

Success through partnerships



Montana Department of
REVENUE



Missoula City-County Health Dept.



MONTANA

SECTION 402

HIGHWAY SAFETY PLAN

FOR

FEDERAL FISCAL YEAR 2018

Prepared by:

Montana Department of Transportation
State Highway Traffic Safety Section
PO Box 201001/2701 Prospect Avenue
Helena, Montana 59601

Online at <http://www.mdt.mt.gov/visionzero/plans/safetyprg.shtml>



VISION ZERO

zero deaths · zero serious injuries

MONTANA DEPARTMENT OF TRANSPORTATION



Montana Department of Transportation

2701 Prospect
PO Box 201001
Helena MT 59620-1001

Michael T. Tooley, Director
Steve Bullock, Governor

June 29, 2017

Greg Fredericksen, Regional Administrator - Region10
National Highway Traffic Safety Administration
915 Second Avenue, Suite 3140
Seattle, WA 98174-1079

Subject: FFY2018 Section 402 Governor's Highway Safety Plan and Performance Plan

We appreciate the opportunity to submit the FFY 2018 Governor's Highway Traffic Safety Plan (HSP) and FFY 2018 Performance Plan for your review, in accordance with the requirements of 23 CFR Part 1300.10.

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

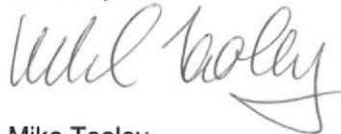
- The Selective Traffic Enforcement Program (STEP) that allows local, state and tribal law enforcement agencies to enforce Montana's impaired driving and seat belt laws during overtime patrols both in support of national mobilizations and other high-risk times;
- Paid and earned media that coincides with high-risk time periods and national mobilizations;
- Traffic safety public information and education efforts through the Buckle Up Montana coalitions and the Safe On All Roads (SOAR) program;
- Assist tribal safety stakeholders to implement the Northern Tribes DUI Task Force, which is a collaboration between the Blackfeet, Chippewa Cree, Fort Belknap and Fort Peck Tribes to reduce impaired driving in their communities;
- The 24/7 Sobriety Program to act as a resource and assist current and new participating agencies implement the program;
- Promote the peer-to-peer teen traffic safety education program to reduce motor vehicle fatalities and incapacitating injuries among teen drivers.

MDT continues to seek out new countermeasures by collaborating with other traffic safety advocates in the state and in support of the Comprehensive Highway Safety Plan (CHSP).

The Executive Leadership Team, formed in 2016, has focused on providing direction and support on the implementation of the CHSP traffic safety strategies. Representation on the team includes, but is not limited to leaders from: corrections, justice, judicial, prosecutorial, health services, transportation, county/municipalities, tribal, revenue and education. The team met on two occasions during FFY 2017 to address statewide highway safety needs and focused on strategies to reduce impaired driving and increase seat belt use.

The strategies and countermeasures in the FFY 2018 HSP will help us reach our objective to achieve lasting change that will result in Montana reaching Vision Zero – zero deaths and zero serious injuries on Montana roadways.

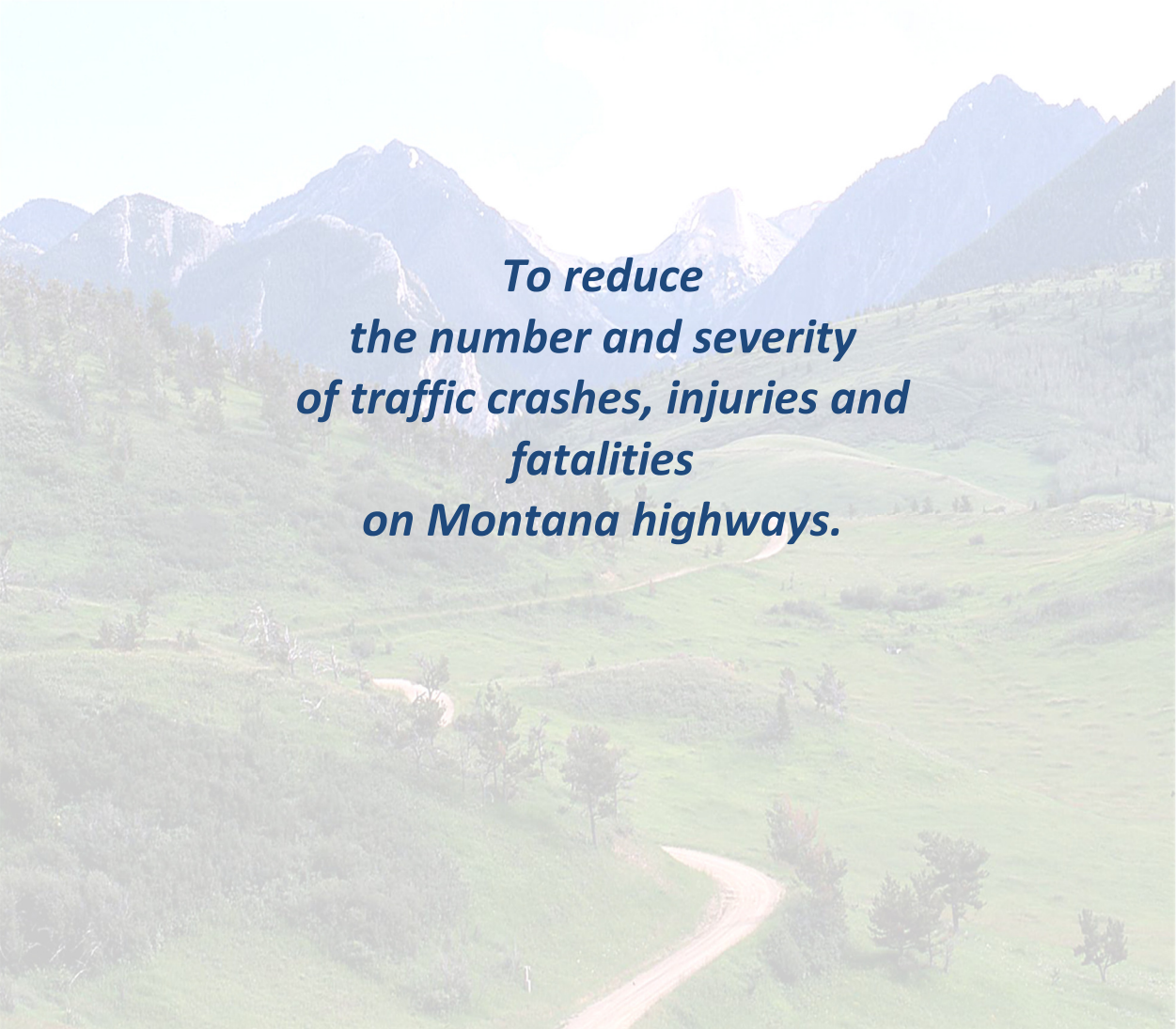
Sincerely,

A handwritten signature in cursive script that reads "Mike Tooley". The signature is written in black ink and is positioned above the printed name and title.

Mike Tooley
Director

copies: Lynn Zanto, Administrator, Planning, Rail and Transit Division
Audrey Allums, Grant Bureau Chief
Janet Kenny, State Highway Traffic Safety Section Supervisor

Mission Statement



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

Highway Safety Plan Table of Contents

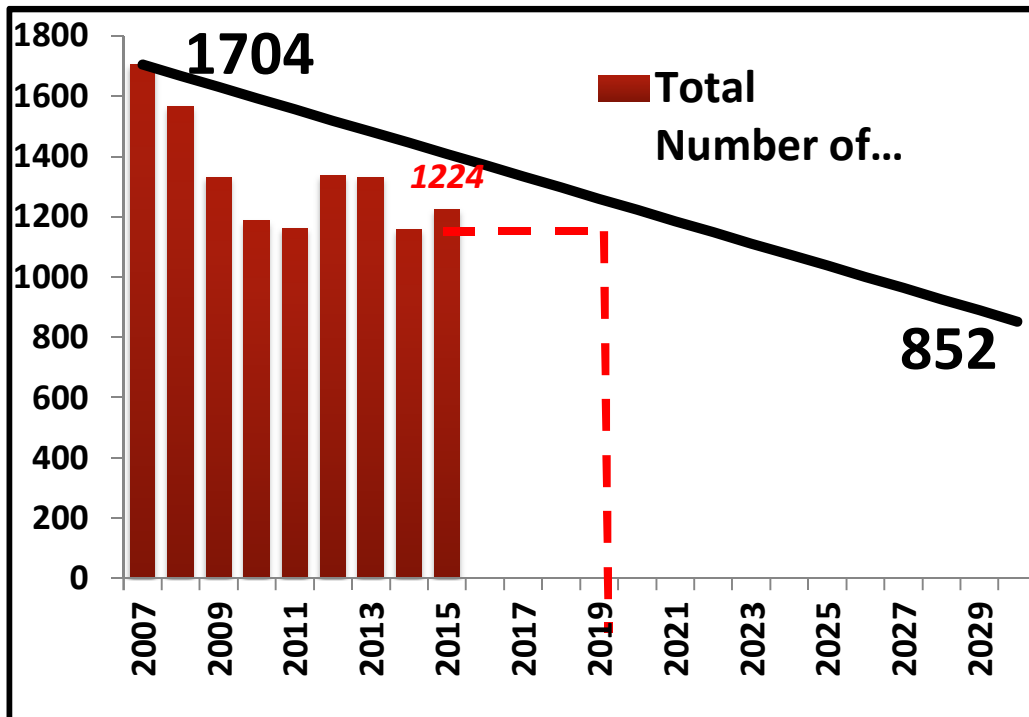
MISSION STATEMENT	4
HIGHWAY SAFETY PLAN TABLE OF CONTENTS	5
EXECUTIVE SUMMARY.....	8
2017 LEGISLATIVE SESSION	11
HIGHWAY SAFETY PLANNING PROCESS	12
COORDINATION WITH COMPREHENSIVE HIGHWAY SAFETY PROGRAM (CHSP).....	13
PROBLEM IDENTIFICATION PROCESS	16
STRATEGIC PARTNERS	18
<i>Montana Highway Patrol</i>	<i>19</i>
<i>State and Local DUI Courts</i>	<i>19</i>
<i>Community Traffic Safety Projects</i>	<i>20</i>
<i>Local Law Enforcement</i>	<i>20</i>
PERFORMANCE MEASURES AND TARGET SETTING PROCESS	20
STATE DEMOGRAPHIC ANALYSIS	20
PERFORMANCE MEASURES.....	24
STANDARD TARGET STATEMENTS.....	26
PERFORMANCE REPORT.....	27
MEDIA EVALUATION	30
<i>Click or Ticket National Mobilization Survey.....</i>	<i>30</i>
<i>Labor Day Mobilization</i>	<i>32</i>
<i>Youth Risk Behavior Survey.....</i>	<i>33</i>
HIGHWAY SAFETY STRATEGIES AND PROJECTS.....	34
GRANT FUNDING PROCESS	34
OCCUPANT PROTECTION	36
OVERVIEW	36
PROBLEM ANALYSIS.....	38
<i>CHSP Coordination</i>	<i>40</i>
<i>Evidence Based Countermeasures That Work</i>	<i>40</i>
OCCUPANT PROTECTION PROJECTS AND STRATEGIES	41
<i>Project Title: Buckle Up Montana (BUMT).....</i>	<i>41</i>
<i>Project Title: Buckle Up Montana Mini-Grants</i>	<i>42</i>
<i>Project Title: Child Passenger Safety Seats</i>	<i>42</i>
<i>Project Title: CPS Technician & Instructor Development.....</i>	<i>43</i>
<i>Project Title: OP Assessment.....</i>	<i>43</i>
FUNDING SUMMARY FOR OCCUPANT PROTECTION PROJECTS	43
LAW ENFORCEMENT TRAFFIC SERVICES.....	44
OVERVIEW	44
EVIDENCE BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM.....	44
<i>Enforcement Plan.....</i>	<i>46</i>
<i>High Visibility Enforcement Strategies to Support National Mobilizations.....</i>	<i>47</i>
<i>CHSP Coordination</i>	<i>48</i>
<i>Evidence Based Countermeasures that Work.....</i>	<i>49</i>
LAW ENFORCEMENT TRAFFIC SERVICES PROJECTS AND STRATEGIES	50
<i>Project Title: Law Enforcement Liaison.....</i>	<i>50</i>

Project Title: Selective Traffic Enforcement Team (SETT).....	50
Project Title: Selective Traffic Enforcement Program (STEP).....	51
Project Title: STEP Mini-Grants	53
Project Title: MHP Traffic Safety Resources Officer (TSRO).....	54
Project Title: 24-7 Program Coordinator.....	54
FUNDING SUMMARY FOR LAW ENFORCEMENT TRAFFIC SERVICES	56
IMPAIRED DRIVING PROGRAM PROSECUTION & ADJUDICATION.....	56
OVERVIEW	56
PROBLEM ANALYSIS.....	57
CHSP Coordination	59
Evidence-Based Countermeasures that Work.....	59
ALCOHOL-IMPAIRED DRIVING PROJECTS AND STRATEGIES	60
Project Title: DUI Courts.....	60
Project Title: Traffic Safety Resource Prosecutor (TSRP).....	60
Project Title: Judicial Outreach Liaison	61
Project Title: DUI Court Training.....	61
Project Title: Shelby DUI Taskforce –	61
Youth Day of Power.....	61
FUNDING SUMMARY FOR IMPAIRED DRIVING PROJECT AND STRATEGIES	62
24-7 PROGRAM.....	62
OVERVIEW	62
CHSP Coordination	66
Evidence Based Countermeasures that Work.....	66
FUNDING SUMMARY.....	66
NATIVE AMERICAN HIGHWAY TRAFFIC SAFETY PROJECTS	66
OVERVIEW	66
PROBLEM ANALYSIS.....	67
Coordination with the CHSP.....	68
Evidenced Based Countermeasures that Work	69
NATIVE AMERICAN PROJECTS AND STRATEGIES	70
Project Title: Safe On All Roads	70
Project Title: Tribal STEP.....	71
Project Title: Northern Tribes DUI Taskforce.....	72
FUNDING SUMMARY FOR NATIVE AMERICAN TRAFFIC SAFETY PROJECTS	72
MOTORCYCLES.....	72
OVERVIEW	72
PROBLEM ANALYSIS.....	75
CHSP Coordination	75
Evidence Based Countermeasures that Work.....	76
MOTORCYCLE SAFETY PROJECT AND STRATEGIES	76
Project Title: Motorcycle Awareness Campaign.....	76
Project Title: Replacement of Motorcycles.....	76
FUNDING SUMMARY FOR MOTORCYCLE SAFETY PROJECTS	77
EMERGENCY MEDICAL SERVICES.....	77
OVERVIEW	77
PROBLEM ANALYSIS.....	77
CHSP Coordination	78
Evidenced Based Countermeasures that Work.....	78

