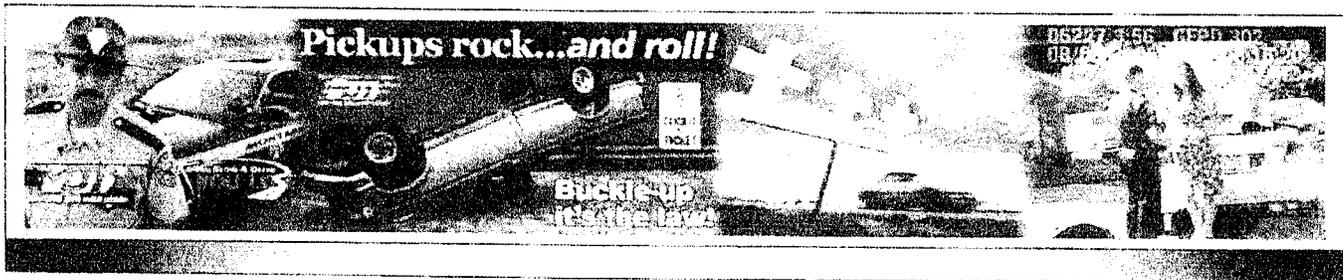


EXHIBIT 9 404
DATE 1-14-09
HB 93

Montana Comprehensive Highway Safety Plan



State of Montana Department of Transportation

in cooperation with:

Federal Highway Administration
National Highway Traffic Safety Administration
Blackfeet Tribe
Confederated Salish and Kootenai Tribes
Crow Tribe
Chippewa Cree Tribe
Little Shell Tribe
Northern Cheyenne Tribe
Fort Peck Tribes
Montana Highway Patrol
Montana Motor Vehicle Division
Montana Office of Public Instruction
Montana Department of Justice
Office of the Court Administrator
Federal Motor Carrier Administration
Montana Metropolitan Planning Organizations
Montana Department of Public Health and Human Services

prepared by:

Cambridge Systematics, Inc.



Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Jim Lynch, Director
Brian Schweitzer, Governor

Montana Comprehensive Highway Safety Plan

September 2006

To the citizens of Montana:

I am pleased to present to you the Montana Comprehensive Highway Safety Plan (CHSP). This is a plan for all of Montana's residents because it will take us all to solve the large and enduring problems of highway safety in our great State.

The human and economic costs of traffic crashes are predictable, preventable, unaffordable, and unacceptable. It will take the committed and sustained efforts of partners in every level of government, tribal governments, in the private sector, and in the "four E's" of engineering, enforcement, education, and emergency response - all working together -- to achieve success.

The CHSP was prepared in compliance with the requirements of SAFETEA-LU, the Federal transportation legislation. It contains implementation strategies and a plan for measuring and monitoring progress toward achieving the goals of the plan. It will be important for today's CHSP leadership teams to continue their stewardship during the implementation period, enhancing coordination of goals and objectives with safety partner plans around the state so that safety resources and activities throughout Montana are focused on those safety problems where the opportunity for improvement is greatest.

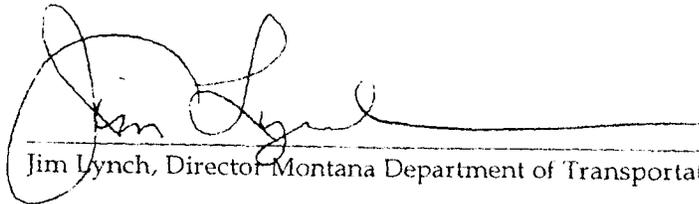
The CHSP should be considered more than a plan. It should be considered a call to action. I encourage you to become involved in the implementation of this important effort. More importantly, I encourage you to do your part - drive sober, buckle up, slow down, and pay attention to your driving. These strategies alone will do more than move numbers toward a safer Montana, it will save lives.

As the Governor's designee, I approve Montana's Comprehensive Highway Safety Plan.

Approved

9/20/06

Date



Jim Lynch, Director Montana Department of Transportation

I. Executive Summary

Introduction

In 2005, 22,376 crashes were reported on Montana roadways. 224 of these crashes involved a fatality and 6,066 involved an injury. A total of 251 people died as a result of highway crashes. In economic terms, the loss to the State resulting from these crashes was more than \$595 million due to wage loss, medical expenses, insurance administration, and property damage. This figure does not account for the indirect costs of human suffering and loss resulting from these tragedies.

