above** from 25 in 2008 to 22 by 2013.
- Reduce the three-year average **fatal crash rate per 1,000 licensed drivers age 65 and above** from 0.31 in 2008 to 0.26 by 2013.
- Reduce the three-year average **number of crashes involving drivers age 65 and above** as a percent of all crashes from 13.3% in 2008 to 13.0% by 2013.
- Reduce the three-year average **number of fatal crashes involving drivers age 65 and above** as a percent of all fatal crashes from 16.0% in 2008 to 15.0% by 2013.

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

PROGRAMS AND PROJECTS

Data Driven Approaches to Crime & Traffic Safety (DDACTS)

MDT continues efforts to implement Data-Driven Approaches to Crime and Traffic Safety (DDACTS) to increase collaboration between law enforcement agencies to help heighten the presence of high visibility enforcement in Montana at strategic places and times. As a starting point for executing long-term change law enforcement professionals can take a more integrated approach to deploying personnel and resources by using DDACTS.

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

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

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

DDACTS relies on seven guiding principles for its implementation.

1. Partners & Stakeholder Participation

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

2. Data Collection

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

3. Data Analysis

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

High visibility enforcement in Montana will continued to be directed at high risk times, using local and statewide data collection and analysis.

4. Strategic Operations

Based on data analysis, agencies are able to identify Hot Spots that focus enforcement on activities and countermeasures. Hot Spot analysis guides the realignment of workflow and operational assignments to focus enforcement efforts and increase efficiency.

5. Information Sharing and Outreach

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

6. Monitoring, Evaluation, & Adjustments

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

7. Outcomes

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

DDACTS Model Used to Improve STEP

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

MDT as part of STEP will continue working with law enforcement to employ the Data Driven Approaches to Crime and Traffic Safety (DDACTS) model.

- Only DUI certified officers may be used for STEP overtime traffic patrols in support of DDACTS.
- Local police departments will be asked to patrol streets that feed traffic into the corridors patrolled by the Montana Highway Patrol's Roving Patrol unit.
- STEP agencies will patrol targeted enforcement corridors jointly identified by MDT and MHP, when applicable.
- STEP agencies will work with the SHTSO's Program Manager, MHP District Commander, and SHTSO Operations Research Analyst to schedule STEP shifts within the identified targeted enforcement corridors and high risk events.

This includes:

- Time of day (when DUI is most likely to occur)
- Length of shift
- Special events within proximity to high crash enforcement corridors
- Local high risk corridors identified by local data
- Location of high-risk events and areas
- Rather than requiring one shift per month, sustained enforcement activities will be required at a threshold of at least 3 shifts per quarter. A shift is considered to be a four-hour overtime shift.
- Work with MHP on investigating alcohol over service as it relates to DUI arrests and crashes.
- STEP agency will contact local media outlets such as newspapers, radio stations, and television stations in advance of, during, and/or after scheduling STEP patrols.

As in years past, law enforcement agencies with STEP contracts will be required to participate in 3 national mobilizations and one state mobilization that include:

National Mobilizations	Time Frame
Memorial Day	May 20 – June 3, 2013
Labor Day	August 16 – Sept 3, 2013
Winter Holiday Season	November 20, 2012 – January 1, 2012

State Mobilization	Time Frame
4 th of July Season	June 26 – July 27, 2013

**E Q U I P M E N T V A L U E D A T O V E R
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Equipment

Project description

For FFY 2013 it is not certain at this time if law enforcement will put in requests for equipment valued over \$5,000. If such requests are received by MDT and meet the goals and objectives of the Racial Profiling Prevention program, MDT will submit a letter to NHTSA requesting authorization for law enforcement agencies to purchase such equipment. This will occur before the requesting agency that receives a contract from MDT.

MDT will go ahead and contract law enforcement agencies authorizing them to purchase in-car videos for under \$5,000 each using Section 1906 Racial Profiling Prevention funds. Each law enforcement agency must demonstrate in writing the need for such equipment to prove or disprove racial profiling occurred during a traffic stop within their jurisdiction.