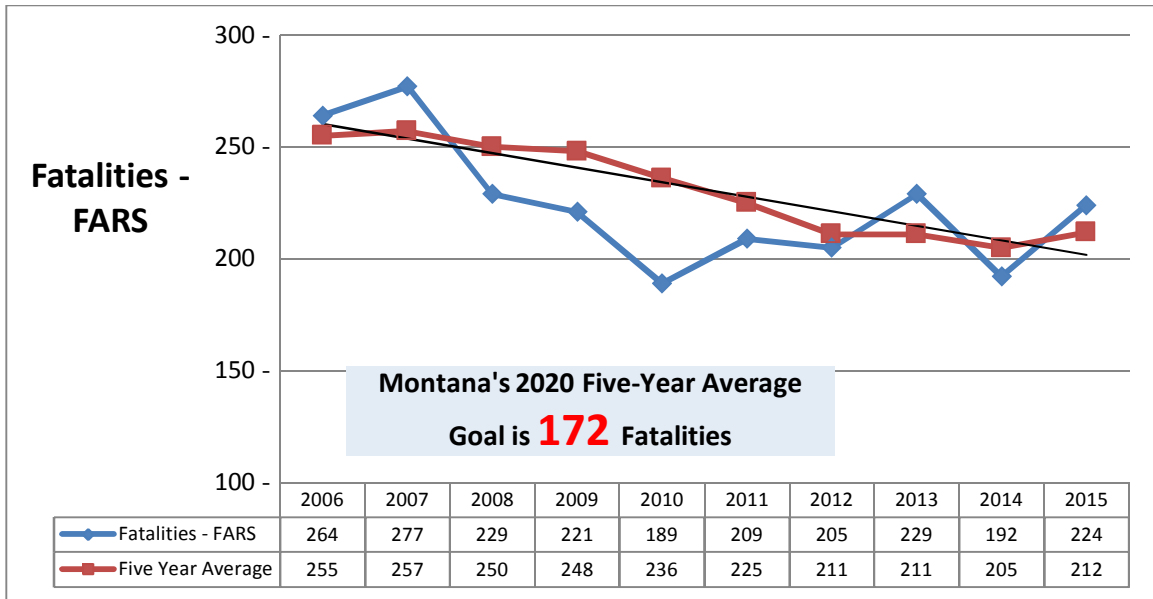
EMS PROJECTS AND STRATEGIES	78
<i>Project Title: Trauma Education for Rural EMS Providers</i>	78
<i>Project Title: T.E.A.M. Course Funding for Regional Trauma Advisory Committees (RTAC)</i>	79
FUNDING SUMMARY FOR EMS PROJECTS AND STRATEGIES	79
TEEN PEER-TO-PEER TRAFFIC SAFETY EDUCATION PROGRAM	79
OVERVIEW	79
PROBLEM ANALYSIS.....	81
<i>Coordination with CHSP</i>	81
<i>Evidence Based Countermeasures that Work</i>	81
TEEN TRAFFIC SAFETY PROJECT AND STRATEGIES	82
<i>Project Title: Teen Peer-to-Peer Traffic Safety Project</i>	82
<i>Project Title: Youth Risk Behavior Survey</i>	82
FUNDING SUMMARY FOR TEEN TRAFFIC SAFETY	82
TRAFFIC RECORDS MANAGEMENT.....	83
OVERVIEW	83
<i>CHSP Coordination</i>	83
TRAFFIC RECORDS COORDINATOR COMMITTEE.....	83
TRAFFIC RECORDS PROJECTS AND STRATEGIES.....	83
<i>Project Title: Web-Based Crash Trainer</i>	83
<i>Project Title: DOJ MHP Upgrades JCRS System</i>	84
<i>Project Title: Fatality Analysis Reporting System</i>	84
FUNDING SUMMARY FOR TRAFFIC RECORDS	85
CHSP COORDINATION	86
EVIDENCE BASED COUNTERMEASURES THAT THAT WORK	86
FUNDING SUMMARY FOR MEDIA PROJECTS.....	87
PROJECT ADMINISTRATION AND MANAGEMENT	87
OVERVIEW	87
<i>Project Title: Staff Salaries and Benefits</i>	87
<i>Project Title: Program and Operational Costs</i>	87
<i>Project Title: Indirect Costs</i>	88
FINANCIAL SUMMARY	89

Executive Summary

During 2015 (the most recent year FARS fatality data is available), the State of Montana saw an increase in fatalities and serious injuries. There were 224 fatalities during 2015 and 1,000 serious injuries, for a total of 1,224. This was an increase of 6% over 2014 when there were a total of 1,157 fatalities and serious injuries. The overarching goal as contained in the Comprehensive Highway Safety Plan (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”. Despite this increase in 2015, Montana is still on target to meet the 2030 goal.

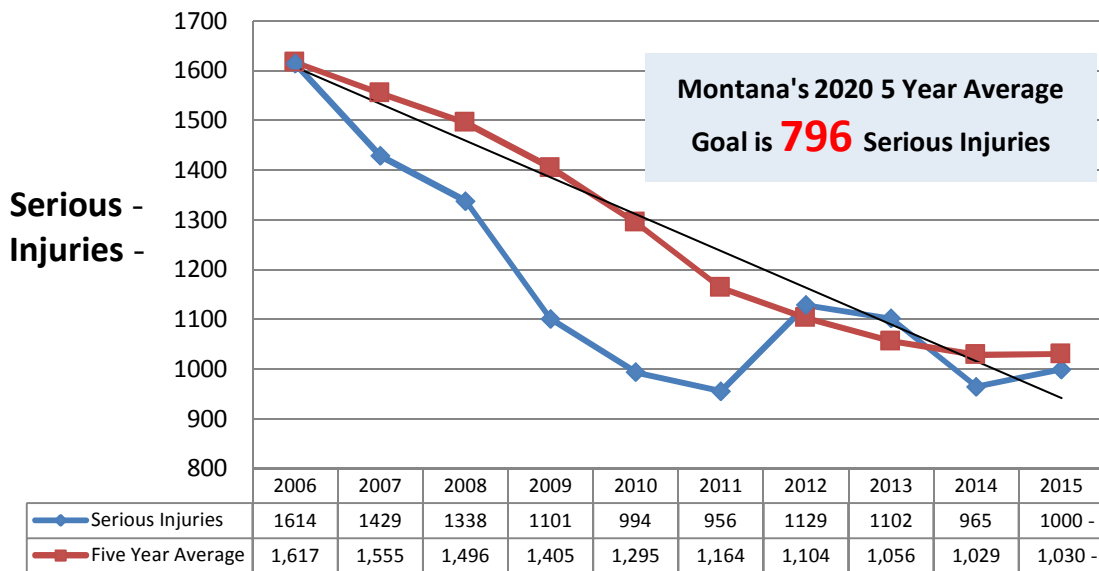


The following chart shows the history of fatalities: -



The 2020 goal for the five-year average number of fatalities statewide is 172. This is consistent with the goals in the CHSP and the Highway Safety Improvement Program (HSIP). During 2015, there were 224 fatalities, an increase of 15% over 2014. However, 2014 had the lowest number of fatalities since 2010, when there were 192, a 10-year low. The trend line still shows a downward trend.

The history of serious injuries is below.



During 2015, there were 1,000 serious injuries, however, preliminary data from 2016 show that there were 835 serious injuries. Even though there was a slight increase from 2014 to 2015 (less than 4%), 2016 indicates the downward trend is continuing.

Montana continues to align this Highway Safety Plan (HSP) with the CHSP and the HSIP to ensure that all performance measures are identical. The performance measures outlined in the CHSP that overlap with NHTSA's performance measures include total fatalities, total fatality rate and serious injuries.

During FFY2016, MDT implemented an Executive Leadership Team to focus on traffic safety issues in Montana. Representation includes, but is not limited to, leaders from: corrections, justice, judicial, prosecutorial, health services, transportation, county/municipalities, tribal, revenue and education. This team meets annually and met July 12, 2016 and April 27, 2017. The focus of the July 12 meeting was to develop strategies to assist the state in passing a primary seat belt law during the 2017 legislative session. At the April 27, 2017 meeting the ELT developed and approved the Impaired Driving Assessment responses and strategies.

A NHTSA-facilitated assessment of the Impaired Driving Program was conducted the week of April 11-15, 2016. Through the Executive Leadership Team, Montana is addressing all the recommendations. The recommendations and MDT's responses can be reviewed at http://www.mdt.mt.gov/visionzero/docs/chsp/ea/MT-ID-ASSESSMENT_RESPONSE2RECOMMENDATIONS_FINAL.pdf.

In addition, NHTSA conducted a Management Review for federal fiscal years 2014, 2015 and 2016 on August 1 through August 5, 2016. Montana received two commendations. These were for implementation of the web-based grants tracking systems and the electronic law enforcement reporting systems that was developed over the course of the last few years.

There was only one finding during the review. That finding was that Montana had failed to adequately show supporting documentation for local benefit. Part of this finding referred to the local benefit amounts Montana claims for a portion of the paid media. This was immediately corrected and is now included as a section in our application process where applicants indicate their willingness to participate in statewide media campaign that benefit their communities.

The second piece of the finding was with regard to the Selective Traffic Enforcement Team (SETT). This team is comprised of Montana Highway Patrol troopers and is a statewide law enforcement team dedicated to traffic safety. SETT also assists local agencies during high-risk events in their communities. Because MDT claimed some local benefit for this project, documentation of local agency participation was required. MHP, through the SETT, will document the local request to provide law enforcement assistance in local communities.

MDT continues the Vision Zero media plan focusing on the four emphasis areas that are critical as we move toward zero deaths and zero injuries on Montana roads:

- **Education** through public information campaigns and local outreach through Buckle Up - Montana, DUI Task Forces and Safe On All Roads (SOAR) programs. -
- **Enforcement** of Montana seat belt and impaired driving laws by law enforcement agencies whose presence reminds drivers and occupants to obey traffic laws. Traffic enforcement is increased around the busiest travel times of the year and around high-risk events.
- **Engineering** of Montana roadways to ensure that Montana's thousands of miles of state roads and highways are built and maintained with safety as the first concern.

- **Emergency medical response** adequately funded, trained and equipped to respond to vehicle crashes through MDT’s Emergency Medical Services Grant Program.

Impaired drivers continue to be a challenge for Montana and the highway safety program. During 2015, impaired driving fatalities were 33% of total fatalities. While this is high, it was a reduction from 2014 when 38% of all fatalities were impaired, and 2015 had the lowest impaired driving rate that Montana has seen in ten years.

The State Highway Traffic Safety Section (SHTSS) continues to work closely with Montana’s seven land-based Tribal Nations. Again, data shows this demographic is over-represented in traffic fatalities during 2015. There were 44 fatalities in 2015, compared to 37 in 2014.

During fiscal year 2018, the Montana State Highway Traffic Safety Section will continue to analyze crash data to develop and implement evidence-based performance measures that will assist in meeting established goals.

2017 Legislative Session

A summary of the bills that passed during the 2017 Legislative Session is as follows: (Bills identified with an asterisk will assist in the enforcement, adjudication and recidivism of DUI/drug arrests.)

2017 LEGISLATURE PASSED LAWS	
HOUSE BILL NUMBER	INTENT
HB 133*	Title: Generally revise sentencing laws Legislative Intent: This is substantial bill with multiple implications for criminal justice system. DUI related: High BAC alone is not sufficient to charge criminal endangerment; modifies alcohol education class requirements for DUI’s; Allows Treatment Court as option for 4 th time Felony DUI’s.
HB 144*	Title: Generally revise motor vehicle laws Legislative Intent: Language changes by the request of the MDOJ. DUI related: Aligns DUI code with federal regulations.
HB 471	Title: Allowing a driver to exceed a speed limit when in a passing zone.

A primary seat-belt bill was introduced again during the 2017 session. Many attempts have been made to pass legislation making seat belt use a primary offense, however, those have consistently failed.

Although there were not many bills impacting traffic safety passed in 2017, during the 2015 legislative session there were a number of bills that significantly strengthened the DUI laws.

Highway Safety Planning Process

The web grants system was implemented in January 2016 by the MDT SHTSS. During FFY2017, this system has allowed SHTSS to monitor all projects from application to close-out through an electronic process. The system has functions for application reviews, award process, fiscal/programmatic monitoring, claims submittal and close-out. In addition, all communications between the subrecipient and SHTSS can be tracked through the system. While, the system does not change the grant process, it streamlines and automates it for better grant review and monitoring. The system is available for NHTSA staff to review grant activity during monitoring visits with SHTSS.

The following represent the current planning process for awarding highway traffic safety projects.



