



Success through partnerships

MONTANA

Section 402 Annual Report For Federal Fiscal Year 2013

Prepared by

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December 27, 2013

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National Highway Traffic Safety Administration – Region 10
915 Second Avenue, Suite 3140
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Subject: Montana 2013 Annual Report

MDT is pleased to submit the NHTSA Annual Report describing many of the projects we implemented in FFY 2013 with the goal of saving lives. The Department funded traffic safety related programs using National Highway Traffic Safety Administration grant monies by contracting to the following organizations:

- Forty-nine state, local, and tribal law enforcement agencies to participate in the Selective Traffic Enforcement Program (STEP). These agencies conducted impaired driving prevention and occupant protection enforcement overtime activities to help reduce traffic fatalities and injuries throughout the state.
- The Montana Highway Patrol (MHP) to continue their strategic enforcement team. The team patrolled roads identified as high crash corridors with a history of fatalities related to alcohol and low seatbelt use. In FFY 2014 they will focus their time patrolling high visibility events such as rodeos, fairs, and rock concerts where alcohol use is prevalent.
- A Traffic Safety Resource Officer and Traffic Safety Resource Prosecutor to increase training opportunities for prosecutors and law enforcement to ensure consistent detection, apprehension, and prosecution of impaired drivers.
- Montana's six DUI courts that improve the accountability and treatment for some of the state's hard core repeat DUI offenders.
- MDT implemented a Judicial Outreach Liaison which was the result of dedicated funding from NHTSA. The JOL is a companion project to the TSRP and TSRO projects.
- Twelve Buckle Up Montana (BUMT) coalitions that serve at the grassroots level to increase seatbelt and child restraint usage. These coalitions provide support to 32 of Montana's 56 counties covering 46% of the state's population.
- The Safe on All Roads (SOAR) Native American education program that focuses on impaired driving and seatbelt usage. The SHTSS has a full-time program manager during the transitional FFY 2013 year to bring the program management in-house. All seven reservations have secured contracts for FFY 2014.

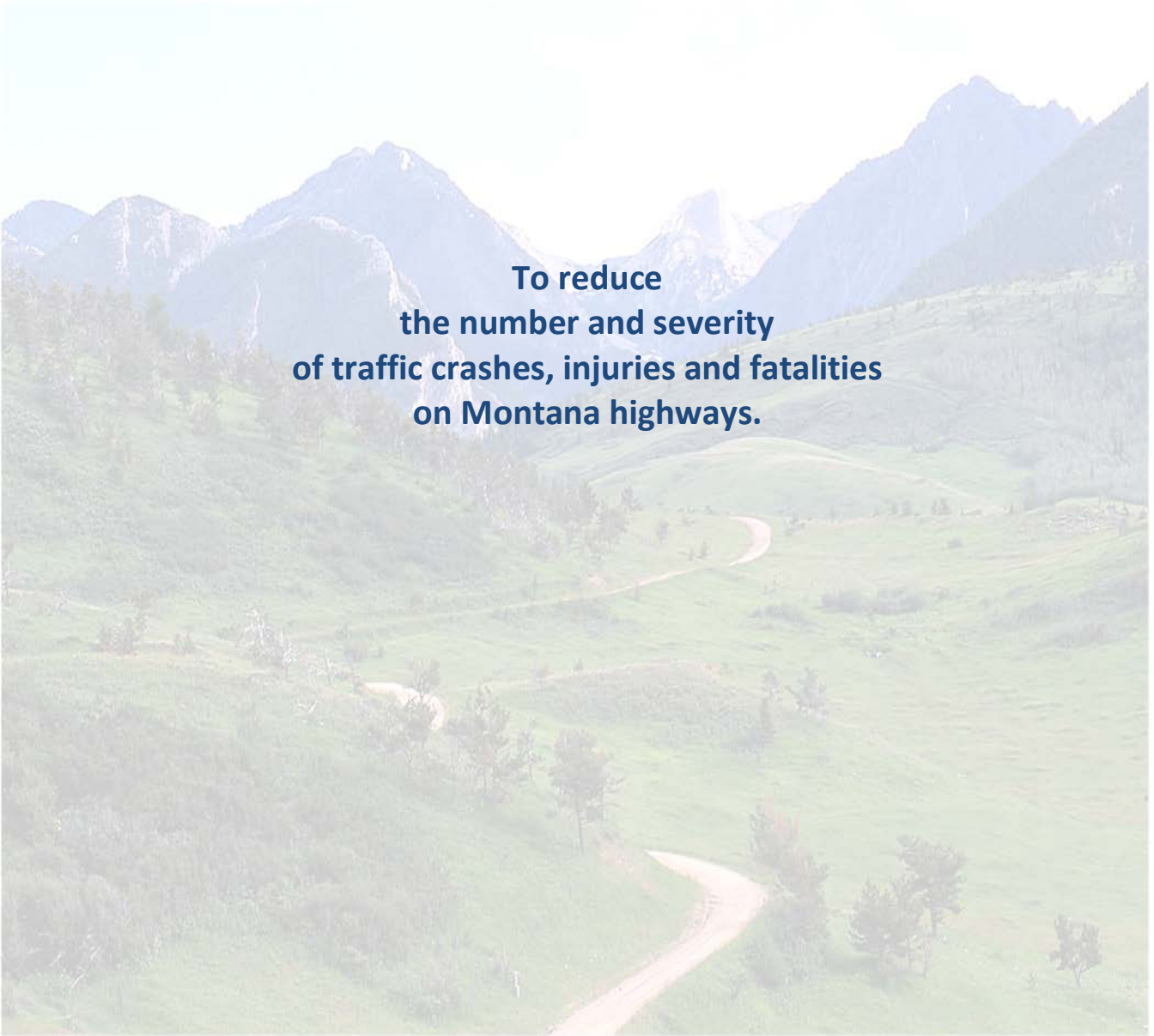
MDT thanks you for the federal grant monies that have made this year's work possible. We appreciate your continued support for our highway safety program and for providing technical assistance to the State Highway Traffic Safety Section with the goal of reducing injuries and fatalities on our roads.

Mike Tooley, Director
Governor's Representative for Highway Safety

copies: Lynn Zanto, Administrator Planning Division
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Mission Statement

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

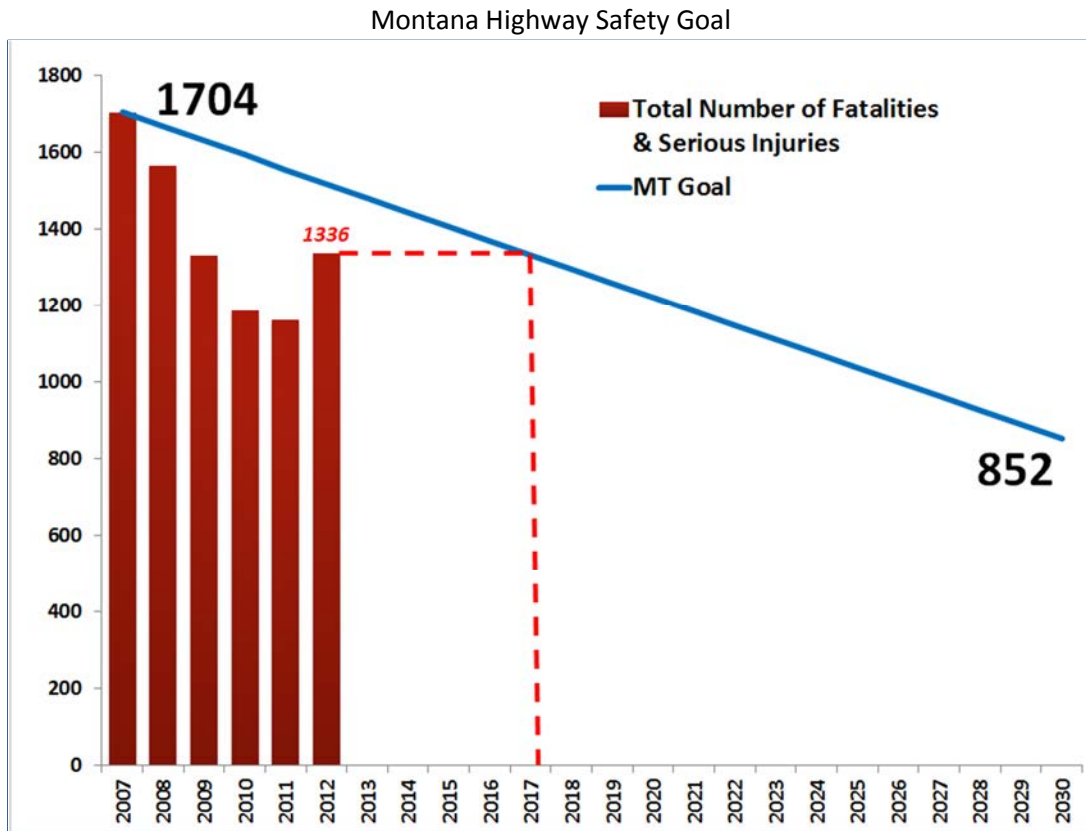


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Executive Summary

In 2012, the State of Montana saw a decrease in fatal crashes by four statewide as compared to 2011 (January 1 through December 17, 2012). Montana has a relatively small number of fatalities each year, thus Montana's Comprehensive Safety Plan (CHSP) was developed that focuses on both fatalities and incapacitating injuries. The goal of the Montana CHSP is, "to reduce fatalities and incapacitating injuries in the State of Montana by half in two decades, from 1,704 in 2007 to 852 by 2030" and the trend continues downward. At this time, MDT is ahead of the established target.



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

To support this effort, MDT State Highway Traffic Safety Section secured contracts with:

- 12 *Buckle Up Montana* coalitions serving 26 counties
- 49 law enforcement agencies across Montana (including six Tribal Law Enforcement Agencies) to provide dedicated traffic patrols
- 6 DUI Courts
- 5 Tribal Governments for the *Safe On All Roads* (SOAR) program, and
- Other state agencies including Office of Public Instruction, Department of Public Health and Human Services, and the Montana Highway Patrol (Department of Justice)

In addition, there are 32 DUI Task Forces serving 36 counties that receive driver’s license reinstatement fees.

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

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

In order to meet the goals set forth in the CHSP Montana has established 11 emphasis areas, each supported by a team of multi-disciplinary stakeholders. The established areas are:

CHSP EMPHASIS AREAS	
1. Safety belt use	7. High crash corridors/ high crash locations
2. Alcohol- & drug-impaired driving crashes	8. Large vehicle & bus crashes
3. Native American crashes	9. Emergency medical services
4. Single vehicle run-off-the-road crashes	10. Motorcycle crashes
5. Traffic records management	11. Older driver crashes
6. Young driver crashes	12. Urban crashes (<i>emphasis area not developed yet</i>)

According to the state of Montana’s 2011 Traffic Safety Problem Identification Report, observed seat restraint usage was steadily increasing prior to 2002. Since then, however, the trend has stagnated, with rates of seatbelt use remaining around 78–81 percent. In 2013 a slight increase was seen from 76.3 percent in 2012 to 79.0 percent on all Montana roads.

This year a primary seat belt law was introduced to the 2013 legislature but failed to pass. This is the ninth session in a row in which a primary law has been introduced but has not passed. Montana’s legislature meets biannually.