Equipment Requested	Funding source	Amount approved	Benefit to local government
In-Car Video	1906 K10	\$220,000	\$0
	TOTAL	\$220,000	\$0

HAZARD ELIMINATION

Hazard elimination projects

Project description

As of FFY 2012 four projects for Hazard Elimination have been programmed with HE funds. The projects are prioritized by Engineering's Traffic and Safety Bureau within the Montana Department of Transportation using a rating system.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Priscilla Sinclair	164HE	\$25,739,845	\$0
TOTAL		\$25,739,845	\$0

Traffic Safety Resource Prosecutor

Continuing

Project description

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

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

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Lorelle Demont	410 K8	\$162,000	\$0
	402	\$18,000	\$0
	TOTAL	\$180,000	\$0

DUI Court Training

Continuing

Project description

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

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Lorelle Demont	410 K8FR	\$16,000	\$0
	TOTAL	\$16,000	\$0

Project description

Continue funding the following five operational DUI courts: Yellowstone County (13th Judicial District), Kalispell Municipal, Fort Peck Tribal, 7th Judicial District, and Mineral County Justice Court. MDT is adding one new DUI court serving Hill County.

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

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

Funding permitting, MDT may provide implementation funding to courts that have previously sent teams to DUI Court training, such as Butte-Silver Bow County, Laurel City, Lake County/City of Polson, and the 9th Judicial District.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Lorelle Demont	402 TC	\$88,860	\$88,860
	410 K8	\$570,778	\$0
	TOTAL	\$659,638	\$88,860

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

Education Campaign

Continuing

Project description

MDT currently has a contract with a media company to do a motorcycle safety campaign that focuses on driver awareness of motorcyclist on Montana's roadways. To convey this media message, the contractor uses the internet, billboards, and new releases about driver awareness. This same campaign will continue into FFY 2013 funded by Section 2010. Using Section 402 MDT will contract the same media company to do educational messages that instead focuses on the motorcycle riders about the importance of not riding impaired. Motorcycle safety related information for the public is available on the following MDT website:
<http://www.mdt.mt.gov/safety/>

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Priscilla Sinclair	2010 K6	\$164,500	\$0
	402 PM	\$50,000	\$0
TOTAL		\$214,500	\$0

O C C U P A N T P R O T E C T I O N

Statewide Seat Belt Signage

New

Project description

Purchase numerous seat belt message signs and strategically place these throughout the state reminding motorists that Montana does have a seatbelt law.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Pam Buckman	402 OP	\$50,000	\$0
TOTAL		\$50,000	\$0

Buckle UP Montana Program

Continuing

Project description

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



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population.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Pam Buckman	402 OP	\$227,500	\$227,500
	405 K2	\$227,500	\$0
TOTAL		\$455,000	\$227,500

Child Passenger Safety (CPS) Technician & Instructor Development

Continuing

Project description

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

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Pam Buckman	405 K2	\$25,000	\$0
TOTAL		\$25,000	\$0

Child Safety Seats

Continuing

Project description

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

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

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Pam Buckman	405 K2	\$25,000	\$25,000
TOTAL		\$25,000	\$25,000

Respect the Cage

Continuing

Project description

Currently two interns attend various events around the state teaching the public about the importance of buckling up and not driving impaired. The Respect the Cage exhibit will accompany the Ford Driving Skills for Life Program to Montana schools from October 13, 2012 to November 6, 2012. The addition of the Respect the Cage will enhance the importance of teens buckling in support of the Ford Driving Skills event.

The Respect the Cage program will be phased out after November. The MDT will continue funding the project coordinator until this program ends. MDT will either pass the Rollover Simulator that has been part of this exhibit to the MHP or the MT Office of Public Instruction. Either agency will use the simulator to educate the public especially younger drivers about the dangers of not wearing a seatbelt when a vehicle is involved in a rollover crash. Until the end of November 2012 this project is funded at a proportionality of 15% alcohol, 85% occupant protection based upon the actual program delivery.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Priscilla Sinclair	402 OP, 402 AL	\$68,000	\$23,000
	410 FR	\$12,000	\$0
TOTAL		\$80,000	\$23,000

Selective Traffic Enforcement Program

Continuing

Project description

MDT will continue funding overtime law enforcement traffic patrols to address impaired driving, occupant protection, speed, and distracted driving. STEP participants are required to participate in the three national mobilizations: Holiday Season(Thanksgiving, Christmas, New Years), Memorial Day Mobilization to increase seatbelt use and Labor Day Mobilization to counter impaired driving. Law enforcement also participates in the July 4th state mobilizations. STEP participants are required to perform three additional shifts per quarter based on local high-risk events and times. A shift is considered to be a four-hour patrol.