In addition to the planning process described above, SHTSS provides a grant timeline for subrecipients as shown below:

Milestone	Timeline
Application submission deadline for FFY 2018 funding.	March 1, 2017
Application review and assessment. Funding and project recommendations made to the Governor’s Representative (GR) for Highway Safety.	March 1 – April 30, 2017
Preliminary contract negotiations.	April 30 - May 29, 2017
Draft Annual Highway Safety Plan (HSP) prepared by MDT staff and submitted to the GR for approval.	May 1 - June 15, 2017
Deadline for Annual Highway Safety Plan submission to NHTSA.	July 1, 2017
Deadline for NHTSA to notify state whether FFY 2018 Highway Safety Plan is approved.	August 14, 2017
Notification to applicants regarding funding approval or denial.	September 1, 2017
All contracts must be executed between Grantees and MDT	October 1, 2017
<i>Start of Federal Fiscal Year 2018</i> Contracts are finalized and routed for signatures. Effective date of contract varies; please check with your assigned program manager for details.	October 1, 2017 – September 30, 2018
Annual Highway Safety Planning Meeting.	October 11-12, 2017

Coordination with Comprehensive Highway Safety Program (CHSP)

It is important to note that the HSP and the CHSP process and data analysis are concurrent. MDT ensures that these two plans represent the same traffic safety information, data, problems, etc. All participants (committees, stakeholders, constituent groups, etc.) effectively establish the highway safety problems, review the performance targets, develop and select evidence based countermeasure strategies and projects through the analysis of various data sources for the development of both the HSP and the CHSP. The SHTSS Data Research analyst compiles all data for review and analysis for both plans (HSP and CHSP).

Montana’s long-range highway traffic safety goals and priorities are set in the Comprehensive Highway Safety Plan. As defined in the plan, the purpose is to:

Implement a collaborative process to reduce fatalities and serious injuries in Montana utilizing engineering, enforcement, education and emergency response strategies. The CHSP will seek to focus resources strategically where opportunity for safety improvements are greatest.

Also, outlined in the plan are the long-range traffic safety goals which currently are:

- No more than 172 annual fatalities by 2020, which is an annual reduction of 2.7% (5 fewer per year);
- Fatality rate of not more than 2.18 fatalities per 100 million vehicle miles traveled (VMT) by 2020, a reduction of 4.3% per year;
- No more than 796 serious injuries by 2020, a 3.5% annual reduction; and
- Serious injury rate of 5.9 serious injuries per 100 million VMT, a reduction of 5.1% per year.

The goals were established for fatalities, fatality rate and serious injury rate were set using a ten-year trend. However, the goal for total serious injuries was established utilizing a six-year trend. The reason the six-year trend was used is given the large numbers of serious injuries prior to 2008, development of a trendline using 10 years of data would have resulted in a very steep slope and established an overly aggressive goal.

The baseline for these rates was established in 2014. The baseline established for fatalities is 203; fatality rate baseline is 1.28 VMT; serious injury baseline is 990; and the serious injury rate baseline is 5.9 VMT.

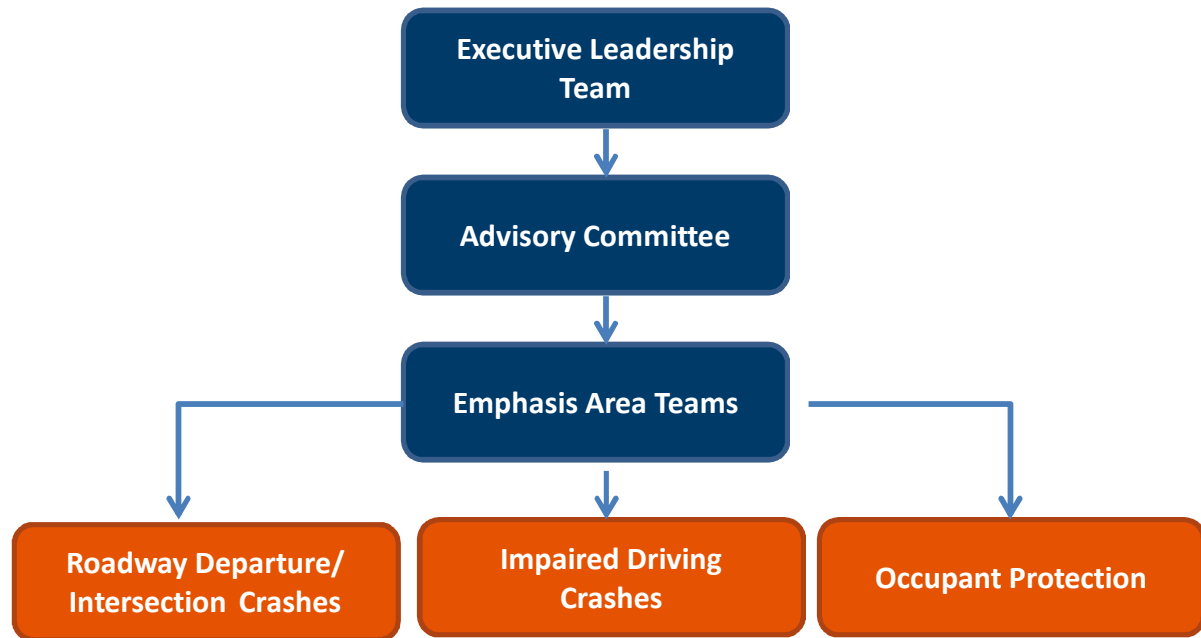
The three over-arching areas of concerns established in the CHSP are:

- Data – Improve the accuracy, completeness, integration, timeliness, uniformity, and accessibility of data used in traffic safety analysis;
- EMS – Support the essential role of Emergency Medical Services in reducing the severity of injury outcomes and the technologies and systems necessary to advance collaboration with all safety partners; and
- Safety Culture – Collaborate across agencies, organizations and the public to increase the safety culture and promote the institutionalization of Vision Zero.

The specific emphasis areas established include:

- Roadway Departure and Intersection Crashes;
- Impaired Driving; and
- Occupant Protection.

During the 2015 CHSP update process, a three-tiered approach was identified as an effective avenue to implement safety strategies throughout the state. This three-tiered approach includes an Executive Leadership Team (ELT), who sets policy; a Technical Advisory Committee, who establishes strategies based on that policy, and the Emphasis Area Work groups, who lead the grassroots efforts to implement the strategies (shown below):



The Governor’s Representative for Highway Safety serves on the Executive Leadership Team with leaders from various agencies including: Governor’s Office, Office of Indian Affairs, Legislative representatives, Montana Department of Transportation, Attorney General, Montana Highway Patrol, 13th Judicial Court, Department of Corrections, Court Administrator’s Office, Office of the State Public Defender, Office of Public Instruction, Department of Revenue, Department of Health and Human Services, Montana Sheriff’s and Peace Officers Association, Montana Association of Counties, Montana Leagues of Cities and Towns and the Federal Highway Administration. The full membership list is contained in the Executive Leadership Team Charter located at http://www.mdt.mt.gov/visionzero/docs/chsp/2016-07-19_ELT_CHARTER_FINAL.PDF.

The Executive Leadership Team (ELT) is the designated Impaired Driving Task force that has statewide designated authority outlined in the ELT Charter. This group meets yearly to review and approve the CHSP, Impaired Driving Assessment and the strategies outlined. This was completed during their meeting on April 27, 2017.

The Grants Bureau Chief and the Highway Traffic Safety Supervisor serve on the Advisory Committee. The Advisory Committee also meets annually and focuses on developing strategies to implement during the year. Committee members include many federal, state, local and tribal safety stakeholders. Also included are other private stakeholders to include Bike Walk Montana, and members from the Metropolitan Planning Offices. The full membership list is located at http://www.mdt.mt.gov/visionzero/docs/chsp/3_2017_SafetyPartnersByAgenciesFinal.pdf.

Under the oversight of this multi-agency 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; and
- 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.

The State's Annual Transportation Safety Meeting was held on October 13, 2016. Over one hundred safety partners participated in the meeting. This meeting brings safety stakeholders together to assess Montana's progress in transportation safety. Activities included:

- A data review for each of the emphasis areas to assess the impacts of our cumulative efforts.
- Discussion and development of strategies for each of the emphasis areas.

The discussions at the Annual CHSP meeting are used to support the subsequent submission of Montana's *Highway Safety Plan* to the National Highway Traffic Safety Administration.

Throughout the year, the Emphasis Area Work Groups meet to discuss progress on the strategies as defined in the CHSP. Each Emphasis Area - Roadway Departure, Impaired Driving, and Occupant Protection meets every six to eight weeks. Membership of these work groups consists of a variety of traffic safety stakeholders throughout the state. [Click here](#) for detailed information about the CHSP.

Problem Identification Process

Montana uses a data-driven approach to identify traffic safety problems by analyzing crash data. The Montana Highway Patrol (MHP) is responsible for all crash data in Montana. Through the Safety Information Management System (SIMS) program, all law enforcement agencies that investigate and report traffic crashes, including Sheriffs, Police and Tribal agencies, have the ability to use this system, however there is no mandate.

Some crash data collection concerns remain. One concern is that some larger Montana agencies are still using their own records system. Those agencies are submitting manual printouts of the crash data that are then manually entered into SIMS by MHP. While the data is being reported, this is much more time consuming than electronic submission.

Secondly, there are still a few rural agencies that are not submitting the data, primarily because of technical issues.

Finally, another weakness in the data is the difficulty in collecting information from Tribes on crashes. This is a priority concern that MDT is working to address.

SHTSS's Data Research Analyst is an end-user of the system with full access to the SIMS data. The analyst reviews fatality and serious injury trends for each NHTSA core performance measure to determine where resources should be focused. The chart below shows what percent each issue contributes to total fatalities and serious injuries in Montana.

Program Area	Fatalities		Serious Injuries		Fatalities and Serious Injuries	
	2011-2015 Average	Percentage of Total	2011-2015 Average	Percentage of Total	2011-2015 Average	Percentage of Total
Statewide Total	212	100%	1033	100%	1245	100%
Impaired Driver Involved	125	59%	325	31%	450	36%
Unrestrained Vehicle Occupant	109	51%	297	29%	406	33%
Speed Related	54	25%	214	21%	268	22%
Drivers 65 and older (18%)*	39	18%	151	15%	190	15%
Drivers 25 and younger (16%)*	61	29%	360	35%	421	34%
Motorcyclists	26	12%	136	13%	162	13%
Pedestrians	14	7%	33	3%	47	4%
Bicyclists	1	0%	22	2%	23	2%
Native Americans**	33	16%				

*The number in parentheses represents the percent of licensed drivers are in each category (older and younger drivers). Younger drivers represent 16% of licensed drivers but account for 29% of the total fatalities.

**Native Americans is a performance measurement that Montana is using. They represent an at-risk population in the state. Serious injury data is not available for this group because the data is not complete. See more on Native Americans on page 66.

Analysis of the data above indicates where Montana's problems areas are as they relate to NHTSA's Core Performance Measures. Crash data will also indicate location of all crashes and determine any high crash cluster areas. This data can be further analyzed to determine crashes by age, vehicle type, time of year, time of day, etc., which also assist in identifying other traffic safety problems in the state. Below represents the age of the occupants involved in a fatal crash over the last seven years.

Fatal Injuries by Age							
Age Range	2010	2011	2012	2013	2014	2015	2016*
0-14	10	6	7	4	8	5	7
15-20	32	23	24	21	23	31	17
21-30	38	45	49	56	45	53	37
31-40	23	31	32	25	29	29	33
41-50	20	31	28	37	25	29	21
51-60	26	35	33	37	29	32	35
61-70	25	18	18	21	14	27	22
71+	18	22	14	28	19	18	20

*Preliminary state numbers. -

The full problem identification document is available at:

<http://www.mdt.mt.gov/publications/docs/brochures/safety/probid.pdf>

In addition, to the crash data described above, MDT utilizes a wide variety of other data sets to analyze traffic safety problems in the state. These include:

- Fatality Analysis Reporting System (FARS)
- Census Data
- Citation and Conviction Data through the Montana Supreme Court
- Department of Public Health and Human Services Data
- Seatbelt and Other Observational and Self-Reporting Studies and Evaluations
- NHTSA Data
- Office of Public Instruction Data
- Board of Crime Control Data
- Motor Vehicle Information/Drivers' Records
- Other information and data from governmental and private sector safety organizations

All the data sets are analyzed for a variety of different issues, however, mainly to determine if there are patterns or trends that indicate traffic safety issues. These patterns and trends are identified in Montana's Problem Identification, located at <http://www.mdt.mt.gov/publications/docs/brochures/safety/probid.pdf>. In addition, further analysis of Montana's traffic safety problems is contained in the program area in section "Highway Safety Strategies and Projects."

Strategic Partners

MDT SHTSS works with many traffic safety experts who provide input on the safety program areas, goals and effective countermeasures to help achieve SHTSS's mission. Members from the ELT, Advisory Committee and the emphasis area work groups, play a critical role in implementing the CHSP and the HSP. These partners attend the Annual Highway Safety Planning Meeting and provide input to establish the overall goals and strategies for the program. Partners include:

Federal Partners

- Federal Highway Administration
- National Highway Traffic Safety Administration
- Bureau of Indian Affairs
- Indian Health Services

MT Dept of Public Health & Human Services

- Chronic Disease & Health Promotion Office
- Emergency Medical Services & Trauma Systems
- Addictive & Mental Disorders Division,
Chemical Dependency Bureau
- Injury Prevention Program

MT Dept of Justice

- Montana Highway Patrol
- Attorney General Representative

Tribal Governments

- Tribal Leaders
- Tribal Transportation Planners
- Safe On All Roads Coordinators
- Tribal Law Enforcement
- Tribal Health Department
- MT/WY Tribal Leaders

Other traffic safety advocates

- Child Passenger Safety Techs/Instructors
- Governor's Office of Indian Affairs
- Insurance Agencies
- Local DUI Task Forces
- Media Contractors

- Montana Board of Crime Control
- Motor Vehicle Division
- Records and Driver Control
- Crime Lab

MT Office of Court Administrator

- State Drug Court Coordinator

MT Office of Public Instruction

- Driver Education
- Montana Behavioral Initiative

MT Department of Corrections

MT Department of Revenue

- Liquor Control and Education

Police & Sheriff's Departments

County Health Departments

- Montana Association of Counties
- MT Sheriffs & Peace Officers Association
- Mothers Against Drunk Driving
- Motorcycle Rider Safety Representatives
- NHTSA Region 10 Office
- WorkSafeMT
- Universities and Colleges

MT Department of Transportation

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

Below are some highlights on specific partners that play a significant role developing and implementing MDT's traffic safety strategies.