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

Although, MDT has seen a decrease in the number of citations issued for DUI and seat belt use, there has also been a decline in the number of hours worked under the Selective Traffic Enforcement Program. As law enforcement agencies struggle to staff regular work shifts, the extra hours worked will continue to decline as well as the number of citations issued.

MDT’s Safe On All Roads (SOAR) program experienced a transition during 2013, as MDT brought management of this program in-house. Five of Montana’s tribes were able to secure contracts, however only one of those contracts was active for the entire year. MDT has secured contracts with all seven reservations in FFY 2014 and hopes this will assist in our efforts to reduce Native American traffic fatalities and injuries.

The Traffic Records Coordinating Committee has issued the RFP to develop a new Safety Information Management System (SIMS). The current system can no longer meet the needs of its stakeholders and is the bottleneck for the exchange of more robust datasets required for full traffic safety analysis. The RFP will be awarded in FFY 2014.

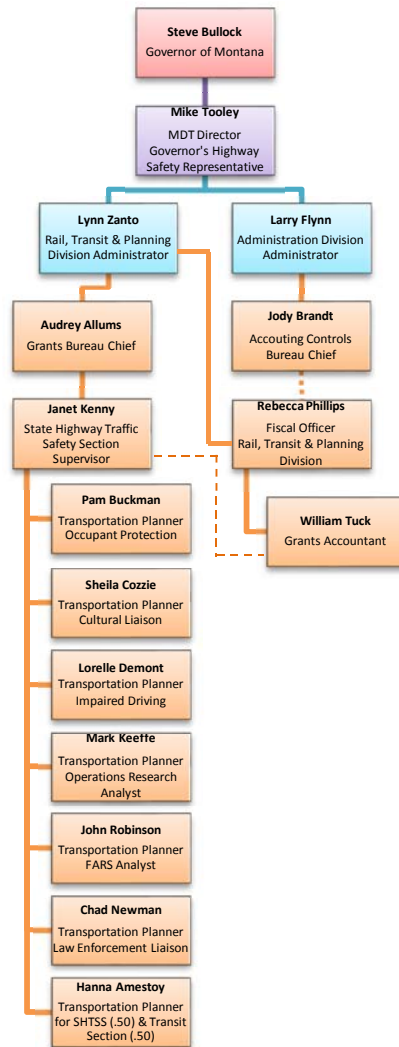
Motorcycle Safety continues to be a priority for MDT. During 2013, Montana Motorcycle Riders Safety training provided training to 1,362 students at 10 locations statewide.

During Federal Fiscal Year 2014, the Montana State Highway Traffic Section will continue to utilize and analyze crash data to develop and implement performance measures that will assist in meeting established goals.

State SHTSS Program Overview

Montana Department of Transportation (MDT) administers the State highway safety program through the Montana State Highway Traffic Safety Section (SHTSS – formerly the State Highway Traffic Safety Office). SHTSS operates within the Grants Bureau of the Rail, Transit & Planning Division of MDT. The Director of MDT serves as the Governor’s Highway Safety Representative (GR). The Director is the former colonel of the State Highway Patrol and has extensive background, interest in, and understanding of highway safety issues. It is expected that he will continue to serve as a champion, spokesperson, and leader for highway safety in his new position with the MDT.

SHTSS is composed of the state highway traffic safety supervisor, six planners, and one account technician. (See organizational chart below.) At the current time, the Section is fully staffed.



During FFY 2013 SHTSS hired a Law Enforcement Liaison. This staff member will be dedicated to supporting law enforcement efforts relating to highway traffic safety.

The SHTSS assists in the development and implementation of counter-measures for known problem areas (known as emphasis area) as outlined in the CHSP. SHTSS funds many projects to assist in reducing fatalities and incapacitating injuries in these areas.

Legislation

SB186 was introduced during the 2013 legislative session to provide for a primary seat belt law. It failed to pass for the ninth session in a row. However, the 2013 Montana Legislature did pass the following Highway Traffic Safety related legislation:

2013 Montana Legislative Changes to Impaired Driving Laws		
Bill Number	Brief Description	Changes Made
HB168	Revise DUI Laws for THC	<ul style="list-style-type: none"> Created a new crime for a per se limit of 5 ng/ml for delta-9-tetrahydrocannabinol in blood. Allows law enforcement to obtain a warrant for a first time medical marijuana card holder suspected of DUI who refuses to provide a blood sample.
HB233	Modified the 24/7 Sobriety Program	<ul style="list-style-type: none"> "Sobriety" is clearly defined as abstinence from drugs, not just alcohol. Expands opportunities for a court to require the 24/7 program for additional offenses, such as assault, when alcohol or drug intoxication contributed to the crime. Expands the type of monitoring programs that can be used for 24/7: examples include remote sensing, transdermal detection devices, and testing blood, urine, saliva, or perspiration for drugs. Allows for ignition interlock device or 24/7 sobriety program as a condition of a probationary license. Allows a sheriff to delegate 24/7 implementation to another LE agency. 24/7 program may now be used for first offense aggravated DUI.
HB355	Eliminate the 5-Year Look Back for Alcohol and Drug Driving Offenses	<ul style="list-style-type: none"> Increased the 5-year look back to 10 years for 2nd offense. Eliminated look back for 3rd offense DUI. Expands look back period for Aggravated DUI.
SB314	Generally Revise Driver Licensing Laws	<ul style="list-style-type: none"> Requires courts to report offenses that trigger license suspension, revocation, or restriction to the DMV within 5 days. Eliminates the exceptions that have caused delays in reporting.
HB559	Generally Revise Motor Vehicle Laws	<ul style="list-style-type: none"> Provides that speed violations in special speed zones established by the Transportation Commission are misdemeanors. Modified to provide violations of special speed zones established by a local authority are misdemeanors. Fines now double for speed violations in school zones and senior citizen zones.

Assessment of State Programs – Accomplishments

Introduction

This report, required by the National Highway Traffic Safety Administration (NHTSA) pursuant to 23 CFR §1200.35, provides an update of highway safety projects throughout the state of Montana for Federal Fiscal Year (FFY) 2013 as administered by the Montana Department of Transportation's Highway Traffic Safety Section (SHTSS).

The projects and funding administered by SHTSS were approved by the NHTSA Region X in the 2013 Highway Safety Plan (HSP). Revisions to the 2013 HSP were requested by SHTSS to include project descriptions that had been omitted. NHTSA approved the amendment to the HSP.

Accomplishments

Statistical

- In FFY 2013, MDT continued funding projects that work toward reducing traffic fatalities and incapacitating injuries. Montana did see a reduction in traffic fatalities during 2012. The 2011 fatalities were 209 compared with 205 in 2012.
- In the last five year period from 2008 to 2012, alcohol related fatalities have remained consistently high when compared to the nation.
- Unbelted fatalities remained the same in 2012 as 2011 at 118.
- Fatalities related to speeding decreased from 55 in 2011 to 50 in 2012.
- Seat belt usage increased to 79% in 2013 compared to 76% in 2012.

Operational

- MDT participated in a NHTSA Management review of its operations for FFY 2010, 2011 and 2012 in August 2013. This review had no findings with regard to management of the program.
- An Impaired Driving Assessment was conducted in May 2013. There were a number of priority recommendations that MDT is working to implement.
- MDT participated in the National Memorial Day Mobilization buckle up campaign. The theme was "Click it, Don't risk it" because Montana does not have a primary seat belt law. This modified campaign had been approved by NHTSA. During the campaign 19 law enforcement agencies participated and issued 314 seat belt violations and 15 child restraint violations.
- During the National Labor Day campaign, 23 law enforcement agencies participated, issuing 41 DUI citations and 7 MIP citations.
- MDT implemented a campaign with regard to impaired driving entitled "Do you know what a DUI will cost". This campaign was delivered statewide throughout the year with brochures being distributed outlining costs associated with a DUI citation.

FFY 2013 Core Performance Measures

Core Measures

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

Montana NHTSA Core Outcome Measures							
Core Measure	Description	2008	2009	2010	2011	2012	2015 Target
C-1	Number of Traffic Fatalities	229	221	189	209	205	182
C-2	Number of Serious Injuries	1,565	1,331	1,185	1,162	1,336	1,185
C-3	Fatalities/VMT						
C-4	Unrestrained Passenger Vehicle Fatalities	124	107	93	118	118	98
C-5	Alcohol-Related Fatalities	90	81	70	87	89	70
C-6	Number of Speeding-Related Fatalities	72	86	68	55	56	67
C-7	Number of Motorcyclist Fatalities	36	26	25	20	30	23
C-8	Number of Un-helmeted MC Fatalities	21	20	15	9	18	14
C-9	Fatalities Involving Drivers Age 20 or Less	36	41	39	28	29	**
C-10	Pedestrian Fatalities	11	15	8	15	11	11
Core Behavior Measure							
B-1	Observed Seat Belt Use	79.3%	79.2%	78.9%	76.9%	76.0%	89.3%
Core Activity Measures							
A-1	Number of Seat Belt Citations Issued During Grant-Funded Enforcement Activities	3,257	3,836	2,552	2,374	1,975	NA
A-2	Number of Impaired-Driving Arrests Made During Grant-Funded Activities	1,208	873	993	496	368	N/A
A-3	Number of Speeding Citations Issued During Grant-Funded Enforcement Activities	10,891	14,489	12,734	11,332	10,177	N/A
Other MDT Performance Measures Established by the CSHP*							
O-1	Native American Fatalities	27	34	30	23	39	32

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

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

Description of Projects and Activities Funded

Occupant Protection Overview

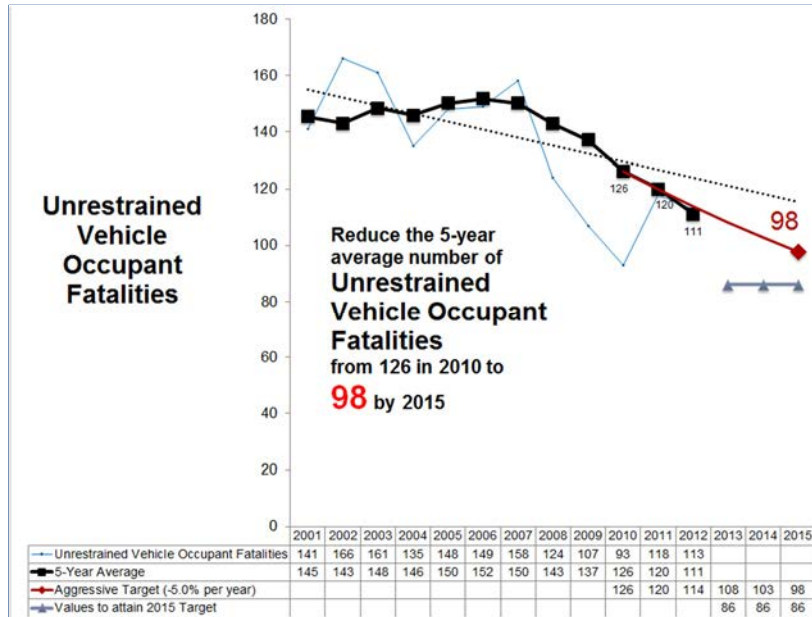
Montana has secondary law enforcement for safety belt use, meaning that there must be another reason for stopping a vehicle other than noncompliance with safety belt laws before a violation can be charged. Although Montana ranks relatively high for overall seat belt usage among states with secondary law enforcement (79 percent in 2013 for all roads), NHTSA documentation shows that most states with a primary enforcement law have higher compliance rates.