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

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

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

Subsequent to the initiation of the CHSP, the U.S. Congress passed the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). SAFETEA-LU requires MDT to develop a Strategic Highway Safety Plan (SHSP) in collaboration with a wide range of partners. The plans are to be based on problems identified on all public roads. *Montana has developed its Comprehensive Highway Safety Plan (CHSP) in response to the SAFETEA-LU requirements for a SHSP.*

Goals of the Montana CHSP and the CHSP Planning Process

At the initiation of the CHSP planning process, the State of Montana adopted an overall "vision" for the CHSP to establish a unifying focus for the ensuing safety planning effort:

"All highway users in Montana arrive safely at their destinations."

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

- Reduce the Montana statewide fatality rate from 2.05 per 100 million vehicle miles traveled (VMT) (2004) to 1.79 per 100M VMT by 2008;
- Reduce the Montana statewide fatality rate to 1.0 per 100M VMT by 2015; and
- By reducing the goal of the Montana fatality rate to 1.0 per 100M VMT by 2015, Montana's incapacitating injuries also will fall from 1,700 in 2005 to 950 in 2015.

To accomplish these goals, the State adopted the following priority emphasis areas as the focus of the CHSP highway safety improvement efforts:

1. Increase safety belt use to 90 percent;
2. Reduce statewide alcohol- and drug-impaired fatal and incapacitating injury crashes;
3. Reduce Native American fatal crashes;
4. Reduce and mitigate the consequences of single vehicle run-off-the-road fatal and incapacitating injury crashes;
5. Develop and implement a comprehensive, coordinated transportation records and crash reporting, data management, and analysis system, accessible to all stakeholders, to manage and evaluate transportation safety;
6. Reduce young driver (under age 21) fatal and incapacitating injury crashes;
7. Establish a process to reduce crashes, injury crashes, and fatal crashes in identified high crash corridors and locations;
8. Reduce fatal and incapacitating injury crashes involving trucks;
9. Develop an effective and integrated Emergency Medical Services (EMS) delivery system;
10. Reduce fatal and incapacitating injury crashes in urban areas;
11. Reduce motorcycle fatal and incapacitating injury crashes; and
12. Reduce older driver fatal and incapacitating injury crashes.

Emphasis Area #9. Emergency Medical Services Delivery

Objective: Develop an effective and integrated Emergency Medical Services (EMS) delivery system.

Performance Measures

- Implementation of CHSP EMS strategies.
- Implementation of EMS strategies contained in Montana EMS System Plan.

Although Emergency Medical Services do not affect the number of crashes, they play a critical role in addressing the results of crashes. EMS providers face particularly challenging conditions within Montana due to the size of the coverage areas, distances from dispatching and treatment facilities, and severe weather conditions during winter months. In addition to these issues, the system is experiencing a shrinking number of volunteers and problems specific to rural areas such as lack of training opportunities and inadequate communications systems. The recent Traffic Records Assessment conducted by the NHTSA assessment team also noted the lack of a statewide EMS/Trauma data collection system.

CHSP Strategies

1. Establish EMS Legislation and Regulation

Provide legislation and regulation to adequately support the EMS System. (Montana EMS System Plan)

Safety Factor(s) Addressed: Emergency Services

2. Provide EMS Funding

Provide stable funding to adequately support the EMS System. (Montana EMS System Plan)

Safety Factor(s) Addressed: Emergency Services

3. Enhance Capabilities for Medical Response to Disaster

Minimize death, suffering and long-term medical effects from disasters and other mass casualty events through planning, knowledge of system resources and coordination of the medical response.

- Develop a statewide disaster response and mutual aid system for medical events.
- Develop an electronic resource and disaster management system. (Montana EMS System Plan)

Safety Factor(s) Addressed: Emergency Services, Education

4. Expand EMS Human Resources

Ensure qualified, knowledgeable, and skilled emergency medical services personnel are available in sufficient numbers throughout the State.

- Assess alternate training strategies to enable more accessible EMS courses.
- Assess and implement alternate training strategies to enable more accessible EMT education.
- Assess and implement strategies to enable other healthcare providers to help meet prehospital workforce issue. (Montana EMS System Plan)

Safety Factor(s) Addressed: Emergency Services, Education

5. Enhance EMS Education System

Ensure qualified, knowledgeable, and skilled emergency medical services personnel are available in sufficient numbers throughout the State.

- Assess alternate training strategies to enable more accessible EMS courses.
- Assess and implement alternate training strategies to enable more accessible EMT education. (Montana EMS System Plan)

Safety Factor(s) Addressed: Emergency Services, Education

6. Expand EMS Services

Ensure that Emergency Medical Services personnel and equipment are delivered to the scene in a safe and timely manner; and, as necessary, patients are transported at an appropriate level of care to and between appropriate facilities.