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

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

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Priscilla Sinclair	402 SE, 402 OP	\$538,050	\$457,343
	410 K8 FR	\$311,950	\$0
TOTAL		\$850,000	\$457,343

MHP Strategic Traffic Enforcement Team

Revised

Project description

The MHP is ending the Strategic Traffic Enforcement Team (STET) where they had focused their efforts in high crash corridors identified by MDT and MHP. Replacing this program, the MHP in FFY 2013 will implement statewide impaired driving enforcement teams of 5 (two troopers per team) by placing each team in 5 strategic geographical regions of Montana. This new strategy will improve the MHP’s ability to maximize their efforts to identify and arrest impaired drivers. The MHP will also partner with local law enforcement to perform high visibility enforcement.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Priscilla Sinclair	402 OP	\$117,444	\$177,444
	410 K8 AL, 410 K8 FR	\$482,796	\$0
	TOTAL	\$600,240	\$117,444

MHP Traffic Safety Resource Officer (TRSO)

Continuing

Project description

The MHP TRSO will continue maintaining and improving the quality of Montana's impaired driving programs and expanding the Drug Recognition Expert (DRE) training. The TRSO will continue to serve as a liaison between the Montana Highway Patrol and local law enforcement officers, tribal governments, prosecutors, judges and the public. This person has the appropriate skills in training, management, coordination and public relations. The TRSO focuses on impaired driving issues and programs (SFST/DRE/MIDAC); prevention of racial profiling; occupant restraint issues; traffic records management and issues related to young drivers. The TRSO works closely with the Traffic Safety Resource Prosecutor and MDT staff.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Priscilla Sinclair	410 K8 FR	\$130,000	\$0
TOTAL		\$130,000	\$0

SFST, ARIDE and DRE Training for Law Enforcement

Continuing

Project description

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

MHP will:

- Expand ARIDE and SFST trainings across the state by offering these trainings to prosecutors, local, tribal and state law enforcement agencies.
- Conduct one DRE certification to help maintain a pool of qualified DRE's.

The addition of DRE instructors are able teach all aspects of DRE, ARIDE, and SFST to all law enforcement personnel.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Priscilla Sinclair	410 K8 FR	\$81,600	\$0
TOTAL		\$81,600	\$0

M E D I A

Media

Continuing

Project description

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

MDT's website also provides examples of Montana's traffic safety related media at www.mdt.mt.gov/safety/. FFY 2012 media campaigns are featured at www.plan2live.mt.gov.

During FFY 2010, MDT issued a competitive request for proposal for media services. Two contractors knowledgeable of Montana's media markets and able to do analysis to determine the optimum media channels for reaching specific target audiences on traffic safety will continue providing media support to MDT in FFY 2013

With television and radio buys, media buyers are required by contract with MDT to obtain no charge bonus media of equal or greater value than purchased media. Paid media will be evaluated based upon gross rating points (GRPs), reach and frequency obtained in FFY 2012 and FFY 2013.

Program	Month	Media Channel(s)	Remarks
Sustained enforcement. Includes Impaired Driving & Seatbelts.	Oct 2012- Sept 2013	Radio / Television / News releases	Contracted media company.
National Teen Driver Safety Week	October 16 - 22, 2012	News releases	Supported in-house
Holiday Season: <ul style="list-style-type: none"> • Thanksgiving • Christmas • New Years 	November 19, 2012 January 2, 2013	News releases / Radio / Internet / Press Event / Billboards	Media Contractor
ST Patrick's Day	March 17, 2013	News release	MDT
Seatbelt May Mobilization. Includes Impaired Driving message.	May 20 - June 2, 2013	Radio/ Television/ Internet/News releases / Press event	Media Contractor
4 th of July	June 27 - July 7, 2013	News release / Radio / Internet / Billboards	Media Contractor

Program	Month	Media Channel(s)	Remarks
Impaired Driving Labor Day mobilization. Includes seatbelt message	August 16, 2013 - September 2, 2013	Radio / Television / Internet / News releases / Press event	Media Contractor Includes before, during, and after media in support of each scheduled law enforcement activity.
National CPS Week	Sept 15, 2012 - September 21, 2013	Possible radio remote in support of child passenger safety seat clinic on 4 th Day Child Passenger Safety Certified Training News release	Media Contractor