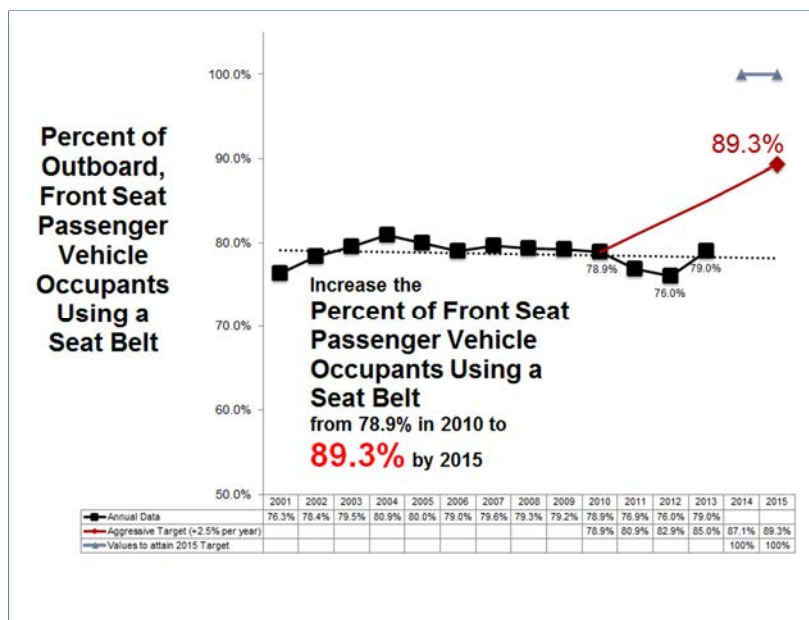
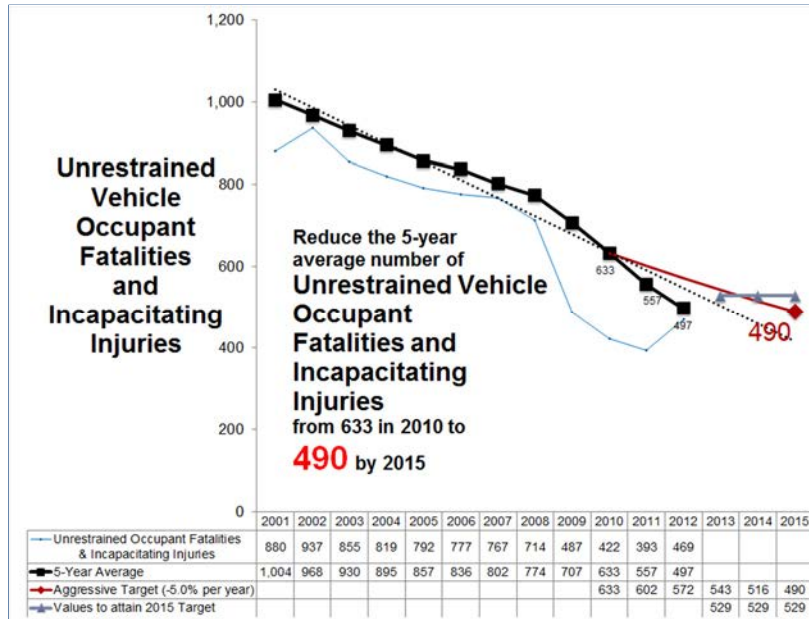
Montana employs three main strategies to increase seatbelt and child restraint usage: foster partnerships with traffic safety advocates, implement high visibility law enforcement programs, and execute a variety of public information and education (PI&E) programs.

Currently the CHSP has three goals for seat belt use:

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

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





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

The modifications made during FFY 2013 seat belt survey are shown in the chart below along with the history of seat belt use in Montana.

	Interstate	Primary	County	Other	Secondary	National Hwy System (new 2013)	Urban (new 2013)	
2007	92.20%	82.10%	67.40%	70.50%				79.60%
	92.10%	81.70%	66.60%	70.70%				
2009	82.90%	83.80%	64.90%	75.60%				79.20%
	87.00%	81.20%	64.70%	74.10%				
2011	84.40%	80.90%	67.60%	68.80%				76.90%
	82.80%	80.10%	65.70%	70.50%				
2013	82.00%	67.80%	Secondary	61.30%	78.00%	76.60%	67.60%	79.00%

Project Descriptions and Activities Funded

Buckle UP Montana Program

Amount Expended: \$299,636

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



The table below lists the 12 BUMT coalitions:

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

The 12 coalitions provide outreach to a total of 32 of Montana's 56 counties, covering 63% of the state's population. Another 15% of Montana's population is covered by Yellowstone County's Safe Kids Coalition focusing strictly on Child Passenger Safety.

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

- Direct promotion of OP using the media
- Public information and education campaigns
- Support for state-sponsored media messaging
- Innovative approaches to reach those who do not regularly buckle up
- Partnerships with law enforcement and local businesses

During FFY 2013, BUMT coalitions participated in a number of activities to educate the public on the importance of wearing a seat belt.

Saved by the Belts Awards

This fiscal year, 17 “Saved by the Belt” awards were presented to individuals involved in motor vehicle crashes that were saved by wearing their safety belts.

These awards are typically presented at a press conference with the survivor(s), law enforcement, and public officials. In addition to receiving the award, recipients receive a free year-long membership to AAA. A positive message and increased public awareness by participants and their relatives, followed by news coverage, will hopefully have the effect of influencing more people to wear their safety belts.

Public Education Presentations

FFY 2013 continued its focus on education using the occupant protection presentation called *Commit2BuckleUp!*. This tool was originally developed in FFY 2008 for coalition members to use at speaking engagements to explain the criticality of seat belt use in motor vehicles. The targeted audiences include schools, legislators, law enforcement, emergency medical technicians, prosecutors, judges, day care centers, hospital personnel, ministerial organizations, firemen, primary care givers, at-risk youth, policy makers and others.

Partnerships with Law Enforcement

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

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

Public awareness targeting young drivers in High Schools

Many of the coalitions regularly make presentation at Driver Education classes at the high schools. This has been an opportunity to raise teen’s understanding and knowledge of how restraints help manage violent crash forces, thereby preventing serious injury or death.

Teens throughout the state participated in observational seatbelt surveys as a prerequisite to receiving school buckle up signs.

Partnerships with Businesses

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



On average the BUMT coalitions had partnerships with 15-20 local agencies and businesses. These include local Chamber of Commerce, local colleges and schools, media outlets, hospitals, banks and car dealerships.

Educational incentives

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

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

The Kanga and Roo costume is donned by an adult member of the Mineral County Buckle Up Montana Coalition. As one of the newest coalitions, they have had great luck being able to get into classrooms to educate students of all ages about occupant protection.



Child Passenger Safety (CPS) Technician & Instructor Development Amount Expended: \$36,310

In 2013, Montana hosted five 4-day trainings, one Renewal course and two technician updates. Trainings that were scheduled on two Montana tribal reservations were both cancelled due to lack of timely registrations. Bringing the trainings to the tribal communities is a priority for this high-risk population and MDT will strive to ensure the registration process is easier for them in 2014. To date, Montana has 16 CPS instructors, one instructor candidate, 185 CPS technicians and 27 permanent CPS inspection stations with six pending registration with NHTSA.



Montana's child passenger safety certification trainings continue to help maintain a pool of CPS technicians and instructors throughout the state to show parents and care providers how to properly

use and install child safety seats. This program includes hosting an annual CPS Technician & Instructor Update which affords participants the convenience of earning continuing education units and other requirements needed to recertify. Child passenger safety (CPS) inspection stations are places or events where parents and caregivers can receive assistance from certified CPS technicians ensuring all child restraints are installed properly and the children leave safer than when they arrived. Approximately 1,300 car seats were inspected and 350 car seats were distributed to parents/caregivers throughout FFY 2013 by CPS techs.

Child Safety Seats

Amount Expended: \$24,990.72

Late in FFY 2013, MDT purchased 512 convertible child safety seats for distribution to low income families who might not otherwise choose to purchase them and/or be able to afford them. Seats were shipped directly to Montana certified CPS technicians at local permanent CPS inspection stations and also to CPS technicians in counties that don't have inspection stations. The allocation of seats was based on each county's need and demographic makeup. Continuing educational and distribution programs, and especially the implementation and enforcement of child passenger safety laws, increases the levels of child restraint use. Because of the timing of the seat purchase and distribution, the majority of these seats will be distributed in FFY 2014 and beyond.



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

Respect the Cage

Amount Expended: Salaries only, reported in Planning and Administration

MDT retired the Respect the Cage exhibit in November 2012 after four years of activity. The final event for the exhibit was accompanying the Ford Driving Skills for Life Program to Montana schools from October 13, 2012 to November 1, 2012. The addition of the Respect the Cage materials to the events emphasized the importance of teens buckling in support of the Ford Driving Skills event.

MDT transferred the Respect the Cage trailer with the crashed car, video recording capability showing the "Room to Live" story and the Fastest Buckle Up Contest to the Missoula County Sheriff's Office. The Rollover Simulator was transferred to the Flathead City-County Health Department. Both agencies will use these exhibits to educate the public, especially younger drivers, about the dangers of driving impaired and not wearing a seatbelt when a vehicle is involved in a rollover crash.

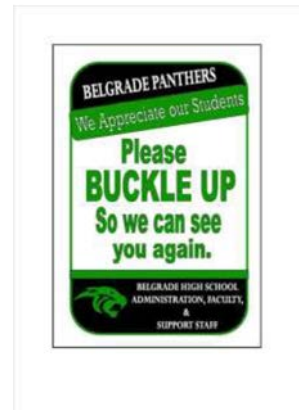
Occupant Protection Media

Amount Expended: \$221,621

High School Buckle Up Signs

The Montana Department of Transportation - State Highway Traffic Safety Section (MDT-SHTSS) and the Office of Public Instruction (OPI) worked together to spread Buckle Up message to young Montana drivers.

“Buckle Up, so we can see you again” is the message on the large metal Buckle Up signs that were funded by the MDT-SHTSS for a new seat belt awareness campaign. In January, Montana high schools were contacted by OPI’s Traffic Education office to offer, free of charge, Buckle Up signs for the parking lot exits at their high school and sports field. The signs are customized with the school’s colors and mascot logos. Through FFY 2013, 123 schools signed up to participate in the Buckle Up Signs for Montana Schools campaign.



The idea and design originated in Great Falls with artist, coach and driver education teacher, Jerry Olson, who is the 2012 Montana Traffic Education Teacher of the Year. Participating schools are also asked to coordinate with their local MDT Buckle Up Montana Coordinator if there is one located in their county, or a student group to conduct seat belt surveys before and after the signs are installed and during Teen Driver Safety Week in October. Survey forms are provided and collected by OPI annually.

Education Materials

Educational Materials provided by media company, Banik Communications, included: Trifold educational display board, table cloth, vinyl banners, posters, brochures and a cd with buckle up messages, stories and video clips.