Montana Highway Patrol

The Montana Highway Patrol (MHP) employs approximately 250 troopers covering over 147,000 square miles. They have jurisdiction in all political subdivisions of the state and are patrolling continually state-wide. MHP is provided highway safety funding to implement enforcement strategies that are proven to be effective countermeasures. This funding allows MHP to employ a Safety Enforcement Traffic Team that consists of six troopers dedicated to traffic safety enforcement throughout the state. The team assists local law enforcement agencies during events that data has shown to be high-risk for crashes and fatalities.

In addition to the SETT team, MHP is provided funding for the Selective Traffic Enforcement Program (STEP); Traffic Safety Resource Officer; and the 24-7 Program. The STEP program provides overtime for troopers by MHP District. While these troopers are not dedicated to only traffic safety, as is with SETT, they do work traffic safety overtime shifts during targeted enforcement periods.

The Traffic Safety Resource Officer (TSRO) provides training for the SFST, ARIDE, and DRE programs. This officer directly coordinates and manages the SFST, ARIDE and DRE programs as well as the Mobile Impaired Driving Assessment Center.

These programs are further described on page 39.

State and Local DUI Courts

Two state courts (7th Judicial and 13th Judicial) and two local courts (Hill County and Butte/Silver Bow) participate in the DUI Court program. This program is focused on reducing recidivism. MDT provides partial funding to these courts in addition to funding for DUI court training to those interested.

Community Traffic Safety Projects

Community partner objectives are to provide outreach on traffic safety issues critical to their community. These community groups supplement local law enforcement efforts through education. Each community coordinator is responsible for reviewing data to determine the traffic safety priorities in their area. Community partners focus on providing public information and education and include city/county health departments, school districts, Tribal governments, hospitals, state agencies and other local businesses.

Local Law Enforcement

Currently, MDT partners with 22 local and three tribal law enforcement agencies through the STEP program. The communities that these agencies represent account for over 60% of Montana's population.

Performance Measures and Target Setting Process

Performance measures and targets for the annual fatalities, VMT fatalities, serious injuries and VMT serious injuries are also set during the HSP/CHSP meeting. Cambridge Systematics, the contractor that assisted in the development of the CHSP goals (see methodology above, *Coordination with CHSP*) presented several options for setting these goals. The advisory committee reviewed these options and selected the following goals:

- No more than 172 annual fatalities by 2020, which is an annual reduction of 2.7% (5 fewer fatalities per year)
- Fatality rate of no more than 1.28 fatalities per 100 million vehicle miles traveled (VMT) by 2020, a reduction of 4.3% per year
- No more than 796 serious injuries by 2020, a 3.6% annual reduction
- Serious injury rate of 5.9 serious injuries per 100 million VMT, a reduction of 5.1% per year

To establish goals for the other NHTSA Core Performance measures, MDT utilizes a five-year rolling average, which is required in the FAST Act. To implement this methodology MDT used data for each performance measure over the last ten-year period. MDT then weighted each performance measure based on the slope of the trend line. This resulted in a percentage decline for each year. This percentage is used to set performance measures and long-term goals.

This methodology was presented during the annual HSP/CHSP meeting to all participating traffic safety partners, who concurred with the process.

State Demographic Analysis

Montana is geographically located in the Northwest region of the Nation. According to the yearly census estimates through the United State Census Bureau, Montana's population was 1,042,520 for 2016. Residents are distributed over 56 counties and 129 municipalities. Approximately 89% of the population is white, 6.6% is Native American, 3.6% is Hispanic and two or more races represent

approximately 3%. The remaining population is spread between Asian, African American, Hawaiian and other, however, these represent only slightly over 1%.

In addition, approximately 23% of Montana residents are under 19 years old, 60% are between 20 and 65 and 17% are over 65.

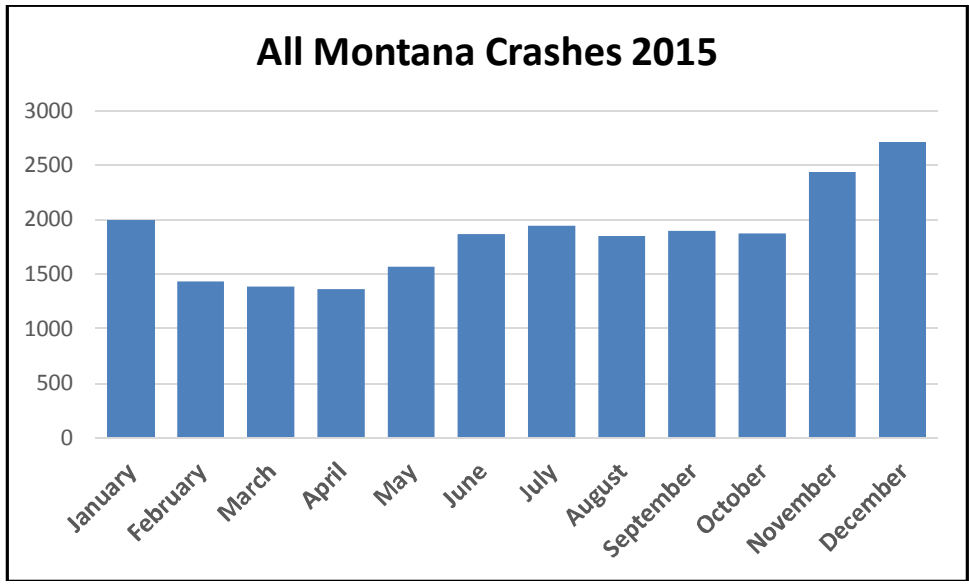
There are 75,008 miles of public roads with 12,946 on the state highway system; 12,946 or approximately 18% maintained by MDT. The rest are maintained by local municipalities, Tribal governments and other entities.

In 2016, there were 2,695,055 registered vehicles and 799,389 licensed drivers

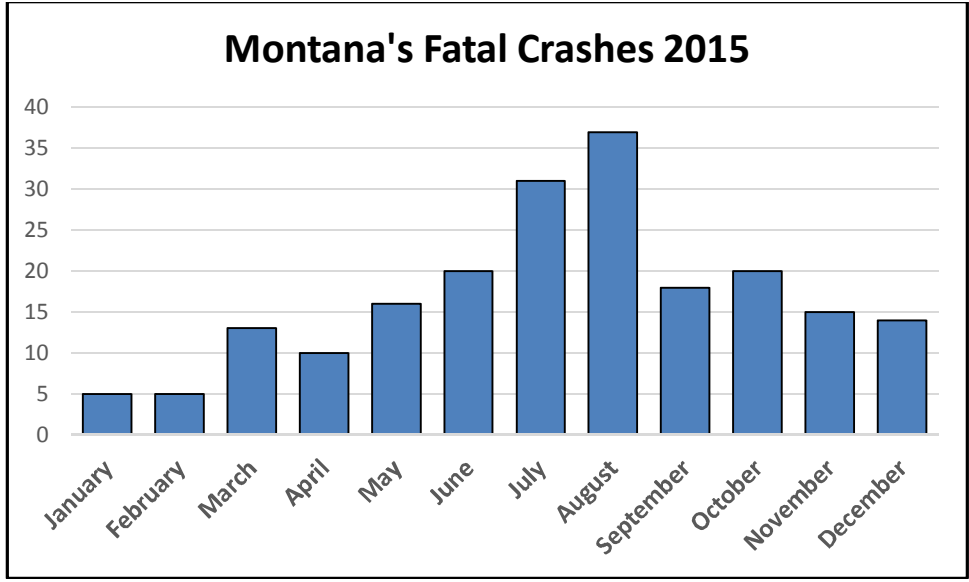
Montana experienced 22,369 traffic crashes in 2015 involving:

- 32,695 drivers
- 1,234 large vehicles (large commercial vehicles and buses)
- 7,534 pickup trucks
- 447 motorcycles
- 85 school buses
- 12 non-school buses
- 9,039 14-25 year-old drivers
- 11,035 crashes in Montana's towns or cities
- 7,592 non-fatal injuries
- 224 fatalities (204 fatal crashes)
- 3,158 animal involved crashes
- More crashes occurred on Fridays and in December
- 2,327 rollover crashes
- 86 of the unrestrained people who died were ejected
- 70% of all impaired driver-involved crashes involve a male impaired driver
- 85% of impaired driver involved fatal crashes occur on dry roadways

Winter weather creates challenges for the driving public, and this is confirmed when reviewing the crash data. The months with the most crashes are November, December and January.



Although more crashes occur during winter months, the summer, early fall months (July through October) are the deadliest as shown below.



Montana has the highest percent of rural vehicle miles travelled in the nation. NHTSA has recognized that the combination of rural roads and speeding increases the likelihood of a fatal crash, which explains, in-part, why Montana has one of the highest fatality rates. The chart below represents crashes by county and county populations in 2015.

Total Crashes by County							
County	Population	Crash Numbers			Crash Numbers per 100K Population		
		Total Crashes	Fatal Crashes	Total Injuries	Total Crashes	Fatal Crashes	Total Injuries
BEAVERHEAD	9,401	192	2	64	2,042	21	681
BIG HORN	13,343	188	11	58	1,409	82	435
BLAINE	6,601	55	3	18	833	45	273
BROADWATER	5,747	125	2	32	2,175	35	557
CARBON	10,460	216	8	53	2,065	76	507
CARTER	1,203	9	1	1	748	83	83
CASCADE	81,755	2,091	9	462	2,558	11	565
CHOUTEAU	5,759	95	5	20	1,650	87	347
CUSTER	11,924	217	3	42	1,820	25	352
DANIELS	1,755	17	0	5	969	0	285
DAWSON	9,327	287	3	46	3,077	32	493
DEER LODGE	9,085	119	3	35	1,310	33	385
FALLON	3,120	25	0	2	801	0	64
FERGUS	11,413	275	3	66	2,410	26	578
FLATHEAD	98,082	2,032	12	504	2,072	12	514
GALLATIN	104,502	1,821	10	461	1,743	10	441
GARFIELD	1,310	22	1	9	1,679	76	687
GLACIER	13,694	128	4	50	935	29	365
GOLDEN VALLEY	831	19	0	6	2,286	0	722
GRANITE	3,368	155	1	32	4,602	30	950
HILL	16,542	292	6	38	1,765	36	230
JEFFERSON	11,853	370	3	103	3,122	25	869
JUDITH BASIN	1,940	66	3	31	3,402	155	1,598
LAKE	29,758	545	6	126	1,831	20	423
LEWIS & CLARK	67,282	1,660	12	336	2,467	18	499
LIBERTY	2,409	19	0	1	789	0	42
LINCOLN	19,259	255	4	81	1,324	21	421
MADISON	1,700	195	6	50	11,471	353	2,941
MCCONE	7,924	28	0	7	353	0	88
MEAGHER	1,827	33	0	18	1,806	0	985
MINERAL	4,184	312	3	68	7,457	72	1,625
MISSOULA	116,130	2,684	15	660	2,311	13	568
MUSSELSHELL	4,589	80	2	25	1,743	44	545
PARK	16,114	359	4	78	2,228	25	484
PETROLEUM	789	15	0	4	1,901	0	507
PHILLIPS	4,133	75	2	19	1,815	48	460
PONDERA	6,084	60	0	14	986	0	230

POWDER RIVER	1,746	54	1	11	3,093	57	630
POWELL	6,858	207	2	50	3,018	29	729
PRAIRIE	1,182	51	0	20	4,315	0	1,692
RAVALLI	42,088	642	3	123	1,525	7	292
RICHLAND	11,482	336	1	58	2,926	9	505
ROOSEVELT	11,305	132	6	42	1,168	53	372
ROSEBUD	9,287	135	4	38	1,454	43	409
SANDERS	11,534	276	5	79	2,393	43	685
SHERIDAN	3,648	55	1	20	1,508	27	548
SILVER BOW	34,553	714	5	136	2,066	14	394
STILLWATER	9,406	261	2	65	2,775	21	691
SWEET GRASS	3,623	165	1	34	4,554	28	938
TETON	6,056	103	4	25	1,701	66	413
TOOLE	4,977	111	1	29	2,230	20	583
TREASURE	692	39	0	10	5,636	0	1,445
VALLEY	7,539	90	2	24	1,194	27	318
WHEATLAND	2,117	31	1	6	1,464	47	283
WIBAUX	1,093	27	0	7	2,470	0	640
YELLOWSTONE	158,439	3,710	17	997	2,342	11	629

As shown there are six counties that have a populace of over 50,000. These counties represent approximately 60% of the total state population and all have less than 20 crashes per 100,000 people on average. By comparison, twenty-eight rural communities have over 20 crashes per 100,000 people (going as high as 353), but only represent approximately 12% of the population.

Performance Measures

The following charts represents Montana’s progress in meeting the performance targets and goals established for the NHTSA Core Outcome Measures.