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Priscilla Sinclair	402 PM	\$190,000	\$0
	410 K8 FR, 410 K8 HVE	\$795,000	\$0
	TOTAL	\$985,000	\$0

R A C I A L P R O F I L I N G P R E V E N T I O N

Citation Study

Continuing

Project description

The State Highway Traffic Safety Office will continue contracting the Montana Highway Patrol through the end of December 2012 to do a citation study. This study is a continuation of the Prevention of Racial Profiling contract with the Highway Patrol since FFY 2008. This contract helped the patrol purchase a state of the art citation tracking system. This system has been operational since 2009 and recently contained enough citation information to begin the study.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Sheila Cozzie	1906 K10	\$59,000	\$0
	TOTAL	\$59,000	\$0

SAFE ON ALL ROADS PROGRAM

Safe On All Roads

Continuing

Project description

Public information & education campaign to increase seatbelt use and impaired driving prevention on all 7 reservations with the assistance of a media contractor. The goal is to provide messaging that is culturally relevant and resonates with the target audience. Project includes coordinator wages, travel, production and dissemination of PI&E materials and messaging. Please refer to the following website for more information about the SOAR media program:

www.safeonallroads.com.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Sheila Cozzie	402 OP	\$150,000	\$150,000
	410 K8 FR	\$150,000	
TOTAL		\$300,000	\$150,000



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

MDT ISD Contracted Services

Continuing

Project description

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

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

This supports the Implementation Management & Control project listed in the Traffic Records Strategic Plan Annual Element 2011 which has a high priority.

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Danielle Murphy	408 K9	\$30,000	\$0
TOTAL		\$30,000	\$0

Analysis Reporting System for Citations

Continuing

Project description

Continuation of a project that began in October 2009 to establish interactions between MDT's Information Broker and the DOJ's Integrated Justice Information Services Broker (IJIS Broker) and an enhancement of the Safety Information Management System project. This will expand the dataset received from the Central Court Repository (CCR) via the IJIS Broker and allow traffic safety citation and adjudication data to be used in conjunction with crash data. This will also allow for the development of standardized reports and allow for customized queries for in-depth analysis and tracking of trends in enforcement, citation, and adjudication activities, especially relating to driving under the influence, speeding and occupant protection.

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

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Danielle Murphy	408 K9	\$50,000	\$0
TOTAL		\$50,000	\$0

Safety Information Management System

Continuing

Project description

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

The new Safety Information Management System (SIMS) will provide MDT proactive capabilities to analyze crash data, perform system-wide analyses, allow of greater efficiency in work and ultimately allow for linkage/integration with multiple data sources (crash, roadway information, citation/adjudication, EMS) to become a more complete traffic records analysis system. SIMS will help MDT reach its goal of reducing the number and severity of highway crashes in Montana by securing a more robust set of crash data, with improved data accuracy, particularly with identifying crash locations and high-incident roadways through the use of GPS.

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

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

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Danielle Murphy	408 K9	\$400,000	\$0
TOTAL		\$400,000	\$0

MHP CTS Data Project Manager

Continuing

Project description

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

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

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Danielle Murphy	408 K9	\$160,000	\$0
TOTAL		\$160,000	\$0

Web-Based Crash Reporting Application

Continuing

Project description

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

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

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

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Danielle Murphy	408 K9	\$46,000	\$0
TOTAL		\$46,000	\$0

DOJ MHP Crime Analysis Mapping Tool

Continuing

Project description

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

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

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Danielle Murphy	408 K9	\$65,000	\$0
TOTAL		\$65,000	\$0

DOJ Network Infrastructure Improvement Pilot Project

Continuing

Project description

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

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

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Danielle Murphy	408 K9	\$38,997	\$0
TOTAL		\$38,997	\$0

DOJ MVD Enhancing Driver Records

Continuing

Project description

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

There are several critical aspects of system functionality to be added. These include an enhanced subfolder structure within a driver file with the capacity for automated information delivery, the ability to append an electronic document to driver record without manually printing the document for re-scan and indexing, and automated distribution capabilities for sharing images with a much wider range of authorized users.