Brochures

Banik Communications provided strategic and tactical recommendations, copywriting, design and layout for the development of new brochures for the Montana Department of Transportation State Highway Traffic Safety Section. The brochures have branded elements that tie them together and give them an identity under the Montana Department of Transportation.

Three occupant protection brochures were developed under this contract including a child passenger safety brochure, a teen seat belt brochure and an adult seat belt/ejection brochure.



Billboards

Buckle Up billboards designed and placed by media company, Banik Communications:



College Media Plan

A large number of students attending college athletic events are in the age range where many are not wearing their seat belts every trip, every time. The goal of this program is to educate those in attendance about the life-saving benefits of buckling up. Carroll College Athletics and Montana Tech Athletics Departments have partnered to promote the benefits of seat belt use to all attendees at their respective sporting events.

Child Passenger Safety Week

Banik Communications provided media services and coordination to support child passenger safety-focused activities for the Montana Department of Transportation and its partners during FFY 2013. Radio remotes and news releases were used during each event. Two primary areas of media support were aimed at:

- child safety seat check-up clinics for the public; and
- awareness for national Child Passenger Safety Week September 15-21, 2013.

Impaired Driving - Overview

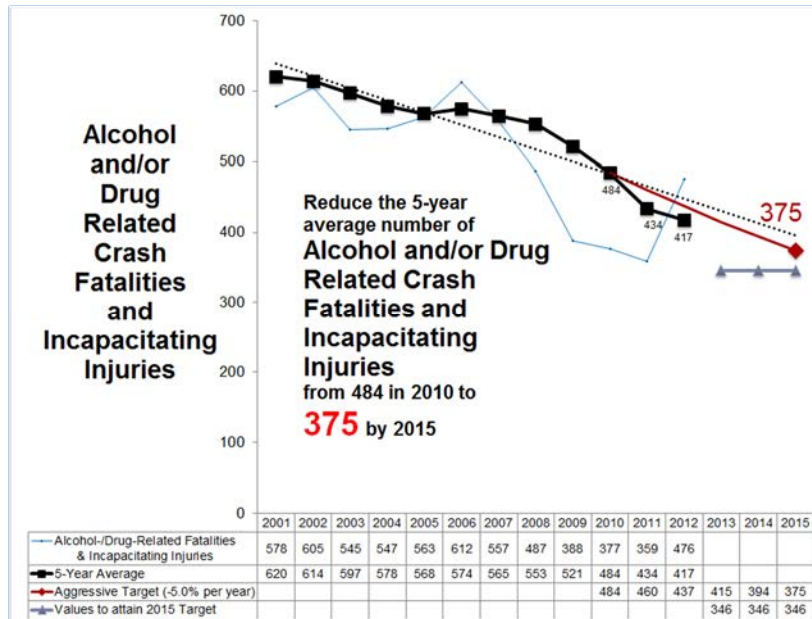
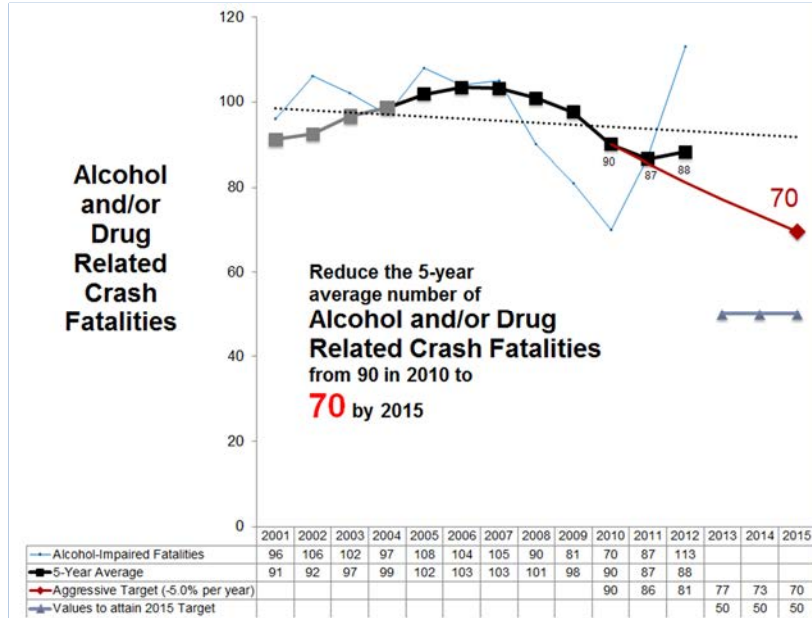
Montana has one of the highest fatality rates in the nation for the number of deaths caused by impaired drivers per vehicle mile traveled.

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

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

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

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



Project Descriptions and Activities Funded

Traffic Safety Resource Prosecutor

Amount Expended: \$176,961

FFY 2013 represented the fourth full year of this contract with Erin Inman, PLLC, to serve as Montana's TSRP.



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

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

The TSRP coordinates closely with the Traffic Safety Resource Officer on training needs and schedules (for a list of training provided, please see page 30 TRSO). Now that Montana has a Judicial Outreach Liaison (JOL), the TSRP is also coordinating with that person.

During FFY 2013, the TSRP provided **50 presentations/trainings** reaching around 1355 people. This represents an increase in the number of trainings and number of people trained during FFY 2012 (37 presentations/trainings reaching around 800 people). Highlights of these trainings include:

- Fourth annual ***Prosecuting the DUI*** class for law enforcement and prosecutors.
- Two-day ***Science of DUI*** training – this was requested by the Crime Lab because of the many conversations they’ve had with prosecutors; also, many of the TSRP technical assistance requests are science-related.
- Multiple presentations at a variety of locations around the state to provide a ***legislative and legal update*** following the 2013 Montana Legislative Session, including legislative/legal updates during SFST and ARIDE trainings coordinated by the TSRO.
- ***Guarding America’s Roadways***, a live video conference done in cooperation with TSRP programs from other states, was made available at several locations throughout the state. The training included an important new U.S. Supreme Court opinion that impacts impaired driving crash investigations in Montana, important investigative tools for impaired driving cases and crashes. The role and benefit of a crash reconstruction expert was explained. Finally, the need and ability to create graphic and meaningful demonstrative and visual exhibits was demonstrated and deconstructed. The cost of the video-taping and cost of the experts is estimated above \$10,000, and Montana participants received the training at no cost.
- Presentations for Montana’s prosecutors via the winter and summer meetings of the Montana County Attorney’s Association. Topics included ***marijuana*** (provided by Chris Halsor, TSRP from Colorado) and ***ethics*** (provided by Sheri Culberson, Assistant Criminal District Attorney, Montgomery County, Texas). Both course topics were chosen based on requests from prosecutors.
- Presentations at both the spring and fall ***Judges training***.
- Quarterly presentations on ***DUI and Implied Consent Laws*** to new recruits at Montana’s Law Enforcement Academy basic training during “DUI week”.

- The TSRP program hosted an **Advanced Instructor Development** course. One of the participants, Lisa Scates – DOR Liquor Education, used the training to revamp the state’s responsible alcohol sales & service training curriculum, *Let’s Control It*. The new curriculum will be much more interactive and learner-centered and concentrates on over-service, a significant problem in Montana.
- Additionally, the TSRP and two TSRP trainers attended the Advanced Instructor Development Course. This expands the ability of the TSRP program to reach more stakeholders by having local experts on DUI. They worked on three separate projects:

1: Revision of the Title 61 class at the MLEA. This four hour training provides the foundational skills for enforcement stops that frequently lead to DUI investigations. A new lesson plan was developed to be used in future courses, subject to approval and adoption by MLEA.

2: Courtroom Testimony in DUI Cases. The 4-hour *Cops in Court* course is being offered throughout the state. The training is an asset to law enforcement working with County Attorneys toward DUI conviction. Judges have also indicated the need for law enforcement to improve their DUI testimony. A longer and more in-depth course is under development to meet this need. It will be a 3-5 day class and provide each law enforcement participant the opportunity to testify at length in a mock DUI case.

3: Plea Negotiations and Sentencing Recommendations in DUI Cases. Prosecutors throughout the state handle pleas in a variety of ways leading to inconsistent results statewide. Similarly, offenders are sentenced a variety of ways statewide. Most typically, DUI offenders get a “standard sentence,” which does not take into account the individual needs of an offender aimed at preventing recidivism. This training is being designed to identify those high risk offenders and give prosecutors and judges tools to craft an appropriate sentence aimed at preventing recidivism. Two other TSRPs, Idaho and Georgia, are collaborating with the MT TSRP on this project. We anticipate completion next fiscal year. We also plan to have the pilot training in Montana.

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

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

The **DUI handbook** was updated to incorporate new case law and provide information relevant to new DUI laws passed by the 2013 Montana Legislature. The handbook is in the review process and will be made available to prosecutors in early 2014.

Judicial Outreach Liaison

Amount Expended: \$10,303

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

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



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

The JOL and TSRP did a team-teach presentation at the September 23-26, 2013 Courts of Limited Jurisdiction training. The presentation covered pre-trial, trial, and post-trial issues in impaired traffic safety issues, new case law and statutory law and applicable legislative changes, and reinforced foundational evidentiary issues such as HGN, PBT, and BAC.

The JOL also presented training for licensed addictions counselors who provide chemical dependency assessment, education and treatment mandated for convicted DUI offenders. The result was a valuable exchange in which the judicial perspective was shared, and the JOL received the treatment perspective on DUI-related issues. Some action items resulted from the discussion: for example, how to get BAC information to LACs so they can consider that data when conducting chemical dependency assessments.

As new JOL, Judge Barger attended several foundational trainings: *JOL Boot Camp* on August 6-7, 2013 in Chicago, IL; *Impaired Driving Case Essentials* curriculum held at the National Judicial College in Reno, NV, from August 12-15, 2013; and the *National Joint TSRP-LEL-JOL Training* in St. Louis, MO from September 17-18, 2013.

As an advocate for DUI court development, the Judge attended DWI court "tune-up" trainings in Billings with her Hill County DUI court team, and spoke individually with judges about DUI court development in their jurisdictions. She also requested a position on the CHSP strategy workgroup to increase DUI courts in Montana.

Work commenced on the development of a website (www.mdt.mt.gov/jol) that will serve as a resource for Montana's judges and other stakeholders.

DUI Court Training

Amount Expended: \$14,198

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

Training in the DUI court model is necessary to ensure all team members understand the 10 guiding principles of the DUI court model, as established by the *National Association of Drug Court Professionals* and the *National Drug Court Institute*. The training is hosted by the National Center for DWI Courts (NCDC), a division of the National Association of Drug Court Professionals (NADCP), and the National Highway Traffic Safety Administration

Each DUI court training contract provided \$8,000.00 to fund travel, lodging and meal costs for up to 10 members on the DUI court team to attend DUI Court training. We funded two teams to attend DUI court training this year:

1. - Fort Peck Tribal DUI Court team attended the September 16-19, 2013 training in Springfield, MO.
2. - The Butte-Silver Bow County DUI Court team attended the October 15-18, 2013 training in Athens, GA. We had budgeted this as a FFY 2013 expense; however because the training fell after the start of the new fiscal year, we reimbursed the airfare costs incurred prior to September 30, 2013 as FFY 2013 costs, and lodging and per diem costs that were incurred on or after October 1, 2013 as FFY 2014.