Montana Department of Transportation NHTSA Core Outcome Measures								
Core Measure	Description	2011	2012	2013	2014	2015	2018 Target	2020 Goal
C-1*	Number of Fatalities	209	205	229	192	224		
	5-Year Moving Average	225	211	211	205	212	192.6	172
C-2*	Number of Serious Injuries	956	1,129	1,102	965	1,000		
	5-Year Moving Average	1,295	1,164	1,104	1,056	1,029	925.2	796
C-3*	Fatalities/VMT	1.79	1.72	1.90	1.58	1.81	1.527	1.28
C-4	Unrestrained Passenger Vehicle Occupant Fatalities	109	113	108	99	114		
	5-Year Moving Average	112	106	104	104	109	109	98

Montana Department of Transportation NHTSA Core Outcome Measures								
Core Measure	Description	2011	2012	2013	2014	2015	2018 Target	2020 Goal
C-5	Alcohol Impaired Fatalities	82	89	93	73	75		
	5-Year Moving Average	86	83	83	82	82	89	82
C-6	Speed-Related Fatalities	75	88	76	52	91		
	5-Year Moving Average	79	78	79	72	76	81	74
C-7	Motorcyclist Fatalities	20	30	35	23	24		
	5-Year Moving Average	29	27	27	27	26	30	28
C-8	Un-helmeted MC Fatalities	10	21	22	12	18		
	5-Year Moving Average	17	17	17	16	17	19	17
C-9	Fatalities Involving Drivers Age 20 or Less	24	28	24	26	35		
	5-Year Moving Average	32	31	29	26	27	27	24
C-10	Pedestrian Fatalities	15	8	24	10	14		
	5-Year Moving Average	13	11	14	13	14	14	13
C-11	Bicycle Fatalities	1	1	1	2	1		
	5-Year Moving Average	2	1	1	1	1	1	1
Core Behavior Measure								
		2012	2013	2014	2015	2016	2018 Target	2020 Goal
B-1	Observed Seat Belt Use	76.3%	74%	74%**	77%	76.2%	77.6%	77.7%
Core Activity Measures								
		2011	2012	2013	2014	2015	2017 Target	2020 Goal
A-1	Seat Belt Citations Issued During Grant-Funded Activities	2,374	1,975	2,610	2,661	3,348	N/A	N/A
A-2	Impaired-Driving Arrests Made During Grant- Funded Activities	496	468	361	570	415	N/A	N/A
A-3	Speeding Citations Issued Grant-Funded Activities	11,132	10,117	9,842	9,563	8,657	N/A	N/A
Other MDT Outcome Measures								
Core Measure	Description	2011	2012	2013	2014	2015	2018 Target	2020 Goal
O-1	Native American Fatalities	24	38	30	37	44		
	5-Year Moving Average	37	36	31	31	35	33	32

*The goals established for fatalities, VMT, and serious injuries are the goals utilized for the CHSP, the HSP and the HSIP.

Standard Target Statements

The standardized target statements are as follows:

Performance Measure Identifier	Core Performance Measure and Goals
C-1) Traffic Fatalities (FARS)	To decrease traffic fatalities 2.1% from the 2010-2014 five year rolling average of 211 to 172 by December 31, 2020. (Established in the CHSP.)
C-2) Serious Traffic Injuries (State Crash Data Files)	To decrease the serious traffic injuries 6.7% from the 2010-2014 five year rolling average of 1,029 to 796 by December 31, 2020. (Established in the CHSP.)
C-3) Fatalities/VMT (FARS/FHWA)	To decrease the fatalities/VMT from the 2010-2014 five year rolling average of 1.8 to 1.28 by December 31, 2020. (Established in the CSHP.)
C-3a Rural Fatalities/VMT	To decrease rural fatalities/VMT from the 2010-2014 five year rolling average of 2.43 to 2.42 by December 31, 2020.
C-3b Urban Fatalities/VMT	To decrease the urban fatalities/VMT from the 2010-2014 five year rolling average of 0.33 to 0.22 by December 31, 2020.
C-4) Unrestrained Passenger Vehicle Occupant Fatalities (FARS)	To decrease unrestrained passenger vehicle occupant fatalities in all seating positions from the 2010-2014 five year rolling average of 104 to 98 by December 31, 2020.
C-5) Alcohol Impaired Driving Fatalities (FARS)	As trend data indicates a rise in alcohol impaired driving fatalities, MDT hopes to maintain alcohol fatalities at the 2010-2014 five year rolling average of 82 through December 31, 2020. This would be a reduction in the overall trend.
C-6) Speeding Related Fatalities (FARS)	To decrease speed-related fatalities 5.0% from the 2010-2014 five year rolling average of 78 to 74 by December 31, 2020.
C-7) Motorcyclist Fatalities (FARS)	In response to the increasing trend line, MDT hopes to maintain motorcyclist fatalities at the current 2010-2014 five year rolling average of 28 through December 31, 2020.
C-8) Unhelmeted Motorcyclist Fatalities (FARS)	In response to the increasing trend line, MDT hopes to maintain unhelmeted motorcyclist fatalities at the 2010-2014 five year rolling average of 17 through December 31, 2020.
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	To decrease drivers age 20 or younger involved in fatal crashes 9.8% from the 2010-2014 five year rolling average of 27 to 24 by December 31, 2020.
C-10) Pedestrian Fatalities (FARS)	To decrease pedestrian fatalities 3.5% from the 2010-2014 five year rolling average of 14 to 13 by December 31, 2020.
C-11) Bicyclist Fatalities (FARS)	To decrease bicyclist fatalities 0.0% from the 2010-2014 five year rolling average of 1 to 1 by December 31, 2020.
B-1) Seat Belt Use Rate (Observed Seat Belt Use Survey)	To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles .7% percentage points from a rate of 77% in 2015 to 77.7% by December 31, 2020.
O-1) Native American Fatalities	To decrease Native American fatalities 3% from the 2010-2014 five year rolling average of 33 to 32 by December 31, 2020.

Performance Report

The chart below gives a brief synopsis of the goals and the progress Montana has made toward meeting those goals.

Core Measure	Description	2015 Target	Status	Comments
C-1	Number of Fatalities*	182	Goal Not Met: The five-year average for fatalities was 212 for 2015.	There were 224 fatalities in Montana during 2015. This goal is set through the CHSP and utilized a ten-year trend versus a five-year trend. It is a very aggressive goal given the number of fatalities Montana has been experiencing each year. (See further explanation below.)
C-2	Number of Serious Injuries*	1,002	Goal Not Met: The five-year average for serious injuries was 1,029 in 2015.	During 2015, there were 1,000 serious injuries. This remains consistent with previous years. Again, this goal is established through the CHSP process, using a six-year trend and is a very aggressive goal. (See further explanation below.)
C-3	Fatalities/VMT*	1.84	Goal Was Met: According to 2015 data, the VMT for 2015 was 1.81.	The fatalities rate for VMT was 1.81 during 2015. This was a significant increase from 2014, when the rate was 1.58, however, is consistent with years prior 2014. This goal is also established through the CHSP process using a ten-year trend and again is a very aggressive goal. (See explanation below.)
C-4	Unrestrained Passenger Vehicle Fatalities	98	Goal Not Met: The five-year average number of unrestrained fatalities was 109 for 2015.	Unrestrained fatalities increased by 16% from 2014 to 2015. During Montana's legislative session in 2017, a primary seat belt bill was introduced but failed to pass. MDT is implementing a new occupant protection campaign that is more thoughtful and personal in effort to change this trend.
C-5	Alcohol Impaired Fatalities	81	Goal Not Met: According to 2015 data Montana had a five-year average for alcohol-	In 2015, Montana had the second lowest year for impaired driving fatalities during the five-year look back period. There were 75 impaired driving fatalities during

Core Measure	Description	2015 Target	Status	Comments
			related fatalities of 82 during 2015.	2015, up by only two from 2014. However, this decreased dramatically from 2013 when the number of impaired driving fatalities was 93.
C-6	Speed-Related Fatalities	67	Goal Not Met: The five-year average for speed-related fatalities was 76 in 2015.	The number of speeding fatalities increased significantly during 2015 from 52 in 2014 to 91 in 2015. At this time, it is unclear the reason for this increase. During 2015, the legislature did pass a bill that increased the speed limit from 75 to 80 on some of Montana's highways. MDT will need to analyze this further and watch for future trends to determine if this impacted speed related fatalities.
C-7	Motorcyclist Fatalities	23	Goal Not Met: The data indicates that the five-year average for motorcycle fatalities was 26 in 2015.	Montana had 24 total fatalities which is consistent with 2014 when there were 23. Although the target was not met, these years are significantly lower than 2013, when the total number of fatalities was 35
C-8	Unhelmeted MC Fatalities	14	Goal Not Met: The five-year average for un-helmeted fatalities was 17 in 2015.	The number of unhelmeted fatalities increased dramatically during 2015, up 50%. Montana does not have a helmet law which contributes to the large number of unhelmeted fatalities. Although there was a large increase during 2015, Montana remains on track to meet the 2020 target of 17.
C-9	Fatalities Involving Drivers Age 20 or Less	27	Goal Was Met: The five-year average for the period ending in 2015 was 27.	After peaking in 2009 at 41, MDT has seen fatalities involving young drivers decrease over the last few years.
C-10	Pedestrian Fatalities	11	Goal Not Met: Pedestrian fatalities five-year average was 14 for the period of 2011-2015.	During 2015, there were 14 pedestrian fatalities in Montana. After peaking in 2013 at 24, pedestrian fatalities have continued to decline making the 2020 goal of 13 attainable.
C-11	Bicycle Fatalities	0	Goal Not Met: The five-year average for bicycles fatalities was 1.	Historically, MDT reports 0 or 1 bicycle fatality per year.

Core Measure	Description	2015 Target	Status	Comments
B-1	Observed Seat Belt Use	77.6%	Goal Not Met: The observed seat belt use rate was 76.2% in 2016.	MDT continues to work toward increasing seat belt use. The 2016 observed seat belt survey showed a slightly decline as compared to 2015. However, usage rate is up from 2014 when it was 74%
Other Performance Targets Tracked				
O-1	Native American Fatalities	31	Goal Not Met: The 5-year average (ending 2015) was 35.	Montana saw an increase in Native American fatalities in 2015, when there was a total of 44. This represented approximately 20% of all Montana fatalities. However, impaired driving fatalities have decreased over the last three years and unrestrained fatalities have also decreased. (See more information in the Native American section, page 59.)

Areas Tracked But No Targets Set			
		2015 Data	2016 Data
A-1	Seat Belt Citations Issued During Grant-Funded Activities	3,348	2,862
A-2	Impaired-Driving Arrests Made During Grant-Funded Activities	415	361
A-3	Speeding Citations Issued Grant-Funded Activities	9,665	8,657

*These goals were established during the CHSP process and are used in the HSP and the HSIP. The CHSP process used ten-year trend to establish the goals for fatalities and fatality rate. However, the goal for total serious injuries was established utilizing a six-year trend. The reason the six-year trend was used is given the large numbers of serious injuries prior to 2008, development of a trendline using 10 years of data would have resulted in a very steep slope and established an overly aggressive target.

Other safety projects Montana has implemented include the construction of centerline stripe rumble strips on many of the rural two-lane highways. MDT is currently conducting a five-year statewide installation of centerline rumble strips designed to prevent roadway departure crashes, particularly head-on and sideswipe crashes that occurs when a vehicle crosses the median of a two-lane highway into the oncoming lane of traffic.

Under federal guidelines, in order to qualify for NHTSA funding, Montana must provide certain traffic safety programs. The current programs that Montana is using includes the Click it or Ticket National Mobilization, the Labor Day Crackdown, CPS Inspection Sites, CPS Training, Sustained Enforcement, and focusing efforts on at-risk populations. Because these ensure Montana is eligible for 402 and 405 funding, these projects are given high priority when making funding decisions.

Media Evaluation

During 2016, MDT conducted statewide surveys to determine the effectiveness of these campaigns and the perceptions and attitudes of Montana drivers. These surveys were conducted directly after the May Mobilization media push and then again after Labor Day. A summary of the results of each survey are as follows.

Click or Ticket National Mobilization Survey

The 2016 May Mobilization survey was distributed in the Montana Driver’s License offices in Billings, Bozeman, and Kalispell, Montana during the time period of June 7 through June 20. The distribution was administered by individual trained interviewers. A minimum of 140 interviews/surveys were completed in each market resulting in a total of 420 interviews/surveys.

Of those that completed the survey 53% were male and 47% were female. In addition, 28% were ages 21 to 25; 22% were ages 26-34; 10% were ages 35-39; 15% were ages 40-49; and 25% were ages 50-59.

The following are some highlights of the May Mobilization Survey:

Question	Always	Most of the Time	Half the Time	Rarely	Never
How often do you use seat belts while driving or riding in vehicles?	289 69%	82 20%	31 7%	8 2%	10 2%
What do you think the chances are of getting a ticket if you are not wearing a seat belt?	70 17%	113 27%	73 17%	146 35%	18 4%

The majority of the respondents indicated they “always” or “most of the time” wear their seat belt, (89%). However, many felt their chances of getting a ticket were not high with 39% believing they would “rarely” or “never” get a ticket.

Question	Very Strictly	Somewhat Strictly	Not Very Strictly	Rarely	Not at All
Do you think the Montana State/Local Police and Sheriff’s departments enforce seat belt laws?	78 19%	206 49%	99 24%	27 6%	10 2%

The results of this question are interesting in that many of these respondents felt their chance of getting a ticket were slim (previous chart), however, a greater majority felt the enforcement of seat belt laws was “very” or “somewhat” strictly enforced.

Question	Yes	More Than Once	No
Have you ever received a ticket for not wearing your seat belt or for an unbelted passenger?	52 12%	5 1%	363 87%

87% of the respondents have never received a ticket for not wearing their seat belt. These results are not surprising since 89% of the same individuals indicated they “always” or “most of the time” wear a seat belt.

Question	More Than Usual	About the Same	Less Than Usual
In the past month or so, do you think the level of public messages about using a safety belt or buckling up in a vehicle has been	97 23%	295 70%	28 7%
Compared with 3 months ago, are you wearing your seat belt ...	77 18%	337 77%	6 8%

About one quarter of the respondents felt the message had increased during the last month. Also, 18% were wearing the seat belt more often.