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

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

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Danielle Murphy	408 K9	\$50,000	\$0
TOTAL		\$50,000	\$0

DPHHS Web-Based Trauma Registry Data Entry for Hospitals

Continuing

Project description

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

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

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

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Danielle Murphy	408 K9	\$59,500	\$0
TOTAL		\$59,500	\$0

DPHHS OPHI-PRC Tablet Data Collection

Continuing

Project description

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

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

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Danielle Murphy	408 K9	\$80,500	\$0
TOTAL		\$80,500	\$0

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

Planning and Administration

Continuing

Project description

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

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Priscilla Sinclair	402 PA	\$248,342	\$0
	410 K8 PA	\$104,486	\$0
TOTAL		\$352,828	\$0

Staff Salaries

Continuing

Project description

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

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Priscilla Sinclair	402 AL, 402 OP, 402 PT, 402, TR	\$280,688	\$0
	408 K9	\$101,141	\$0
	TOTAL	\$381,829	\$0

Various program and operational costs

Continuing

Project description

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

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Priscilla Sinclair	402 PA, 402 AL, 402 OP	\$25,000	\$0
	410 K8	\$21,000	\$0
	408 K0	\$4,000	\$0
	TOTAL	\$50,000	\$0

Indirect cost

Project description

In accordance with state law, the Montana Department of Transportation assesses an indirect cost on all projects. The approved rate for State Fiscal Year 2012 is 9.64%. Effective July 1, 2012, the new SFY 2013 rate is 11.08%.

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

MDT-SHTSO Contract Manager	Funding source	Amount approved	Benefit to local government
Kim Doherty	402	\$243,966	\$0
	405	\$30,747	\$0
	408	\$131,313	\$0
	410	\$330,750	\$0
	1906	\$30,913	\$0
	2010	\$18,227	\$0
	164 HE	\$2,851,975	\$0
	TOTAL	\$3,637,891	\$0

FINANCIAL SUMMARY

During FFY 2012, Montana successfully applied for and received funding from the National Highway Traffic Safety Administration. These grant monies include Section 405 (Occupant Protection), 408 (Traffic Records), 410 (Impaired Driving Prevention), 1906 (Prevention of Racial Profiling), and 2010 (Motorcycle Safety). Base level funding under Section 402 was received following the submission of a Performance Plan in accordance with federal law. Montana estimates carry forward into FFY 2013 to be \$6,803,131 which includes funding for contracts spanning FFY 2012-2013. Montana anticipates again qualifying for Section 402, 405, 408, 410, 1906 and 2010 funds in FFY 2013.

Section 164 Penalty Transfer funds will carry forward from FFY 2012 into FFY 2013.

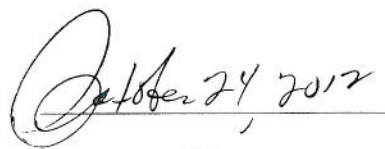
As required by federal law, at least 40 percent of Section 402 funds will be spent at the local level by city, county, and tribal governments.

Program Area	Project	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
NHTSA					
NHTSA 402					
Planning and Administration					
	PA-2013-77-86-13	\$188,500.00	\$135,258.00	\$112,928.00	\$0.00
Alcohol					
	AL-2013-77-87-13	\$21,870.00	\$141,096.00	\$129,687.00	\$130,002.00
Emergency Medical Services					
	EM-2013-77-88-13	\$1,903.00	\$12,278.00	\$0.00	\$0.00
Motorcycle Safety					
	MC-2013-77-89-13	\$0.00	\$0.00	\$3,219.00	\$0.00
Occupant Protection					
	OP-2013-77-90-13	\$139,298.00	\$898,689.00	\$444,672.00	\$773,330.00
Police Traffic Services					
	PT-2013-77-91-13	\$23,602.00	\$152,273.00	\$19,556.00	\$0.00
Traffic Records					
	TR-2013-77-92-13	\$0.00	\$0.00	\$56,215.00	\$0.00
Speed Enforcement					
	SE-2013-77-93-13	\$40,770.00	\$263,028.00	\$40,168.00	\$263,028.00
Child Restraint					
	CR-2013-77-95-13	\$0.00	\$0.00	\$53,080.00	\$45,118.00
Paid Advertising					
	PM-2013-77-96-13	\$24,630.00	\$158,903.00	\$37,066.00	\$0.00
NHTSA 402 Total		\$440,573.00	\$1,761,525.00	\$896,591.00	\$1,211,478.00
405 OP SAFETEA-LU					
	K2-2013-77-99-13	\$607,500.00	\$202,500.00	\$151,257.00	\$0.00
405 Paid Media					
	K2PM-2013-78-00-13	\$0.00	\$0.00	\$408.00	\$0.00
405 OP SAFETEA-LU Total		\$607,500.00	\$202,500.00	\$151,665.00	\$0.00