DUI Court Implementation

Amount Expended: \$485,084

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

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

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

Some of the goals of the program are to reduce recidivism (repeat DUI offenses), treat chemical dependency, hold alcohol/drug dependent offenders accountable for their actions, and provide access

to resources and community support to enable participants to acquire the pro-social and other skills necessary for the maintenance of sobriety.

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

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

DUI court participant counts fluctuate throughout the year as clients are accepted into the program, graduate from the program, or withdraw or are dismissed from the program. A total of 62 DUI offenders were successful in graduating from the various DUI court programs around the state.

- The **7th Judicial District DUI court** graduated 16 participants during FFY 2013. The court served a total of 49 participants, of which 15 did not complete the program.
- The **13th Judicial District DUI court** graduated 22 participants during FFY 2013. The court served a total of 83 participants, of which 15 did not complete the program.
- The **Fort Peck Tribal DUI court** graduated 2 participants during FFY 2013. The court served a total of 18 participants, of which 8 did not complete the program.
- The **Hill County Justice DUI court** was new this year, therefore too early to celebrate any graduations. The court served a total of 11 participants this year, of which 4 did not complete the program.
- This was the final year of operation for the **Kalispell Municipal DUI court**. The court graduated 18 participants during FFY 2013, and served a total of 24 participants, of which 6 did not complete the program.
- This was the final year of operation for the **Mineral County Justice DUI court**. The court graduated 4 participants during FFY 2013, and served a total of 5 participants, of which 0 did not complete the program. One individual was working through the final phase of the program after the conclusion of FFY 2013.

During FFY 2013, MDT funded continuing implementation of the DUI court model in the following jurisdictions:

DUI Court and Presiding Judge	Client Capacity	FFY 2013 Grads	Amount Expended
1. 7th Judicial District (Richland, McCone, Prairie, Dawson, and Wibaux Counties) <i>Judge Katherine Irigoin</i>	25	16	\$ 64,694.04
2. 13th Judicial District (Yellowstone County) <i>Judge Mary Jane Knisely</i>	40	22	200,352.47
3. Fort Peck Tribal Court <i>Judge Danna Runsabove</i>	12	2	46,951.49

4. Hill County <i>Judge Audrey Barger</i>	25	0	66,181.38
5. Kalispell Municipal Court <i>Judge Heidi Ulbricht/Lori Adams</i>	25	18	71,958.71
6. Mineral County DUI Court <i>Judge Wanda James</i>	14	4	34,846.00
TOTAL	141	62	\$ 485,084.09

Transdermal alcohol monitoring devices

MDT purchased 29 transdermal alcohol monitoring units in January 2010 which continue to be used during FFY 2013 by the courts listed above, as well as in the Butte-Silver Bow County DUI Court. By owning the SCRAM units, MDT is able to secure lower daily monitoring rates, and also maximize usage of the units by retaining the discretion to move the units between the courts based on need.

Impaired Driving Assessment

Amount Expended: \$27,839

During FFY 2013, MDT requested an Impaired Driving Assessment conducted by NHTSA. There were no findings, however there were a number of priority recommendations that MDT has responded to. The full assessment is located at:

http://www.mdt.mt.gov/publications/docs/brochures/safety/impaired_2013.pdf .

Impaired Driving Media

Amount Expended: \$205,234

Brochures

Banik Communications provided strategic and tactical recommendations, copywriting, design and layout for the development of new brochures for SHTSS. The impaired driving brochure outlined the cost of a DUI under Montana’s DUI Laws. This brochure was developed and distributed statewide to all DUI Task Forces and other MDT partners.



Billboards

Continuing with the “Jaws of Life” campaign, MDT placed billboards throughout the state promoting use of a designated driver, particularly in conjunction with the National Labor Day Mobilization. Seven outdoor locations were secured across the state of Montana in larger markets and higher traffic areas.

4th of July Campaign



Bags with a message to ‘don’t drink and drive’ were distributed by DUI Task Forces to fireworks stands to use for fireworks purchased by customers.

Police Traffic Services

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

Project Descriptions and Activities Funded

Selective Traffic Enforcement Program

Amount Expended: \$638,224

Law enforcement agencies conducted year-round sustained enforcement from October 1, 2012 to September 30, 2013 focusing on the enforcement of Montana’s impaired driving and seatbelt laws. They participated in the two national mobilizations, Memorial Day and Labor Day, as well as state-required overtime activities around July 4th and the Christmas/New Year’s timeframes.

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

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

SHTSS held STEP contracts with forty-nine law enforcement agencies during FFY 2013 (which includes the 21 agencies managed by the Montana Sheriff’s & Peace Officers Association). This represents a slight increase in the number of STEP contractors from the previous federal fiscal year. Primarily, this was due to our securing contracts with six of the seven Native American Indian Reservations located in the state. For more information regarding tribal participation, please see the section titled Tribal STEP.

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

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

FFY 2013 Citations – STEP							
DUI Arrests	Seat Belt	Child Restraint	Felony Arrest	Stolen Vehicle	Fugitives	Suspended License	Uninsured Driver
361	2610	113	32	12	244	572	1498
Speeding	Reckless	Drug Arrest	DRE Evaluation	MIP	Open Container	Probation/Parole	Equipment
9842	131	148	13	59	67	23	4199
Motorcycle	Hab Traff Off	Exp/No License	Exp/No Registration	Moving Violation	Careless Drive	Other	
106	13	989	2342	554	337	516	

Step Media Campaigns

Amount Expended: \$274,370

MDT currently has a contract with a media company to promote increased seatbelt use and decrease incidents of impaired driving and safety through public education and outreach. During 2013, law enforcement used media for a variety of high visibility campaigns:

2013 STEP Media				
Description	Messages	Participation	Media Outlet	Campaign Period
Holiday Season "Jaws of Life"	Impaired Driving/Occupant Protection (ID/OP)	Statewide	Online, Outdoor, Television	November 19, 2012 – January 01, 2013
Super Bowl Campaign	Impaired Driving	Statewide	Radio, Newspaper, PSA's	January 30-February 2, 2013
St. Patrick's Day	Impaired Driving	Statewide	Radio, Newspaper, PSA's	March 14-17, 2013
4th of July Mobilization	Impaired Driving	Statewide	Radio, Newspaper, PSA's	June 23-July 5, 2013
Memorial Day "Jaws of Life"	ID/OP	Statewide	Online, Outdoor, Television, Radio	May 17 – May 27, 2013
Labor Day "Drive Sober or Get Pulled Over"	Impaired Driving	Statewide	Online, Outdoor, Television, Radio	August 15 – September 02, 2013
Other Community Specific Campaigns				
Margarita Meltdown	Impaired Driving	Great Falls Police Department	Radio, Newspaper	January 22-24, 2013
Winter Carnival	Impaired Driving	Whitefish Police Department	Radio, Newspaper	January 30-February 2, 2013
Annual Bandido Biker Meeting	Impaired Driving	Sanders County, City of Hot Springs, MHP, CSKT	Radio, Newspaper	February 20-23, 2013
Wine & Food Festival	ID/OP	Great Falls Police Department	Radio	February 27-March 1, 2013
Winter Brewfest and Dummy Derby	ID/OP	Whitefish Police Department	Radio, Newspaper	March 27-29, 2013
MSU Spring Rodeo	ID/OP	Bozeman Police Department	Radio, PSA's	April 3-6, 2013
PBR Nile Rode	ID/OP	Billings Police Department	Radio, PSA's	April 3-6, 2013
Helena Vigilante Days	ID/OP	Helena Police Department	Radio, PSA's	April 30-May 2, 2013
MSU Billings Graduation	ID/OP	Billings Police Department	Radio, PSA's	May 1-3, 2013
MSU Northern Graduation	ID/OP	Havre Police Department	Radio, PSA's	April 30-May 3, 2013
MSU Graduation (Bozeman)	ID/OP	Bozeman Police Department	Radio, PSA's	April 30-May 3, 2013
Garden City Brewfest	ID/OP	Missoula Police Department	Radio, PSA's	May 1-3, 2013
UM Western Graduation	ID/OP	Dillon Police Department	Radio, PSA's	May 7-10, 2013
Billings Wine & Food Fair	ID/OP	Billings Police Department	Radio, PSA's	May 14-17, 2013
U of M Graduation (Missoula)	ID/OP	Missoula Police Department	Radio, PSA's	May 14-17, 2013
Montana Tech Graduation	ID/OP	Butte Police Department	Radio, PSA's	May 14-17, 2013
Music on Main	ID/OP	Bozeman Police Department	Radio, PSA's	June 24-August 14, 2013
Denton Centennial/All	ID/OP	Lewiston Police Department	Radio, PSA's	June 26-29, 2013

School Reunion				
Augusta Rodeo	ID/OP	Lewis and Clark County Sheriff	Radio, PSA's	June 12-15, 2013
Headwaters Country Jam	ID/OP	Bozeman Police Department	Radio, PSA's	June 26-28, 2013
East Helena Rodeo	ID/OP	Lewis and Clark County Sheriff	Radio, PSA's	July 10-13, 2013
Montana Folk Festival	ID/OP	Butte Police Department	Radio, PSA's	July 10-13, 2013
Great Northern Fair	ID/OP	Havre Police Department	Radio, PSA's	July 16-20, 2013
Gallatin County Fair	ID/OP	Bozeman Police Department	Radio, PSA's	July 16-20, 2013
Central Montana Fair	ID/OP	Lewistown Police Department	Radio, PSA's	July 23-26, 2013
Columbia Falls Heritage Days	ID/OP	Columbia Falls Police Department	Radio, PSA's	July 24-26, 2013
Last Chance Stampede and Fair	ID/OP	Helena Police Department; Lewis and Clark County Sheriff's Office	Radio, PSA's	July 22-26, 2013
Montana State Fair	ID/OP	Great Falls Police Department	Radio, PSA's	July 24-25, 2013
Motorcycle Hill Climb	ID/OP	Billings Police Department	Radio, PSA's	July 24-25, 2013
Western Montana Fair and Rodeo	ID/OP	Missoula Police Department	Radio, PSA's	August 5-10, 2013
Dawson County Fair	ID/OP	Glendive Police Department	Radio, PSA's	August 7-10, 2013
Rockin' the Rivers	ID/OP	Bozeman Police Department	Radio, PSA's	August 7-10, 2013
Northwest Montana Fair	ID/OP	Kalispell Police Department; Whitefish Police Department; Columbia Falls Police Department	Radio, PSA's	August 12-17, 2013
Eastern Montana Fair	ID/OP	Miles City Police Department	Radio, PSA's	August 19-24, 2013
Ravalli County Fair	ID/OP	Missoula Police Department; CSKT	Radio, PSA's	August 36-31, 2013
MSU Bobcats vs. Monmouth Football	ID/OP	Bozeman Police Department	Radio, PSA's	August 26-29, 2013
U of M Griz vs. App State (Football)	ID/OP	Missoula Police Department	Radio, PSA's	August 26-30, 2013
MSU Bobcats vs. Colorado Mesa (Football)	ID/OP	Bozeman Police Department	Radio, PSA's	September 9-13, 2013
U of M Griz vs. OK Panhandle (Football)	ID/OP	Missoula Police Department	Radio, PSA's	September 16-20, 2013

Samples of the statewide campaigns include the “Jaws of Life” and “Cost of a DUI” (Also a billboard for the Impaired Driving Overview).