- Implement emergency vehicle operator education.
- Develop and implement a performance improvement-based EMS service inspection and technical assistance process.
- Assess solutions to patient transportation issues, especially for interfacility transports. (Montana EMS System Plan)

Safety Factor(s) Addressed: Emergency Services, Education

7. Facilitate EMS Communications

Provide for a communications system that encompasses public access to EMS, interagency communications, medical control and coordination of resources.

- Develop an EMS Communications Plan to guide development and implementation of EMS communications. (Montana EMS System Plan)

Safety Factor(s) Addressed: Emergency Services, Education

8. Conduct EMS Public Education and Information Programs

Increase public awareness of the role of Emergency Medical Services, the appropriate means to access and utilize the system, and effective ways to prevent injury and acute illness.

- Develop and implement EMS service PI&E programs for recruitment and retention.
- Develop and distribute public PI&E programs to support EMS systems. (Montana EMS System Plan)

Safety Factor(s) Addressed: Emergency Services, Education

9. Conduct Injury Prevention Public Awareness Efforts

Increase public awareness of the role of Emergency Medical Services, the appropriate means to access and utilize the system, and effective ways to prevent injury and acute illness. (Montana EMS System Plan)

Safety Factor(s) Addressed: Emergency Services, Education

10. Enhance Medical Direction

Assure physicians are consistently involved and provide leadership at all levels of the EMS system.

- Develop strategies to support medical director education.
- Develop strategies to recruit and retain medical directors. (Montana EMS System Plan)

Safety Factor(s) Addressed: Emergency Services, Education

11. Provide Enhanced Trauma System and Facilities

Provide a quality, effective system of trauma care and injury prevention integrated with the overall EMS system. Assure that patient needs are identified early and transfer to an appropriate level of care is accomplished in a timely manner. Evaluate how to facilitate better integration of the EMS and trauma systems. (Montana EMS System Plan and Montana Trauma System Plan)

Safety Factor(s) Addressed: Emergency Services, Education, Data Management

12. Establish an EMS Information System

Provide for a comprehensive data collection and information systems to enable system evaluation and performance improvement. (Montana EMS System Plan)