408 Data Program SAFETEA-LU					
	K9-2013-78-01-13	\$125,000.00	\$500,000.00	\$1,484,507.00	\$.00
410 Alcohol SAFETEA-LU					
	K8-2013-78-02-13	\$1,311,555.00	\$437,185.00	\$910,749.00	\$.00
410 Alcohol P&A					
	K8PA-2013-78-03-13	\$348,189.00	\$116,063.00	\$78,953.00	\$.00
410 Alcohol Paid Media					
	K8PM-2013-78-04-13	\$1,200,000.00	\$400,000.00	\$399,980.00	\$.00
410 Alcohol SAFETEA-LU Total		\$2,859,744.00	\$953,248.00	\$1,389,682.00	\$.00
410 High Fatality Rate					
	K8FR-2013-78-05-13	\$.00	\$.00	\$1,484,455.00	\$.00
410 High Visibility					
	K8HV-2013-78-06-13	\$.00	\$.00	\$846,329.00	\$.00
2010 Motorcycle Safety					
	K6-2013-78-07-13	\$.00	\$100,000.00	\$150,000.00	\$.00
1906 Prohibit Racial Profiling					
	K10-2013-78-08-13	\$16,384.00	\$.00	\$399,902.00	\$.00
164 Transfer Funds					
	164HE-2013-00-00-00	\$.00	\$8,313,322.67	\$17,426,522.53	\$.00
NHTSA Total		\$4,049,201.00	\$11,830,595.67	\$24,229,653.53	\$1,211,478.00
Total		\$4,049,201.00	\$11,830,595.67	\$24,229,653.53	\$1,211,478.00
164 Hazard Elimination Total		\$.00	\$8,313,322.67	\$17,426,522.53	\$.00
164 Transfer Funds Total		\$.00	\$8,313,322.67	\$17,426,522.53	\$.00



Tim Reardon, Governors Representative for Highway Safety



Date

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AGREEMENT PROVISIONS STATE CERTIFICATIONS & ASSURANCES

STATE CERTIFICATIONS AND ASSURANCES

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

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

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

Certifications and Assurances

Section 402 Requirements (as amended by Pub. L. 112-141)

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

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

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

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

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all

pedestrian crosswalks (23 USC 402(b) (1) (D));

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

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

148)(a)).

(23 USC 402 (b)(1)(F));

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

Other Federal Requirements

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

18.20

Cash disbursements and balances will be reported in a timely manner as required by

NHTSA. 49 CFR 18.21.

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

18.41.

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

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

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

23 CFR 1200.21

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

18.20;

Federal Funding Accountability and Transparency Act (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdt) by reporting to FSRS.gov for each sub-grant awarded:

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

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis

of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC§ 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended,

relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil

Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

State will provide a drug-free workplace by:

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

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (49 U.S.C. 53230))

which contains the following requirements:

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

POLITICAL ACTIVITY (HATCH ACD).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a

civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

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

funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*; as used in this clause; have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48

CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under

48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the

statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

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

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving-
 - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
 - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.

- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
- a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTALIMPACT

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



Governor's Representative for Highway Safety

Montana

State or Commonwealth

2013

For Fiscal Year

August 22, 12

Date

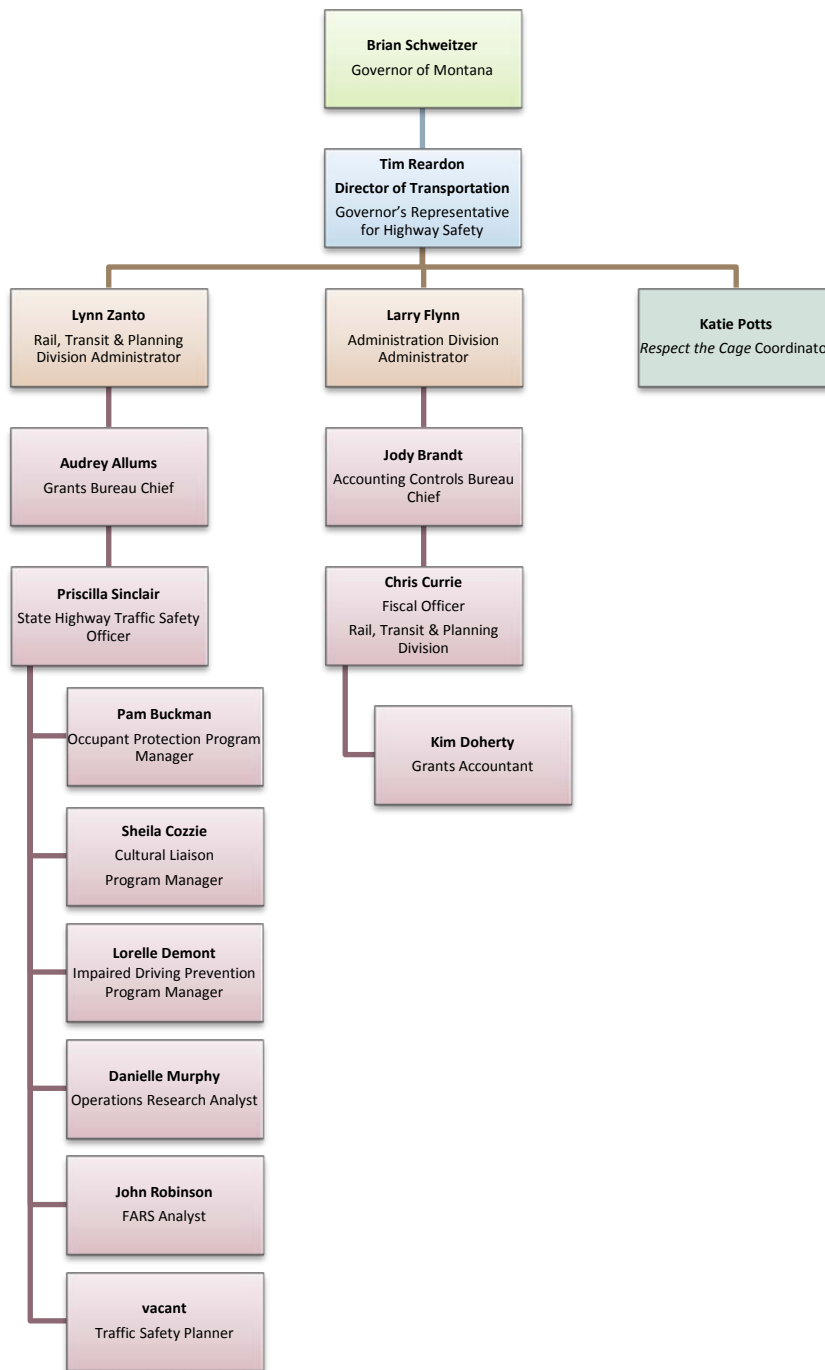
P L A N N I N G & P R O G R A M M I N G T I M E L I N E

Timelines and milestones for FFY 2013 funding

(October 1, 2012 – September 30, 2013)

Milestone	Timeline
Application submission deadline for FFY 2013 funding.	April 8, 2013
Annual Highway Safety Planning Meeting.	March 19 – 21, 2013
Application review and assessment. Funding and project recommendations made to the Governor’s Representative (GR) for Highway Traffic Safety.	April 22 – 26, 2013
Draft Annual Highway Safety Plan (HSP) prepared by MDT staff and submitted to the GR for approval.	May 6 – 10, 2013
Deadline for Annual Highway Safety Plan submission to NHTSA.	July 1, 2013
Deadline for NHTSA to notify state whether or not FFY 2013 Highway Safety Plan is approved.	September 1, 2013
Notification to applicants regarding funding approval or denial.	October 15, 2012
Preliminary contract negotiations.	timeline varies
<i>Federal Fiscal Year 2013</i> Contracts are finalized and routed for signatures. Effective date of contract varies; please check with your assigned program manager for details.	October 1, 2012 – September 30, 2013

ORGANIZATIONAL STRUCTURE



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

Governor’s Representative for Highway Traffic Safety(406) 444-6201
Tim Reardon treardon@mt.gov

Public Information Officer (for all media inquiries).....(406) 444-7205
Lori Ryan lryan@mt.gov

Grants Bureau Chief(406) 444-4210
Audrey Allums aallums@mt.gov

State Highway Traffic Safety Officer(406) 444-7417
Priscilla Sinclair psinclair@mt.gov