MHP Strategic Enforcement Traffic Team

Amount Expended: \$533,635

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

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

The SETT team provided 3,534 patrol hours during FFY 2013. There were 4173 traffic stops conducted and a combined 7004 citations and warnings were given to motorists.

FFY 2013 Citations and Warnings – SETT							
DUI Arrests	Seat Belt	Child Restraint	Felony Arrest	Stolen Vehicle	Fugitives	Suspended License	Uninsured Driver
97	1021	23	6	1	54	137	575
Speeding	Reckless	Drug Arrest	DRE Evaluation	MIP	Open Container	Probation/Parole	Equipment
2146	9	35	10	26	39	0	1593
Motorcycle	Hab Traff Off	Exp/No License	Exp/No Registration	Moving Violation	Careless Drive	Other	
8	13	347	596	81	153	34	

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

- University of MT vs MT State University - Griz/Cat Football Game
- St Patrick's Day in Butte March 15 – March 18, 2013;
- Memorial Day Mobilization May 17 – May 27, 2013;
- The Rainbow Family Gathering in Jackson June 18 – July 09, 2013;
- The Beartooth Rally in Red Lodge July 16 – July 23, 2013;
- Testicle Festival in Missoula – August 01 – August 08, 2013;
- Labor Day Mobilization in western MT August 15 – September 02, 2013
- Bakkan oil boom - September 17 – September 24, 2013

The SETT team works in conjunction with our media contractors to provide high visibility sustained enforcement across the state. There was a media component to all of the SETT deployment timeframes. Primarily, media for SETT is through PSA's and print; however, a new media campaign was launched by

the SETT team in FFY 2013. Business cards and fliers were created for distribution. These were handed out at traffic stops by team members to further the reach of individual contacts.

SETT Media

Amount Expended: \$23,416

SETT media included business cards and a new brochure for distribution.



SETT Business Card FFY 13



SETT Brochure

MHP Traffic Safety Resource Officer (TSRO)

Amount Expended: \$83,454

MDT has contracted with Montana Highway Patrol since FFY 2009 to provide a Traffic Safety Resource Officer (TSRO) from the Montana Highway Patrol. Trooper Kurt Sager has been working in this position since March 2009.

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

Due to the very rapid growth of the ARIDE and DRE programs in Montana, the TSRO has undertaken many administrative duties in order to maintain the integrity of the programs, such as certification paperwork, re-certifications, review of DRE activities and reports, ensuring communication between officers and toxicologists, distributing new drug information to DREs, and monitoring drug-impaired driving cases as they move through the judicial system.

SFST, ARIDE and DRE Training for Law Enforcement

Amount Expended: \$10,782

Standardized Field Sobriety Testing (SFST)

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

SFST Recertification/Refresher Training

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

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

Advanced Roadside Impaired Driving Enforcement (ARIDE)

The Traffic Safety Resource Officer first brought ARIDE training to Montana during FFY 2010. The ARIDE course bridges the gap between SFST training and the DRE program. ARIDE offers additional information to law enforcement officers on detecting impairment caused by more than just alcohol. This is valuable because law enforcement officers that have not received advanced or in-service training on drug impairment tend to not be able to identify these characteristics. They may inadvertently release an impaired driver because there was no proof of alcohol impairment from the preliminary breath test. This 16-hour curriculum is designed to help officers become more proficient at detecting, apprehending, testing and prosecuting impaired drivers.

Drug Recognition Expert (DRE) training

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

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

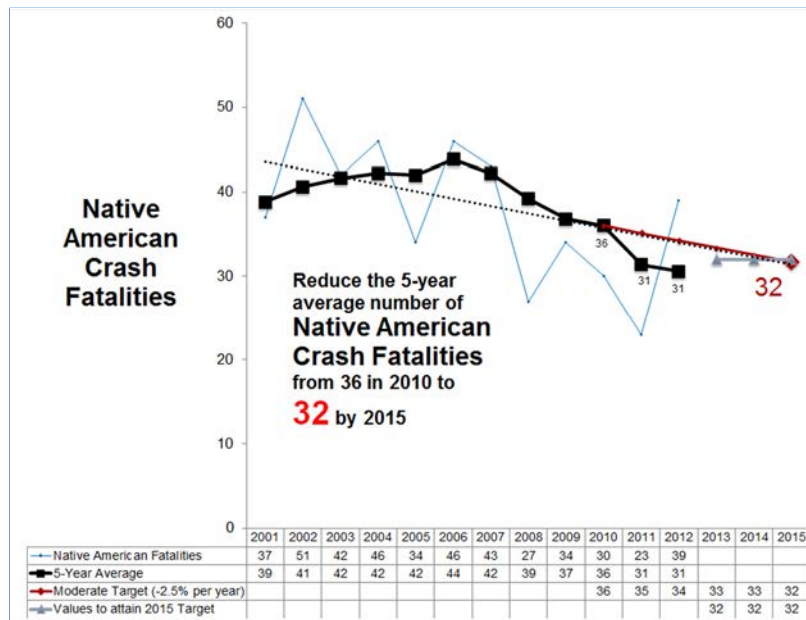
Once the examination is completed, the DRE is able to determine which drug category or categories the person has used. Drug Recognition Experts can be used in a variety of ways, from DUI enforcement to internal drug-related investigations.

In FFY 2013 the Montana TSRO conducted nearly 30 training sessions across the state. -

TSRO Training Conducted FFY 2013				
	Location	Date and duration	Topic(s)	Attendee information
1	Bozeman	11/4/2012 3 hours	DRE Program	All State Justices of the Peace
2	Helena/MLEA	10/8-12/2012 40 hours	SFST/BTS Certification	Law Enforcement
3	Polson	11/1-2/2012 16 hours	ARIDE	Law Enforcement/Probation Parole/Prosecutors
4	Helena/MLEA	11/11-15/2012 40 hours	SFST/BTS Certification	Law Enforcement
5	Great Falls-Malmstrom	12/10-14/2012 40 hours	SFST/BTS Certification	Law Enforcement/ Military Personnel
6	Helena	01/14-17/2013 32 hours	SFST Instructor	Law Enforcement/Military Personnel
7	Helena/MLEA	01/28-29/2013 20 hours	DUI Crash Scenario	MHP Advanced Academy
8	Lewistown	02/06/2013 4 hours	SFST Refresher	Law Enforcement
9	Lewistown	02/07/2013 4 hours	SFST Refresher	Law Enforcement
10	Helena	02/25-03/08/2013 80 hours	DRE School	Law Enforcement
11	Helena/MLEA	03/11-15/2013 40 hours	SFST/BTS Certification	Law Enforcement
12	Phoenix, AZ	04/08-12/2013	DRE Field Certifications	Law Enforcement
13	Helena/MLEA	04/08-12/2013	SFST/BTS Certification	Law Enforcement
14	Great Falls	04/18/2013	DRE Final Knowledge Exam	Law Enforcement
15	Helena	04/17-18/2013	Modified ARIDE	MCS
16	Billings	04/22/2013	DRE Final Knowledge Exam	Law Enforcement
17	Helena	05/01-02/2013	Modified ARIDE	MCS
18	Kalispell	05/07/2013	DRE Final Knowledge Exam	Law Enforcement
19	Missoula	05/08/2013	DRE Final Knowledge Exam	Law Enforcement
20	Bozeman	06/04/2013	SFST Refresher with Wet Lab	Law Enforcement, Attorneys, Judges, Media, Senator
21	Helena/MLEA	06/10-14/2013	SFST/BTS Certification	Law Enforcement
22	Deer Lodge	06/27-28/2013	ARIDE	Law Enforcement
23	Dillon	07/24-25/2013	ARIDE	Law Enforcement
24	Glasgow	08/07/2013	SFST Refresher	Law Enforcement/ Prosecutors
25	Wolf Point	08/08/2013	Marijuana/Alcohol Impaired Driving	Law Enforcement/ Prosecutors
26	Helena	08/12-14/2013	DUI Crash Scenario	Law Enforcement
27	Missoula	08/13/2013	Intoxilyzer Users Group	Law Enforcement/ Prosecutors/ Scientists
28	Colstrip	08/29/2013	SFST Refresher	Law Enforcement/ Prosecutors

High Risk Population Projects Overview

Native Americans made up 6.4% of Montana’s population, yet in 2012 accounted for approximately 19% of traffic fatalities. Because the statistics indicate a significant concern for this high risk population, MDT created the Safe On All Roads program. The goal SOAR program is to reduce the five-year average number of Native American fatalities from 36 in 2010 to 32 by 2015. The following outlines the progress:



Project Descriptions and Activities Funded

Safe On All Roads

Amount Expended: \$73,058

To implement this program, each reservation hired a part-time SOAR Coordinator. The SOAR Coordinators partner with law enforcement, tribal health departments, injury prevention, and other entities to ensure a consistent message is being delivered. Montana has seven reservations throughout the state (Blackfeet, Confederated Salish and Kootenai, Crow, Fort Belknap, Fort Peck, Northern Cheyenne and Rocky Boy’s Chippewa Cree). During 2013, MDT was unable to secure agreements with all seven reservations; however, all seven do have agreements in place for 2014.



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

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

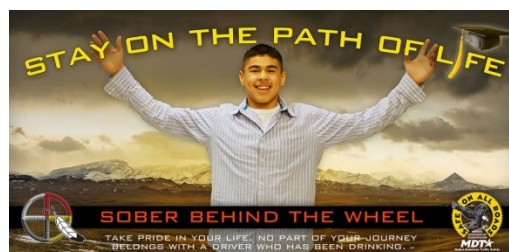
MDT's Safe On All Roads (SOAR) program was in a transition during 2012, as MDT brought management of this program in-house. Five of Montana's tribes were able to secure contracts, however only one of those contracts was active for the entire year. Therefore the activities and contributions were limited however; MDT has secured contracts with all seven reservations in 2014 and hopes this will assist in our efforts to reduce Native American traffic fatalities and injuries.

SOAR Media Campaign

MDT currently has a contract with a media company to promote increased seatbelt use and decrease incidents of impaired driving and safety through public education and outreach. Each Tribal community has a part-time SOAR coordinator to carry out these duties. Program messages and communications are developed within each tribe to resonate to each individual culture. During 2013, MDT used Facebook extensively for some of the campaigns. The SOAR Facebook page increased from 733 to 1,340 "likes".

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

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



Statewide Graduation Campaign

Tribal STEP

Amount Expended: Reported with the STEP Project Description

In FFY 2013, MDT contracted with law enforcement agencies throughout Montana to participate in the Selective Traffic Enforcement Program (STEP) including the Confederated Salish, Fort Belknap Tribes and Fort Peck Tribes.

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

In 2013, a total of 1,145 citations (also included in previous STEP Project Description) were written by Tribal STEP agencies during the sustained enforcement and mobilization time periods, with the following highlights:

- 46 DUI citations
- 114 Seatbelt citations
- 262 Speeding citations and warnings

Benefis Native American Youth Education Program – “Think First”

Amount Expended: \$5,795.00

Benefis Health System conducted an injury prevention education program with emphasis on traffic safety for Native American youth. Three reservations in north central Montana were targeted. Participating reservations included Blackfeet, Rocky Boy, and Fort Belknap. Classroom sessions were offered at regional schools serving each of the reservations.