In addition to the intercept survey, MDT also conducted a survey through social media to include a different demographic. This survey was distributed through targeted Facebook advertising aimed at the primary (Male 28-34) and secondary target demographic (Women 18-34) living in the state of Montana.

The survey received a total of 50 responses. Of those 34% were male and 62% were female (4% preferred not to disclose their gender) and 84% were between the ages of 15 and 34. The survey was live for approximately two weeks in June 2016.

The following are some highlights of the Facebook survey.

Question	Always	Most of the Time	Some of the Time	Never
How often do you use seat belts while driving or riding in vehicles?	77%	17%	6%	0%

When asked what they thought the chances were of getting a ticket if you were not wearing a seatbelt, 26% felt they would be ticketed every time, however, 37% thought it would be rare. This is similar to the results of the intercept survey discussed above.

General knowledge of MDT campaigns was higher, with 30% of respondents saying that they recalled seeing or hearing advertisements from MDT in the past 60 days (compared to 26% in the 2015 May survey and 30.91% in the September 2015 survey). The majority of responses indicated that the

message they most remembered from the MDT campaigns concerned texting and driving, though seatbelt use was a close second, with one respondent identifying “Click it or Ticket” by name. People who recalled ads from MDT said that they had seen or heard them most through the radio (22%), billboards (18%), television (12%), and Facebook (8%).

The full report on these surveys is available from Montana’s Highway Traffic Safety Section.

Labor Day Mobilization

From September 7 through September 16, 2016, a one-page questionnaire was distributed at Montana Driver’s License offices in Billings, Bozeman and Kalispell. This purpose of this survey was to capture attitudes, perceptions and awareness of media messages regarding impaired driving.

A total of 432 interviews/surveys, from respondents ages 21-59 years old, were conducted. The minimum age distribution and quantity for collecting the surveys in each market was:

- 21-34 years old – minimum of 70 surveys with 40 surveys being males
- Males or Females ages 35-59 years old – balance the remaining surveys

54% of the respondents were males and 46% were female. 25% were ages 21-25; 25% were ages 26-34; 14% were ages 35-39; 18% were ages 40-49; and 18% were ages 50-59.

The following are some highlights of the Labor Day Survey:

Question	Very Strictly	Somewhat Strictly	Not Very Strictly	Rarely	Not at All
Do you think the Montana State/Local Police and Sheriff’s departments enforce drinking and driving laws?	38%	49%	11%	2%	0%

Question	Always	Nearly Always	Sometimes	Seldom	Never
What do you think the chances are of getting arrested if you drive after drinking?	15%	25%	41%	16%	3%

As shown, 87% of respondents thought the laws were enforced “very” or “somewhat” strictly. However, only 40% felt they would “always” or “nearly always” be arrested for drinking and driving.

When asked if they had seen, heard or read anything about additional drunk driving enforcement, 40% indicated yes, while 60% indicated no. When followed up with where they had heard the information, 67% indicated radio; 49% indicated TV; and 31% indicated billboard. There were other responses such as social network, website or poster, but those did not perform as well.

Question	Not a very big Problem	Somewhat of a Problem	A Moderate Problem	A Significant Problem	One of our Worst Problems
On a scale of 1 to five, how bad is drunk driving in Montana?	5%	23%	24%	35%	15%

The responses with regard to how big a problem drunk driving is have remained fairly consistent with 2015. The majority believe it is a “significant problem” and “one of our worst problems”.

MDT also conducted post-Labor Survey through social media in addition to the intercept survey. This survey was distributed through targeted Facebook advertising aimed at the primary (Male 28-34) and secondary demographic (Women 18-34) targets living in the state of Montana.

There were 144 survey responses, which was significantly more than received for the May Mobilization on-line survey. Of those, 35% were male and 65% were female while 96.5% were between the ages of 15 and 34. The survey was live for approximately one week in September 2016.

Some of the highlights are as follows:

Question	Always	Most of the Time	Half of the Time	Rarely
What do you think are the chances of someone getting arrested if they drive after drinking?	5%	22%	27%	45%

Respondents were also questioned about their own driving habits. When asked how often in the past 60 days, they had driven a motor vehicle within two hours of drinking alcoholic beverages, 123 respondents reported a total number of 180 times. There were two responses that skewed the data. These two outliers claimed to have consumed alcohol and driven a motor vehicle 50 and 61 times, respectively in a 60-day period. The average individual response was approximately two times.

The entire report is available from Montana’s Highway Traffic Safety Section.

Youth Risk Behavior Survey

The Office of Public Instruction conducts the Youth Risk Behavior Survey bi-annually. This survey is used to determine the prevalence of health-risk behaviors as self-reported by Montana youth and assist in setting appropriate strategies and goals for young drivers.

In 2015, vehicle-related data showed statistically no change in the percentage of students who never or rarely wore a seat belt when driving a car, drove impaired or rode with an impaired driver, or who text and drive. However, the percentages are gradually decreasing.

2015 Youth Risk Behavior Survey	2005	2007	2009	2011	2013	2015
QN90: Percentage of students who never or rarely wear a seat belt when driving (among students who drive a car).					11.4	8.2
QN9: Percentage of students who rarely or never wore a seat belt (when riding in a car driven by someone else)	13.9	14.2	13.1	11.2	10.1	9.5
QN10: Percentage of students who rode with a driver who had been drinking alcohol (in a car or other vehicle one or more times during the 30 days before the survey)	34.4	32.9	28.8	26.1	24.5	23
QN11: Percentage of students who drove when drinking alcohol (one or more times during the 30 days before the survey, among students who had driven a car or other vehicle during the 30 days before the survey)					12.6	10.9
QN91: Percentage of students who talked on a cell phone while driving (on at least 1 day during the 30 days before the survey, among students who drove a car or other vehicle).					61.3	58.1
QN12: Percentage of students who texted or e-mailed while driving a car or other vehicle (on at least 1 day during the 30 days before the survey, among students who had driven a car or other vehicle during the 30 days before the survey)					55.8	54.6

The entire report is available at <http://opi.mt.gov/Reports-Data/YRBS.html>.

Highway Safety Strategies and Projects

Grant Funding Process

MDT State Highway Traffic Safety Section (SHTSS) utilizes an electronic application process. This system, the Montana Grants and Loan System (Webgrants) allows SHTSS to monitor all projects from application to close-out. This includes application reviews, the award process, fiscal/programmatic monitoring and grant close-out. While the system does not significantly impact the process, it streamlines and automates it for better grant monitoring.

To notify potential applicants of the funding opportunity, SHTSS provided information via emails to known traffic safety stakeholders. In addition, information was provided in the MDT *Newsline*, a quarterly newsletter, and provided to transportation stakeholders and published on-line. Applications were due by March 1, 2017.

After the March 1 deadline, a determination is made on whether the application is an eligible project. To be eligible the project must meet Federal criteria for traffic safety funding, be in support of the CHSP strategies and projects developed by the strategic partners, and be an evidenced-based

countermeasure. If it is determined that an application is ineligible, the applicant is notified in writing of the specific reason for ineligibility.

Once an application has been found eligible, a team of reviewers scores all the applications and conduct several meetings to discuss the proposals. Projects were evaluated and scored based on the following criteria which are weighted (points available shown below):

- How they align with the strategies in the CHSP (5 points);
- Identification of the problem based on the applicant's review of the data (20 points);
- What the long-range goal is and how it can further the goals of the CHSP (5 points);
- What are the objectives and are they appropriate for meeting the goal of the project (30 points);
- Is there a clear method for evaluating the impact of the project (20 points);
- Does the applicant have a plan to sustain the project into the future (10 points);
- The detail provided in the budget (10 points); and
- Past performance (if applicant has had previous grants) (15 points).

All projects are funded with the belief that all activities will help MDT in reaching all the goals established for NHTSA's Core Performance Measures and will make Montana's roadways safer. Each project then is required to have a specific outcome for the project. That outcome is described, by project, in the appropriate section of this document (i.e., Occupant Protection, Law Enforcement Services, etc.).

If an applicant is unsuccessful during the scoring process, they are notified in writing. They are provided the opportunity to meet with SHTSS staff to determine how they can improve their application for the future.

A summary of the successful applicants is presented to the Governor's Representative, Mike Tooley, for approval. After the GR approves the plan, SHTSS staff will start contract negotiations with successful applicants with the understanding that funding is dependent upon NHTSA approval of the HSP. All applicants will be informed of grant status by letter.

The final list of proposed projects for FFY 2018 is presented in this Highway Safety Plan, as reviewed and approved by Governor's Representative, Director of MDT, Mike Tooley for further review and approval by the NHTSA Regional Office.

Occupant Protection

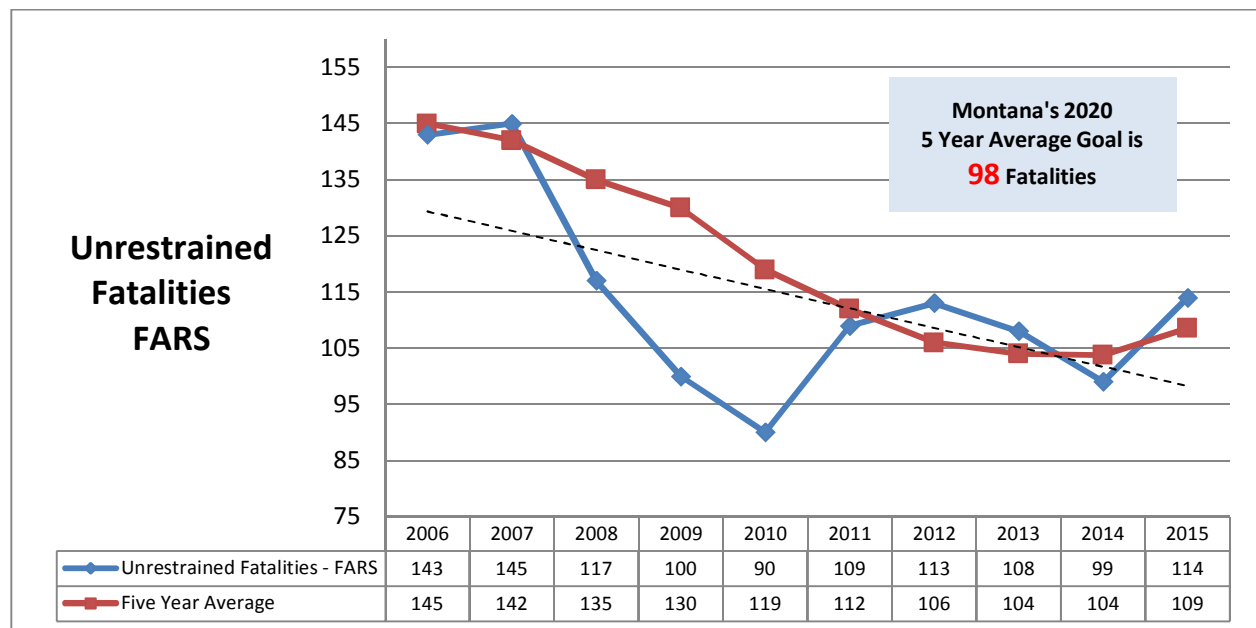
Overview

Montana currently has a secondary enforcement law for seat belt use. Although many attempts have been made to pass legislation making seat belt use a primary offense (including during the 2017 Legislative Session), the bills have consistently failed.

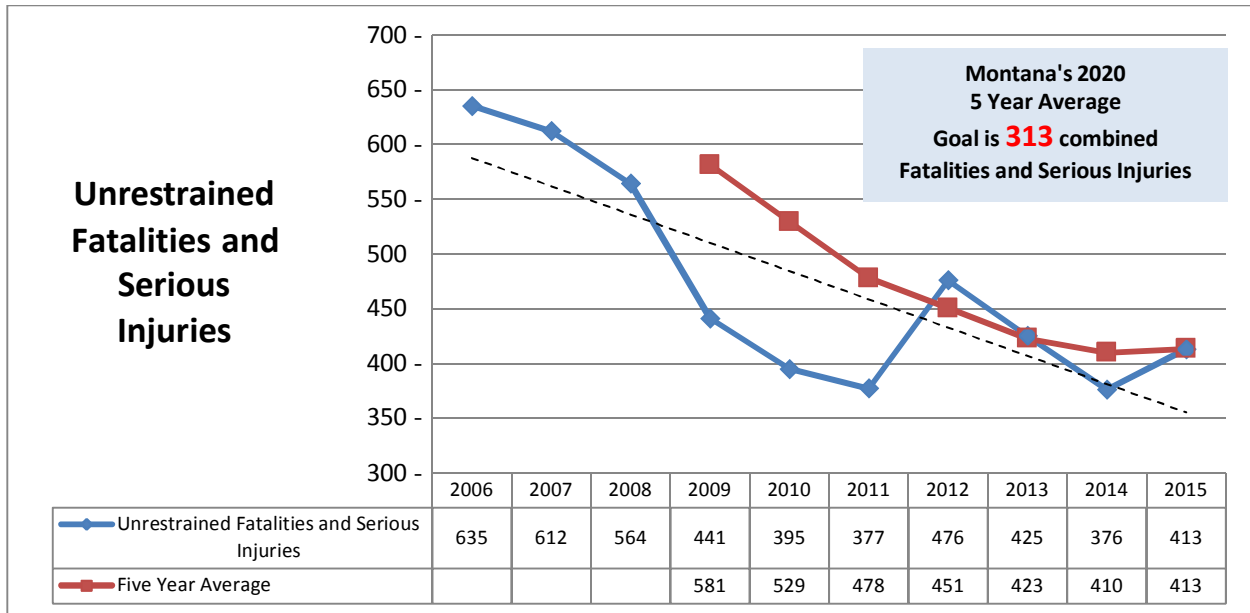
SHTSS has established three goals for seat belt use:

- Reduce the five-year average number of unrestrained vehicle occupant fatalities from 106 in 2014 to 98 by 2020.
- Reduce the five-year average number of unrestrained vehicle occupant fatalities and incapacitating injuries from 410 in 2014 to 313 by 2020.
- Increase the annual statewide seat belt use for the front seat passenger vehicle occupants from 74% in 2014 to 77.7% by 2020.