Safety factor(s) addressed: Emergency Services, Education, Data Management

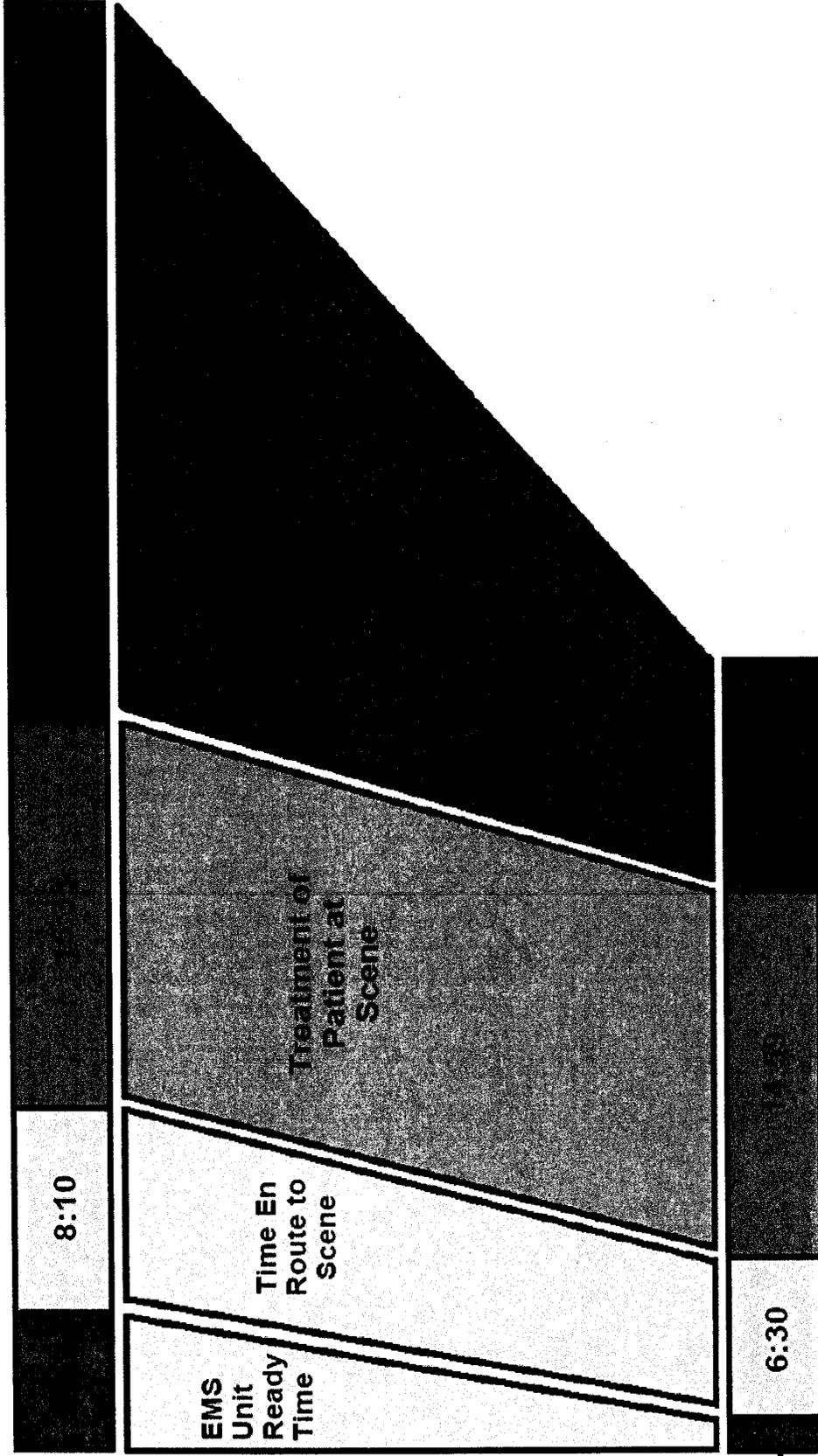
13. Evaluate and Monitor EMS Programs

Provide for a comprehensive quality management program that improves planning, implementation and monitoring of a statewide EMS system. (Montana EMS System Plan)