Operations Research Analyst (for all data inquiries).....(406) 444-3430
Danielle Murphy dmurphy@mt.gov

Fatality Analysis Reporting System (FARS) Analyst(406) 444-7302
John Robinson jrobinson@mt.gov

Grants Accountant.....(406) 444-6114
Kim Doherty kdoherly@mt.gov

Fiscal Supervisor(406) 444-6100
Chris Currie ccurrie@mt.gov

Cultural Liaison.....(406) 444-7301
Sheila Cozzie scozzie@mt.gov

Occupant Protection Program Manager(406) 444-0809
Pam Buckman pbuckman@mt.gov

Impaired Driving Prevention Program Manager(406) 444-7411
Lorelle Demont ldemont@mt.gov

Traffic Safety Planner.....
Vacant

FAX Number.....(406) 444-9409

Front Desk.....(406) 444-3423

Mailing address	Physical address	On the web
State Highway Traffic Safety	State Highway Traffic Safety	www.mdt.mt.gov/safety/safetyprg.shtml
PO Box 201001	2960 Prospect Avenue	
Helena MT 59620-1001	Helena MT 59620-1001	



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

On the web
www.mdt.mt.gov/safety/safetyprg.shtml

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

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

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

This report was submitted to the National Highway Traffic Safety Administration by August 31, 2012
in accordance with 23 CFR 1200.10



U. S. Department
of Transportation
**National Highway Traffic
Safety Administration**

Pacific Northwest-Region 10
Oregon, Montana, Washington,
Idaho and Alaska

Jackson Federal Building
915 Second Avenue, Suite 3140
Seattle, Washington 98174-1079
(206) 220-7640
(206) 220-7651 Fax

Regional Administrator

COPY

September 28, 2012

The Honorable Brian Schweitzer
Governor of Montana
Montana State Capitol Building
P.O. Box 200801
Helena, MT 59620-0801

Dear Governor Schweitzer:

We are pleased to inform you that we have accepted Montana's 2013 Performance Plan, Highway Safety Plan, Certification Statement, and Cost Summary. Based on these submissions, we find your State's highway safety program to be in compliance with the requirements of the Section 402 program. Specific approvals relative to this action have been provided to your representative for highway safety, Director Tim Reardon. We commend you, Director Reardon, and all of Montana's traffic safety partners on their 2012 successes.

I am glad to see Montana strengthening impaired driving enforcement and encourage continued support of the Click It or Ticket campaign with stronger seat belt enforcement messaging.

Sincerely,

John M. Moffat

cc: Tim Reardon, Director, Montana Dept. of Transportation
Audrey Allums, Grants Bureau Chief, Montana Dept. of Transportation
Kevin McLaury, Montana Division Administrator, FHWA
Maggi Gunnels, Associate Administrator, NHTSA Office of Regional Operations & Program Delivery



VEHICLE SAFETY HOTLINE 888-327-4236





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Regional Administrator

COPY

September 28, 2012

Mr. Tim Reardon, Director
Montana Department of Transportation
Governor's Representative for Highway Safety
2701 Prospect Avenue
P.O. Box 201001
Helena, Montana 59620-1001

Dear Mr. Reardon,

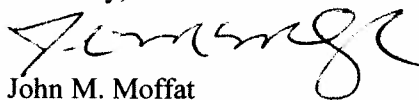
We have reviewed Montana's fiscal year 2013 Performance Plan, Highway Safety Plan, Certification Statement and Cost Summary (HS Form 217). We find your State's highway safety program to be in compliance with the requirements of the Section 402 program 23 CFR Part 1200.10 Application.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year Highway Safety Program (carry-forward funds) will be available for immediate use by the State on October 1. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or its electronic equivalent), consistent with the requirements of 23 CFR 1200.14(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

I congratulate you and the Montana Department of Transportation on your continuing success.

We encourage you and your staff to strengthen Montana's traffic safety partnerships, enforcement, and messaging to achieve even greater results.

Sincerely,



John M. Moffat

cc: Audrey Allums, Grants Bureau Chief
Priscilla Sinclair, State Highway Traffic Safety Officer
Kevin McLaury, Montana Division Administrator, FHWA
Maggi Gunnels, Associate Administrator, NHTSA Office of Regional Operations and Program Delivery



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