The importance of prevention through making safe personal choices was stressed and students were taught skills, techniques, and behaviors to reduce their risks of injury and increase safety.

This program reached 584 students in 29 elementary classrooms on the Fort Belknap, Blackfeet, and Rocky Boy Reservations. In addition, 385 middle school students in 16 classrooms were reached.

Prior to the class, responses from 83.3% of students indicated they were aware of their potential for injury. Immediately following the class, 91.8% indicated they were aware of their potential for injury. Also, prior to the class, 85% of the students demonstrated an understanding of the reality of life-altering injuries and the importance of making safety choices compared to 92% immediately following the class.

Follow-up questionnaires were distributed one month following the completion of the classes. Of those returned, 63% indicated they usually or always wear a safety belt in the car; 94.26% indicated they never or only sometimes ride with a person who has been drinking; 33% indicated they usually or always wear a helmet when riding a bicycle or motorcycle; and 54% indicated they usually or always encourage others in the vehicle to wear their safety belts.

Benefis is looking to secure other funding to continue this program into the future. This may include further funding cycles offered at MDT.

There was no media funding for this program.

Racial Profiling Prevention – Citation Study

Amount Expended: \$22,974

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

When complete, this study will contain the results of analyses of traffic stops, traffic citations, searches and use of force for evidence of biased policing. The analysis of MHP citation data will be carried out both at the statewide and individual areas that have high rates of racial diversity. The analysis will indicate whether there are instances of noteworthy minority/non-minority disparities in the use of police discretion by the Troopers of the Montana Highway Patrol. In addition to these types of substantive findings, this study will also contain findings derived from a testing of the utility of racial coded traffic crash data as a “denominator” for racial profiling assessments by means of three observational studies conducted with digital photography.

Traffic Records

For FFY 2013, the Traffic Records Coordinating Committee (TRCC) approved the allocation and expenditure of \$428,043 of Section 408 funds to five different projects supporting the improvement of Montana's Traffic Records System.

Each funded project links directly to one or more of the objectives and accompanying strategies contained in the *Montana Traffic Records Strategic Plan*. The expended funding \$1,398,436 in previous years carry forward from unexpended Section 408 funds.

Project Descriptions and Activities Funded

MHP CTS Data Project Manager

Amount Expended: \$120,516

The manager provides training of local law enforcement on the use of CTS-America/SmartCop system by MHP. This project funds one MHP FTE to provide training and coordinating efforts with local law enforcement to use the Web-Based Crash reporting system. 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.

DOJ Network Infrastructure Improvement Pilot Project

Amount Expended: \$28,250

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 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.

DPHHS Web-Based Trauma Registry Data Entry for Hospitals

Amount Expended: -0- (Activities continued on this project in FFY 2013)

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.

DPHHS OPHI-PRC Table Data Collection

Amount Expended: \$46,333

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

is to enable real-time collection of data, eliminating duplication of data collection and increasing accuracy and completeness of information collected.

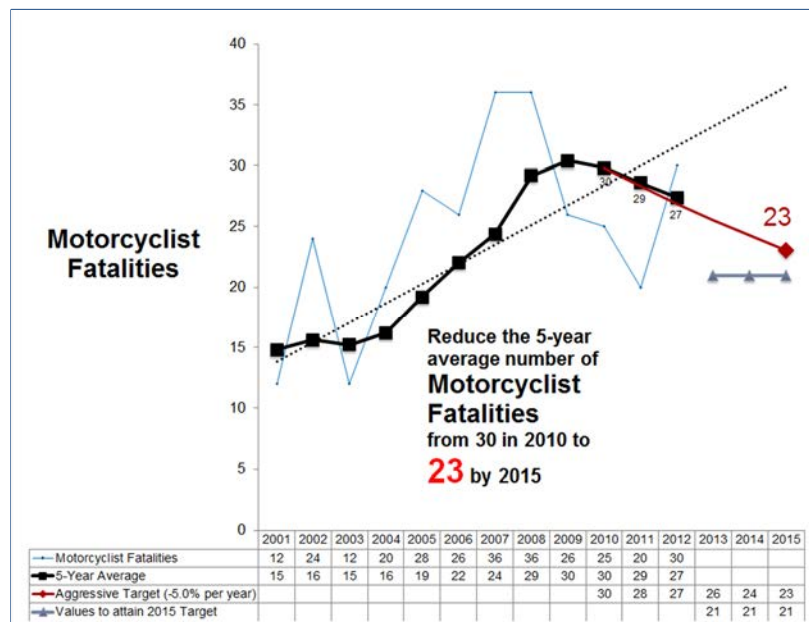
Motorcycle Safety

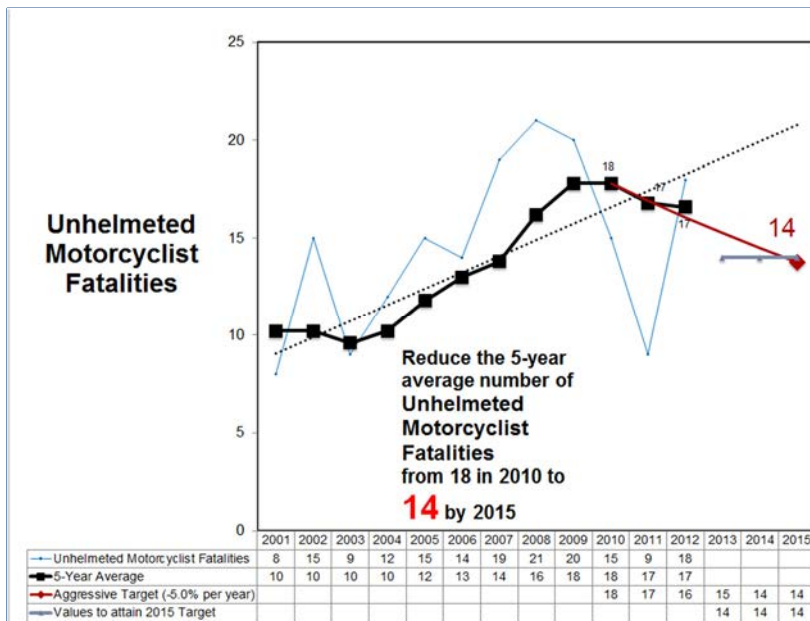
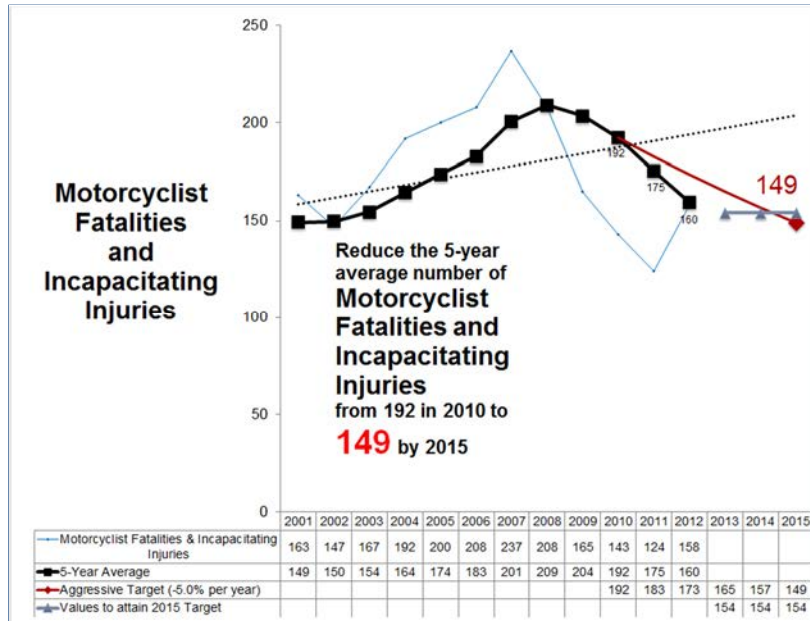
Motorcycle involvement in crashes is becoming a national priority. Motorcycle traffic crashes are up and affecting older riders more than any other group. The age of riders and fatalities has been increasing during the past two decades. In the past, most fatalities came from the ages of 18 to 34. Now,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

The goals for motorcycle crashes as outlined in the CHSP are

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

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





Project Descriptions and Activities Funded

Motorcycle Media Campaign

Amount Expended: \$176,845

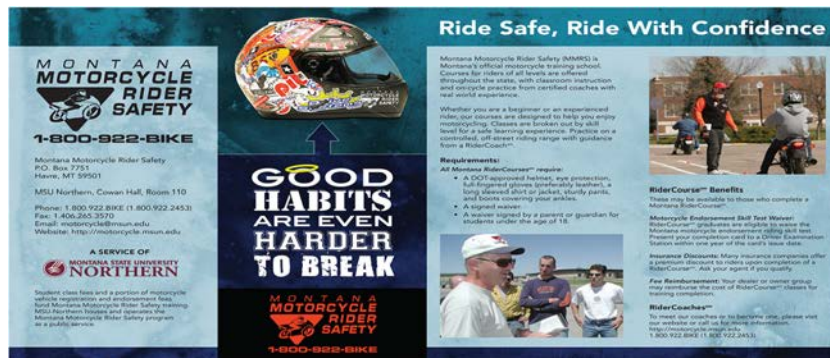
MDT currently has a contract with a media company to promote motorcycle safety through public awareness, public service announcements and other outreach programs. This will be in support of the Motorcycle Rider Training Course discussed below.

Motorcycle safety related information for the public is available on the following MDT website:
<http://www.mdt.mt.gov/safety/>.

Motorcycle Campaigns		
What	When	Where
Motorcycle Safety Poster	Mar-13	Distributed Statewide
Motorcycle Safety Brochures	Mar-13	Distributed Statewide to Motorcycle Dealerships
Motorcycle Awareness Month Press Release	May 6th	Newspaper
Facebook	Jun-13	Facebook
Summer Motorcycle Safety	Jun-13	Newspaper
Sturgis - More Motorcycles on the Road	Jul-13	Newspaper/TV
Motorcycle Billboards	May thru August	Targeted Areas Statewide



Motorcycle Billboard



Motorcycle Brochure

Montana Motorcycle Riders Safety
 Amount Expended: -0-

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

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

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

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

During 2013, the program offered 145 classes and served 1,362 students at 10 locations throughout the state. Of those students that enrolled, 1,236 or 91% passed the classes. 1,099 students passed the Basic Rider Coursesm; 77 passed the Basic Rider Course 2sm; and 60 passed the Advanced Rider Coursesm.