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



As shown, unrestrained fatalities increased from 99 in 2014 to 114 during 2015. The current five-year average for unrestrained fatalities is 109 and the 2020 target is 98.



Although 2015 data shows a slight increase in unrestrained fatalities and serious injuries, 2015 is the fourth lowest during the last ten years. The dramatic decline in unrestrained fatalities and serious injuries will assist Montana in meeting the 2020 goal of 313. To be successful in meeting this goal, fatalities and serious injuries must decrease by 25 per year, however given the five-year history, the goal is attainable.

Seat Belt Usage Rates							
Year	Interstate	Primary	City	Other	All Roads		
2008	92.1%	81.7%	66.6%	70.7%	79.3%		
2009	82.9%	83.8%	64.9%	75.6%	79.2%		
2010	87.0%	81.2%	64.7%	74.1%	78.9%		
2011	84.4%	80.9%	67.7%	68.8%	76.9%		
2012	82.8%	80.1%	65.7%	70.5%	76.3%		
New Categories as of 2013	Interstate	Primary	Secondary	Other	National Highway System	Urban	All Roads (NHTSA weighted)
2013	82.0%	67.8%	78.0%	61.3%	76.6%	67.6%	74.0%
2014	84.0%	62.0%	71.0%	74.0%	74.0%	68.0%	74.0%
2015	86.5%	65.9%	74.3%	71.1%	80.3%	70.6%	76.8%
2016	80.0%	67.6%	72.0%	76.8%	78.3%	82.4%	76.2%
Chg 1 Yr	-6.5%	1.7%	-2.3%	5.7%	-2.0%	11.8%	-0.6%

Source: Montana Department of Transportation Observational Study

Montana implemented the methodology for observed seat belt surveys, revised by NHTSA, during 2013. This is shown in the chart above.

The 2016 observed use of seat belts didn't change significantly from 2015 for all roads. MDT's 2020 goal for seat belt use is 77.7% (five-year average) which is obtainable if the current trend continues.

Problem Analysis

Use of a seat belt is proven to be the most effective tool to reduce fatalities and injuries for adults and children. Data indicates Montana's seat belt use rate has not seen a significant change over the last several years. Despite many attempts to pass a primary seat belt law, Montana remains a secondary enforcement state. As shown on page 35, on average the observed seatbelt use rate is 75%, leaving 25% of the population not using occupant restraints in automobiles. By comparison, the national usage rate is 90% in 2016.

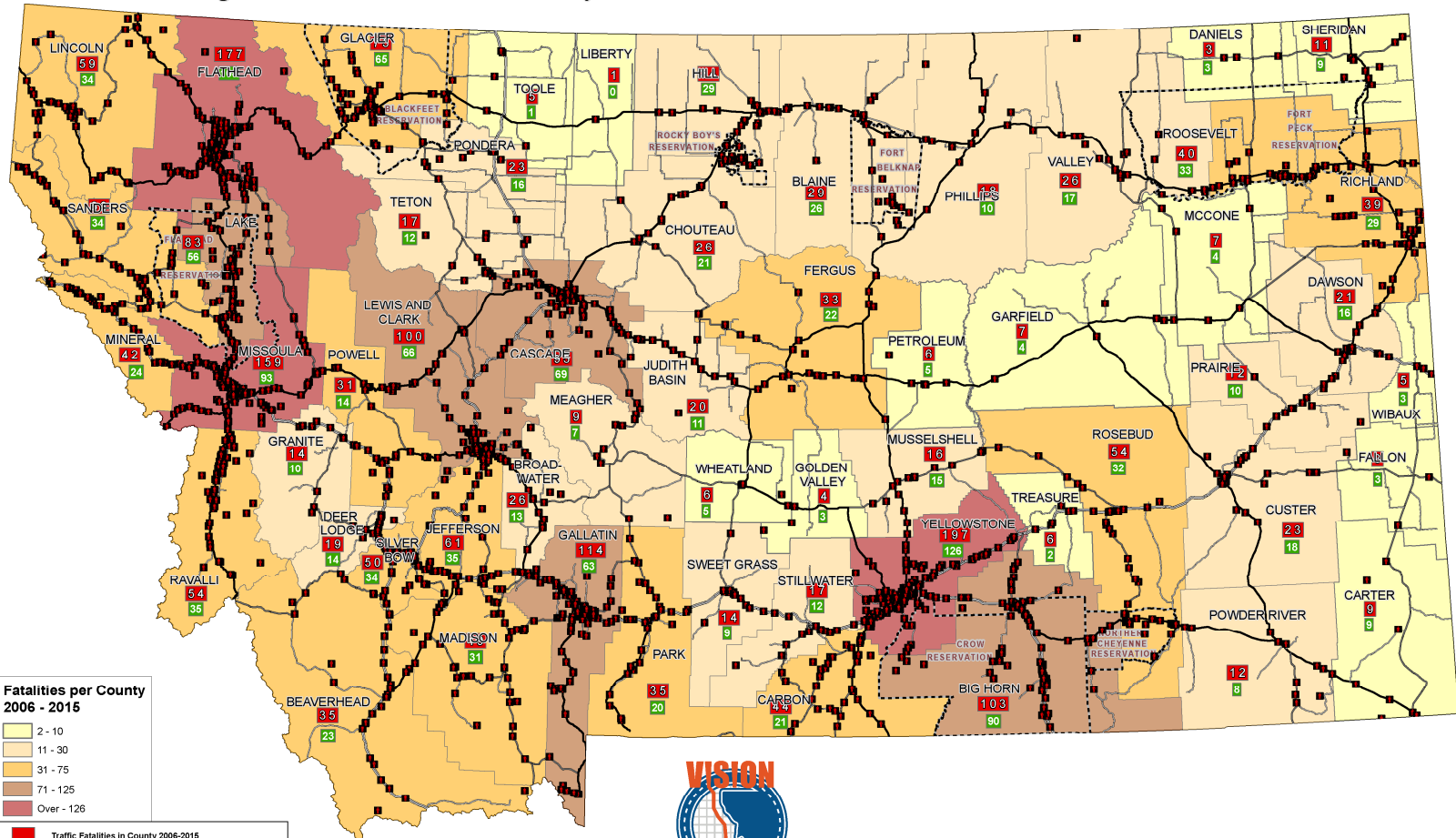
During 2015, Montana had 114 unrestrained fatalities, representing approximately 50% of all fatalities. Although this was an increase in total fatalities as compared to 2014 when there were 99 unrestrained fatalities, it is actually a slight decrease in the overall percent. During 2014, unrestrained fatalities represented 52% of all fatalities. However, this is still unacceptably high.

Most of the unrestrained fatalities are occurring between the months of May and December, which is consistent with all traffic safety crashes and trends in Montana.

2015 Unrestrained Fatalities and Serious Injuries				
		Serious Injury	Fatal Injury	Total F+SI
1	January	15	1	16
2	February	12	5	17
3	March	23	4	27
4	April	22	5	27
5	May	27	10	37
6	June	29	13	42
7	July	36	21	57
8	August	29	20	49
9	September	32	16	48
10	October	31	10	41
11	November	24	9	33
12	December	39	8	47

The map below show the clusters of unrestrained fatalities in Montana. All the projects that have been selected represent those areas with the highest risk.

Roadway Unrestrained Occupant Fatalities in Montana Counties 2006-2015



Fatalities per County 2006 - 2015

- 2 - 10
- 11 - 30
- 31 - 75
- 71 - 125
- Over - 126

- Traffic Fatalities in County 2006-2015
- Unrestrained Occupant Fatalities in County 2006-2015
- Fatal Crash Locations 2006-2015
- Unrestrained Traffic Fatalities in Montana 2006-2015
- 2244** Total Traffic Fatalities in Montana 2006-2015



PREPARED BY THE
STATE OF MONTANA
DEPARTMENT OF TRANSPORTATION
GEOSPATIAL INFORMATION SECTION
Created December 2016 in ArcGIS 10.4.1 using ArcMap, Esri, Inc.
NAD 1983 StatePlane Montana FIPS 2500
Lambert Conformal Conic

CHSP Coordination

Montana's CHSP serves as the occupant protection plan. All projects that are funded through SHTSS are required to support an occupant protection strategy outlined in the CHSP. The following represents how the SHTSS Occupant Protection Program and Projects coordinate with the CHSP.

CHSP Emphasis Area: Occupant Protection

Strategy #1 – Support policies, education, training, programs and activities that promote and increase seat belt and child safety seat use.

Implementation Steps:

- *Encourage state agencies and employers to coordinate and implement workplace traffic safety policies to include seat belt use and other traffic safety measures. Develop a state Network of Employers for Traffic Safety (NETS) or similar public-private partnership focused on traffic safety.*
- *Research underlying beliefs and behaviors of high-risk groups to better understand them; develop and implement strategies by using the appropriate proven and innovative education materials and outreach communication channels.*
- *Develop CPS educational material with updated and consistent information*
- *Sustain and strengthen the National Child Passenger Safety certification Training Program with increased focus on high risk populations.*

Strategy #2 – Support enforcement of existing seat belt and child passenger safety laws.

Implementation Steps:

- *Support targeted enforcement based on demonstrated crash patterns and high-risk drivers.*

Strategy #3 – Continue to support and build collaborative partnerships to increase child occupant protection and seat belt use.

Implementation Steps:

- *Develop public and private partnerships (i.e., elementary, high school and colleges) to develop and disseminate information and educational program regarding unsafe driving behaviors.*

Strategy #4 – Evaluate the effectiveness of ongoing messaging, campaigns, and programs in promoting and/or increasing occupant protection use.

Implementation Steps:

- *To be determined once current campaigns have been evaluated.*

Evidence Based Countermeasures That Work

Montana relies on NHTSA's 2015 *Countermeasures that Work, Chapter 2 Seat Belts and Child Restraints* to ensure projects funded are proven to be effective. The countermeasures utilized in the Occupant Protection Program from Chapter 2 include:

Chapter 2. Seat Belts and Child Restraints

- 2.1 Short Term, High Visibility Seat Belt Law Enforcement
- 2.3 Sustained Enforcement
- 3.1 Supporting Enforcement (Communications and Outreach)
- 3.1 Strategies for Targeting Low Belt Use Groups (Communications and Outreach)
- 5.1 Short-Term High Visibility Child Restraint/Booster Law Enforcement (Countermeasures Targeting Children)
- 6.1 Communications and Outreach Strategies for Older Children
- 6.2 Communications and Outreach Strategies for Child Restraint Use Booster Seat Use
- 7.1 School Programs (Other Strategies)
- 7.2 Inspection Stations (Other Strategies)

The specific countermeasures for a particular project are listed by the project name with the acronym CMW for *Countermeasures that Work* and the section of the chapter that supports the strategy.

In addition to *NHTSA’s 2015 Countermeasures that Work*, MDT utilizes NCHRP 500, Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Volume 11: A Guide for Increasing Seat Belt Use.

Occupant Protection Projects and Strategies

Project Title: Buckle Up Montana (BUMT)

CMW (2.1) (2.3) (3.1) (5.1) (6.1) (6.2) (7.1) (7.2)

Budget: \$150,355

Grassroots coalitions will be provided funding to promote seat belt use. Four coalitions will implement local public information and education programs that reach various demographics to encourage seat belt and child passenger safety seat use. Funding will be used to provide personnel, PI&E materials, training and travel for each coalition. Priority for funding is BUMT’s that have an active CPS program and certified CPS instructors. The four BUMT coalitions will cover Cascade, Flathead, Lewis and Clark, Jefferson, Broadwater, Missoula and Granite Counties. Also, these four will be a resource for statewide CPS training and outreach.



The Local Buckle Up Montana (BUMT) Coordinators also provide support to law enforcement agencies participating in STEP during the National *Click It or Ticket* May Mobilization and other times during the year as requested. They provide law enforcement, businesses and schools with public information and education (PI&E) about the benefits of seat belt and child restraint use and are the education piece of the mobilization campaign.

BUMT Coordinators accomplish their public education efforts by building partnerships and collaborations with other community traffic safety stakeholders.

All the subrecipients will be paid from 405b funding, under the program funding code of M2PE-2018-85-12-18. The funding breakdown is as follows:

Subrecipient	Funding Amount	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
Cascade County	\$35,000	\$0	\$0	N/A	\$0	109582
Flathead County	\$42,355	\$0	\$19,488	N/A	\$0	109853
Missoula City-County Health	\$35,000	\$0	\$0	N/A	\$0	109584
Tri-County (Lewis & Clark, Jefferson, Broadwater)	\$38,000	\$1,930	\$23,793	N/A	\$0	109585

Proposed Project Outcome: Educate the specific communities on seat belt and proper CPS use to assist in meeting the overall occupant protection goals above. Coordinator will also provide CPS seats and checks at the permanent fitting stations in these communities throughout the year, tracking the number of checks and seats provided.

Project Title: Buckle Up Montana Mini-Grants CMW (2.1) (2.3) (3.1) (5.1) (6.1) (6.2) (7.1) (7.2) Budget: \$25,000

Mini-grants will be provided to communities to provide education and outreach regarding the importance of seat belt use and child passenger safety. These grants allow communities to receive funding to assist them with events, media, brochures, etc. to encourage attendees to buckle up.

These grants will also be used to assist local law enforcement officers during high-risk community events. Coordinators will educate the public on seat belt use and inform community members that extra patrols will be at the specific event.

Applications will be accepted throughout the fiscal year. The subrecipients will be selected in FFY2018.