Safety factor(s) addressed: Emergency Services, Education, Data Management

Rural EMS Response

Total Incident Time 57:38



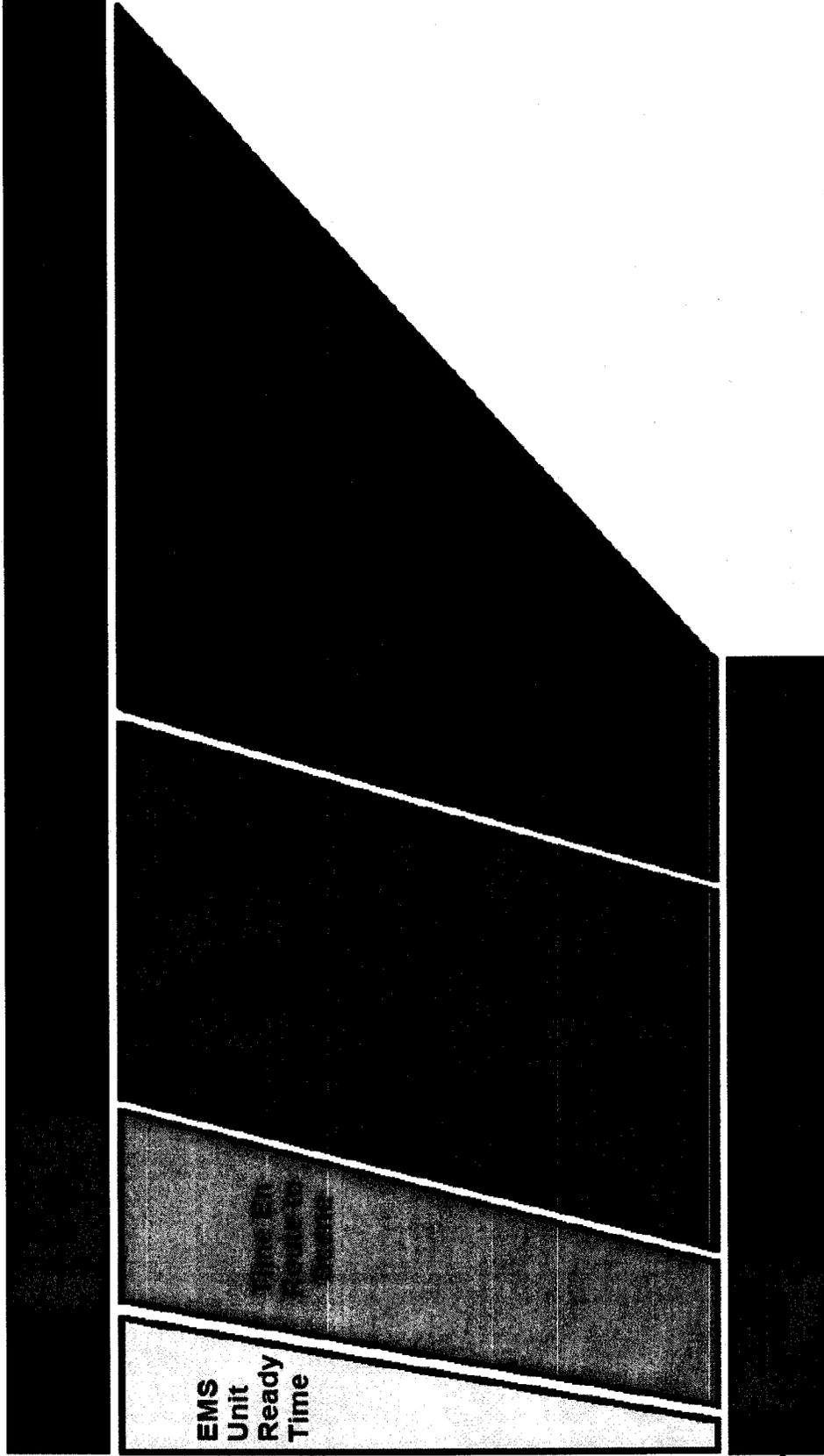
Urban EMS Response

Total Incident Time 32:05

Source: Compiled by LAD from sampled patient care records.

Rural EMS Response

Total Incident Time 57:38



Urban EMS Response

Total Incident Time 32:05

Source: Compiled by LAD from sampled patient care records.

Emergency Medical Services (EMS)

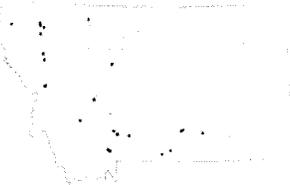
Closing Gaps in Available Services and Strengthening Agency Management Controls and Governance Could Improve Delivery of EMS in Montana.

Introduction

EMS is defined in statute as prehospital care and transportation furnished by a combination of persons licensed by the Board of Medical Examiners (BOME) and resources that are

Locations of EMS Units by Level of Service

ALS Care 24/7 - 33



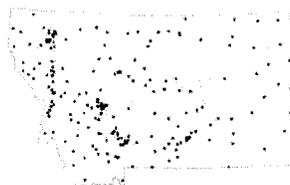
Some Level of ALS Care - 135



9-1-1 Responding Units - 224



All Licensed EMS Units - 267



Source: Compiled by the Legislative Audit Division.

licensed by the Department of Public Health and Human Services (DPHHS). The National Highway and Traffic Safety Administration (NHTSA) is the national leader for EMS, which establishes guidelines for the essential components needed for an effective EMS system. A limited amount of data is available about EMS in Montana. As such, the audit report contains original research and information not previously available.

Audit Findings

Analysis of EMS capabilities and availability shows gaps in available services exist,

primarily for advanced life support (ALS) care in rural areas and for all levels of care in central and eastern parts of Montana. Based on our review of administration and management of EMS at the state level, standards relative to the timeliness of EMS response, quality improvement, and medical direction could be enhanced. Additionally, management controls for EMS program activities within DPHHS could be strengthened and a new EMS governance structure should be considered.

Audit Recommendations

Audit work identified multiple areas of EMS that could be improved, which resulted in twelve recommendations to DPHHS and/or the BOME. The recommendations relate to:

- ♦ Defining criteria and capabilities for the basic life support with advanced life support endorsements ambulance licensure level.
- ♦ Identifying and addressing gaps in services across the state to assure statewide delivery of EMS.
- ♦ Enhancing benchmarks for response times to EMS incidents.
- ♦ Developing oversight mechanisms for medical direction and clarifying multiple existing definitions in law and rule.
- ♦ Eliminating dual authority in law regarding handling and investigation of EMS complaints.
- ♦ Implementing a comprehensive prehospital management information system.

(continued on back)

- ◆ Conducting a strategic planning process to identify goals and objectives and align program activities with the mission and vision of the EMS program.
- ◆ Strengthening management controls over inspections, vehicle permits, complaint documentation, ambulance licensure fees, and enforcement of compliance with the administrative rule for EMS records and reports.
- ◆ Developing a new EMS governance structure by either consolidating multiple existing EMS committees and advisory councils or establishing a new EMS system governance entity.

For a complete copy of the report (07P-11) or for further information, contact the Legislative Audit Division at 406-444-3122; e-mail to lad@mt.gov; or check the web site at <http://leg.mt.gov/audit>