Equipment

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

Project Descriptions and Activities Funded

Various Equipment Grants

Amount Expended: \$155,461

Agency	Description of Equipment	Amount Expended
Granite County Sheriff’s Office	Five in-car camera systems	\$19,470.00
Jefferson County Sheriff’s Office	Four in-car camera systems	\$22,480.00
City of Polson Police Department	Five in-car camera systems	\$17,425.00
Sheridan County Sheriff’s Office	Four body-worn cameras	\$396.00
Valley County Sheriff’s Office	Two in-car camera systems	\$9,990.00
City of Whitefish Police Department	Two in-car camera systems	\$10,700.00
MT Department of Justice MHP	Fifteen in-car camera systems	\$75,000.00

Hazard Elimination

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

Project	NHTSA Funds
Vaughn FRTG GDTG SLP FLT	\$1,000,000.00
South of Laurel – RR Overpass	\$760,000.00
JCT Filson/Quarter CRCL	\$1,000,000.00
Lebo Creek N & S	\$700,000.00
Checkerboard Martinsdale – East	\$1,600,000.00
Havre East Phase II	\$3,770,878.00
Total	\$8,830,878.00

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

Other Funded Programs

Office of Public Instruction

Amount Expended: \$12,705.00

The Traffic Education section of OPI develops the curriculum for driver’s education in high schools. During FFY 2013 and into FFY 2014, updates and revisions to the program will be reviewed and implemented. The updates will connect the curriculum with evidence-based strategies and current best practices as described in the National Standards for Driver Education, KEYS Parent and Teen Homework, MDT’s annual reports and data as well as public information campaigns, and NHTSA's *A Fresh Look at Driver Education in America*.

DPHHS – Emergency Medical Services

Amount Expended: \$8,132

MDT has a contract with this section of DPHHS to provide PreHospital Trauma Life Support training to rural EMS providers. The goal of this grant is to enhance patient outcomes following motor vehicle crashes.

Project Administration and Management

Project Descriptions and Activities Funded

Planning and Administration

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

Funding Source	Amount Expended
402 PA	\$166,225
410 K8PA	\$98,964
402 AL, 402 OP, 402 PT, 402 TR	\$144,084

408 K9	\$50,656
Total	\$459,929

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

Funding Source	Amount Expended
402	\$32,065
405	\$33,071
408	\$351
410	\$22,415
Total	\$87,902

Indirect Costs

In accordance with state law, MDT assesses an indirect cost on all projects. The approved rate for State Fiscal Year 2013 was 11.08%. The new rate of 9.12% is effective July 1, 2013 through June 30, 2014. Indirect costs have already been accounted for, so funding amounts approved in this plan represent actual amounts available for contracts and/or expenditures.

Funding Source (SAFETEA Lu)	Amount Expended
402	\$132,951
405	\$13,398
408	\$24,939
410	\$191,990
1906	\$20,090
2010	\$14,002
164HE	
Total	\$397,370

Funding Source (MAP 21)	Amount Expended
402	\$31,660
405	\$5,223
Total	\$36,883

Fiscal Overview of Obligations and Expenditures

Financial Summary

During FFY 2013, Montana successfully applied for and received funding from the National Highway Traffic Safety Administration. These grant monies included Section 405 (Occupant Protection), 408 (Traffic Records), 410 (Impaired Driving Prevention), and 2010 (Motorcycle Safety). In the past, Montana was awarded one time funding for 1906 Racial Profiling Prevention grant funding, and has carried forward the remaining balance into FFY 2013 and FFY2014.

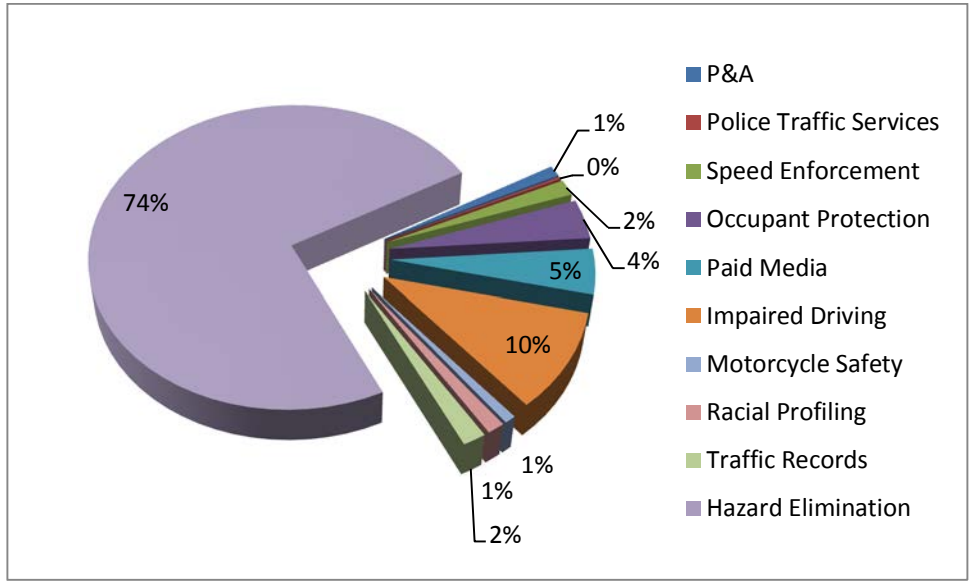
Base level funding under Section 402 was received following the submission of a Performance Plan in accordance with federal law. Montana has carried forward \$22,912,117 from FFY 2013 to FFY 2014 which includes \$5,872,149 for Highway Traffic Safety contracts spanning FFY 2013-2014 and \$17,039,968 dedicated to Section 164 Hazard Elimination programs. Montana has also received funding for impaired driving, occupant protection, motorcycle safety, and traffic records combined into one application known as Section 405, in accordance with MAP-21.

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.

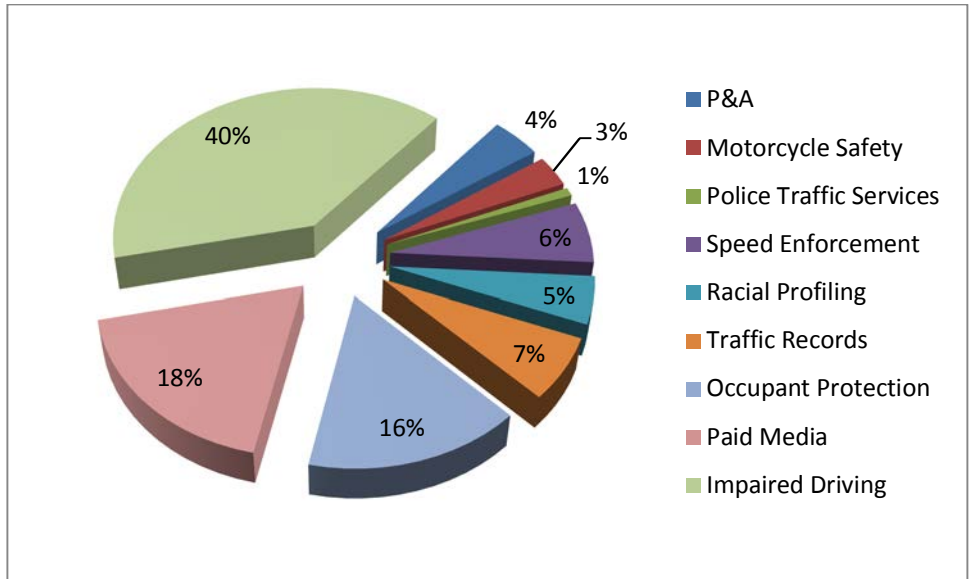
SAFETEA-LU

	402	405	408	410	1906	2010	164HE	Total
P&A	110,937	\$ -	\$ -	68,107	\$ -	\$ -	\$ -	\$ 179,044
Impaired Driving	31,268			1,590,387				\$1,621,655
Motorcycle Safety						133,205		\$ 133,205
Occupant Protection	505,572	144,949						\$ 650,521
Police Traffic Services	35,964							\$ 35,964
Racial Profiling					202,319			\$ 202,319
Speed Enforcement	262,441							\$ 262,441
Traffic Records			271,248					\$ 271,248
Paid Media	314,567			433,263				\$ 747,830
SHTSS TOTAL	\$1,260,749	\$144,949	\$271,248	\$2,091,757	\$202,319	\$133,205		\$4,104,227
164 Hazard Elimination							11,597,947	\$11,597,947
Grand Total	\$1,260,749	\$144,949	\$271,248	\$2,091,757	\$202,319	\$133,205	\$11,597,947	\$15,702,174

SAFETEA-LU Funding - \$15,702,174 -



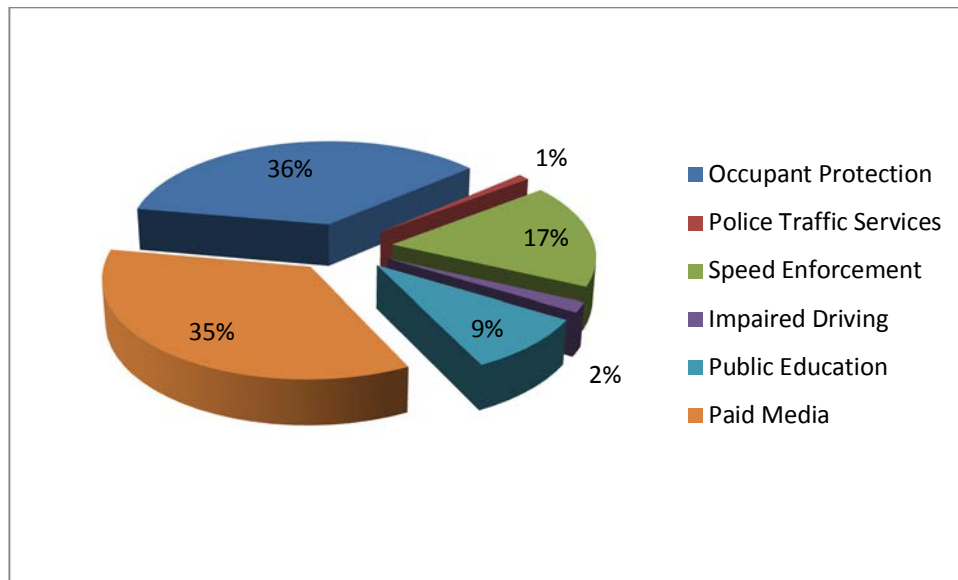
SAFETEA-LU State Highway Traffic Safety Section Funding - \$4,104,227 -



MAP-21

	402	405	Total
Occupant Protection	\$ 192,243	\$ -	\$ 192,243
Police Traffic Services	5,374		\$ 5,374
Speed Enforcement	92,667		\$ 92,667
Paid Media	146,258	41,593	\$ 187,851
Occupant Protection Public Education		48,943	\$ 48,943
Impaired Driving	8,874		\$ 8,874
Total	\$ 445,416	\$ 90,536	\$ 535,952

MAP-21 State Highway Traffic Safety Section Funding - \$535,952 -



Traffic Safety Partners and Other Safety Plans

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

Montana Department of Public Health and Human Services

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

DUI Task Forces

There are approximately 36 DUI Task Forces throughout the state that work closely with MDT's SHTSS to reduce impaired driving. MDT periodically conducts an annual meeting with all of these partners.

Montana Department of Justice

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

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

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

Montana's Sovereign Tribal Nations

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

Future Plans

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

Organization and Staffing

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

Program Management

SHTSS is currently redesigning the grant application to require sub-grantee applicants to define grant specific baseline and target activity and performance measures, which will be included as deliverables in the contracts. The application will require the project to address a strategy in the Montana Comprehensive Highway Safety Plan (CHSP), be data driven, and the project development will follow a logic model with an evaluation component. Applications for funding are due to the SHTSS by March 1, 2014 and all of the program materials will be updated and available to applicants two months prior to the due date.

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

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

Financial Management

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

To streamline invoicing and reimbursement requests, SHTSS will be developing a single, uniform invoice for sub-grantees to submit claims. Materials will be updated prior to the start of the next Federal fiscal year.

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