All the subrecipients will be paid from 405b funding, under the program funding code of M2PE-2018-85-12-18. The funding breakdown is as follows:

Subrecipient	Funding Amount	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
Various	\$25,000	UNK	UNK	N/A	\$0	TBD

Proposed Project Outcome: Assist in meeting all the overall occupant protection goals above by educating about seat belt use in support of HVE during high-risk and other local events.

Project Title: Child Passenger Safety Seats CMW (7.2) Budget: \$25,000

MDT will purchase child passenger safety seats for distribution to low income families. Seats will be shipped directly to local permanent CPS inspection stations and also to CPS technicians in counties that don't have inspection stations. This will increase the chance that children will be properly restrained, every trip, every time. Also, it provides an opportunity to educate parents about overall child passenger safety and the importance of every occupant in the vehicle being properly restrained. MDT will use 405b funds up to the estimated 5% cap allowed, and supplement with 402 funds. To purchase these, SHTSS will follow the state purchasing requirements.

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
Procurement Process	402	\$11,000	OP-2018-90-67-18	\$0	\$0	N/A	\$4,400	TBD
	405b	\$14,000	M2CSS-2018-93-24-18					
	Grand Total	\$25,000						

Proposed Project Outcome: Distribution of child passenger safety seats statewide prioritizing the distribution by risk.

Project Title: CPS Technician & Instructor Development

CMW (6.2) (7.2)

Budget: \$25,000

Child passenger safety certification training will continue to help maintain a pool of CPS technicians and instructors throughout the state. This funding will also include hosting an annual statewide CPS Technician and Instructor Update. SHTSS manages this funding internally and coordinates the training ensuring that it is offered in a variety of locations.

This project is used to meet one of the qualifying criteria for Occupant Protection Grants, 405b. It satisfies 1300.21, *Occupant Protection Grants, (4) Child passenger safety technicians.*

Subrecipient	Funding Source	Funding Amount	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
Various Vendors	405b	\$25,000	\$0	\$0	N/A	\$0	TBD

Proposed Project Outcome: Conduct at least four Child Passenger Safety Trainings to certify an additional 30 technicians. Conduct one annual technician and instructor update to ensure certifications do not lapse and instructors receive necessary CEU's to maintain their status.

Budget: \$30,000

Project Title: OP Assessment

In accordance with federal regulation, Montana is required to have an assessment of the Occupant Protection Program during FFY2018. This assessment is scheduled for December 4-8, 2017.

Funding Summary for Occupant Protection Projects

Project Title	402	405B	Total Budget	Indirect Costs	Local Match	MOE	Local Benefit
Buckle Up Montana		\$150,355	\$150,355	\$1,930	\$43,281	N/A	\$0
Buckle Up Montana Mini-Grants		\$25,000	\$25,000	\$0	\$0	N/A	\$0
Child Passenger Safety Seats	\$11,000	\$14,000	\$25,000	\$	\$0	N/A	\$4,400
CPS Technician & Instructor Development		\$25,000	\$25,000	\$	\$0	N/A	\$0
OP Assessment	\$30,000		\$30,000	\$	\$0	N/A	\$0
Total	\$41,000	\$214,355	\$255,355	\$1,930		N/A	\$4,400

Law Enforcement Traffic Services

Overview

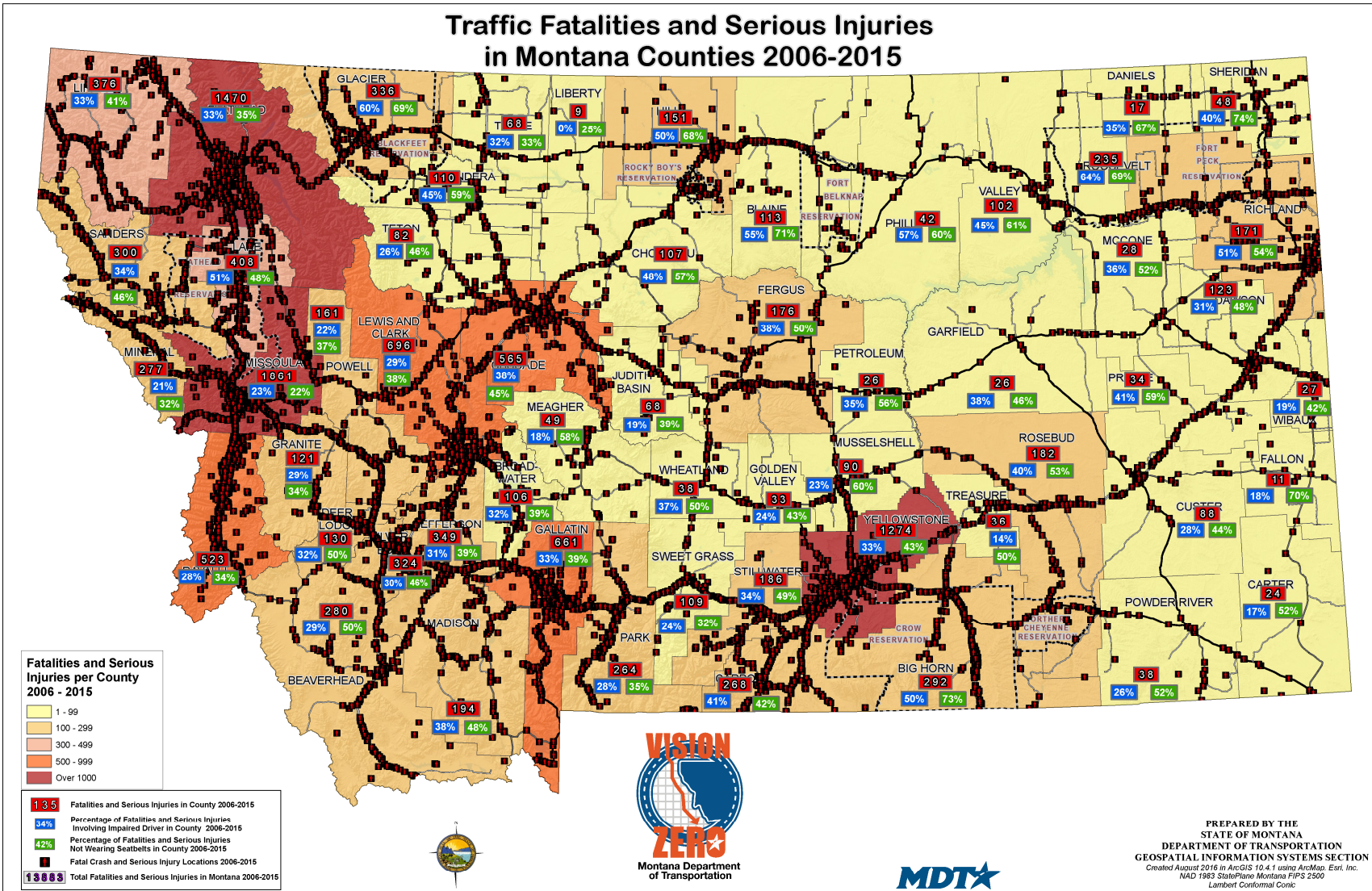
MDT partners with state, local and tribal law enforcement to provide traffic safety enforcement throughout the state. During 2016, over 33,000 citations were written during the 16,000 hours of overtime as a result of the Selective Traffic Enforcement Program. This was down 2,000 citations from 2015, however there were over 4,000 less overtime hours worked. These law enforcement agencies are critical to meeting Montana's traffic safety mission and goals.

Evidence Based Traffic Safety Enforcement Program

When determining where to provide resources for high visibility enforcement, the first step is an analysis of the fatality and crash data to identify the problem. This data is reviewed to establish the at-risk dates, locations, events and times. In addition, consideration is given to entities that have the capacity to provide extra enforcement.

As outlined in the following map, Montana has specific areas that account for most of the fatalities and serious injuries.

Traffic Fatalities and Serious Injuries in Montana Counties 2006-2015



The map includes the total number of fatalities in each county (in red), the number that were impaired (in blue) and the number that were unrestrained (in green). As shown, most fatalities and serious injuries are occurring in Montana's most populous urban areas. Because of this, those areas are given a priority when determining funding levels. These areas generally have more public events that are known to be alcohol related and well attended.

Montana Highway Patrol is given priority consideration as this agency is able to provide coverage to the entire state, ensuring 100% HVE coverage for the state. Through the Safety Enforcement Traffic Team (SETT), MHP compliments local law enforcement agencies with high visibility enforcement at large events that have proven to result in a higher level of impaired drivers, crashes and fatalities, such as rodeos, fairs, and sporting events. In addition to the SETT team, each MHP district is provided STEP funding for overtime patrols in their communities, providing additional statewide enforcement.

Other considerations are given to areas determined to have higher instances of impaired driving as identified in the CHSP. These include Native American Reservations, where the fatality rate is disproportionately represented considering the population. Native American law enforcement agencies are strongly encouraged to participate in the high-visibility enforcement program.

Using the data MDT started collecting in 2011, a productivity formula was developed based on stops per hour, a ratio of DUI and seat belt citations against total citations written per agency, and involvement in mobilizations. Those entities that have shown performance success rates in the above areas are given preference when awarding funds.

SHTSS monitors HVE activities reviewing the effectiveness of each agency's program. If there are concerns, the Law Enforcement Liaison will work with the local agency to determine what issues they may be having and assist them in rectifying the situation. This may result in an adjustment to the plan, if necessary.

In addition, through the mini-grant program, SHTSS staff can recruit or local law enforcement agencies can apply for STEP funding throughout the year. This is done based on an analysis of crash data and citation data in the community, and a review of the specific event statistics (i.e., increased drinking and driving, unrestrained passengers, etc.). If data shows that the community has experienced increased crashes, fatalities or serious injuries during that specific time, the law enforcement agency would be given the opportunity to participate in the program.

Enforcement Plan

All participants are required to participate in the National Click It or Ticket It Mobilization and the Labor Day Impaired Driving Mobilization and the Holiday season mobilization. In addition, all STEP LE agencies are required to participate in at least two other high visibility enforcement efforts for local community events that are high-risk, collaborate with MHP's Safety Enforcement Traffic Team (SETT), and provide media outreach in advance of STEP patrols.

By October 30 of each year, participating agencies are also required to submit a plan for the upcoming year that outlines the other community events for which high visibility enforcement will be provided.

These plans include information on proposed locations and times for enforcement and are available for review at MDT.

The following represents a sample of the plans received. All plans must follow this format. Below is the plan for the City of Bozeman for FFY17.

**BOZEMAN POLICE DEPARTMENT -
STEP Annual Mobilization Plan – FFY 2017 -**

This plan is required in order for the SHTSS to provide your agency with “event specific” media to advertise STEP funded high visibility and/or saturation patrols.

Two local and/or state mobilizations are required which STEP funds will be used such as rodeos, festivals, the Fourth of July, New Year’s Eve or St Patrick’s Day. Please include all additional mobilizations you are planning for the FFY 2017 funding cycle.

FFY 2017 STEP Required Mobilizations - National	
Dates	Event
December 14, 2016 – January 01, 2017	Winter Mobilization
Dates TBD	Memorial Day Mobilization
Dates TBD	Labor Day Mobilization
FFY 2017 STEP Required Mobilizations – State and/or Local*	
Dates	Event
October 28-29	Halloween
Dec 17th (Combined Enforcement Event)	Christmas Parties
March 17th	St. Patrick’s Day
May 5th (Combined Enforcement Event)	Graduation Weekend
June TBD (Combined Enforcement Event)	Madison River Focus
July 17-24	Gallatin County Fair
August 4-6	Sweet Pea Festival

High Visibility Enforcement Strategies to Support National Mobilizations

MDT supports a number of strategies to promote the three national mobilizations, including media publicity. This coverage includes PSA’s, press releases, radio, TV, billboards, social media and other internet based messaging. Community coalitions such as DUI Task Forces, Buckle Up Montana coalitions, and SOAR Coordinators (on reservations) provide additional education regarding impaired driving and the importance of seat belt and child restraint use during mobilizations. These groups increase their educational outreach during this time.

MHP SETT is required to support national mobilizations with additional patrols. The SETT team will support and work with local law enforcement agencies in areas where there are higher rates of impaired driving during the DUI mobilizations, and in areas where seat belt use is low during Click It or Ticket, as shown in historical data. Press releases that are specific to MHP enforcement are provided to newspapers.

A key component of STEP is participation in the national Labor Day impaired driving enforcement crackdown. Law enforcement agencies are required to provide high visibility enforcement during this crackdown, including outreach to the media, and their efforts are supported at the state level by a media campaign. SHTSS includes before, during, and after news release as part of the media strategy.

Similarly, STEP participates in the national Click It or Ticket mobilization that occurs in the weeks surrounding Memorial Day. Local law enforcement agencies are required to provide high visibility enforcement during this mobilization, including outreach to the media, and their efforts are supported at the state level by a media campaign. SHTSS includes before, during, and after news release as part of the media strategy.

During the holiday crackdown all STEP participants were required to conduct high visibility enforcement from December 16, 2016 through January 2, 2017. This was promoted through news releases, radio spots and social media.

CHSP Coordination

Highway visibility enforcement is one of the most important strategies that can impact the number of fatalities and serious injuries in Montana. All projects receiving funding must support a strategy in the CHSP. The CHSP strategies that support law enforcement include:

CHSP Emphasis Area: Roadway Departure and Intersection Crashes

Strategy #2 – Reduce and mitigate speed-related roadway departure and intersection crashes.

Implementation Steps:

- *Support targeted enforcement based on demonstrated crash patterns and high-risk drivers.*

Strategy #5 – Support and increase enforcement of proper road use behaviors of all users in high crash corridors and high crash locations.

Implementation Steps:

- *Implement technologies and equipment to aid law enforcement in conducting enforcement.*
- *Implement and support targeted enforcement efforts to prevent intersection and roadway departure crashes.*

Strategy #7 – Improve the Prosecution and Adjudication of all roadway user violations.

Implementation Steps:

- *Increase education and training for law enforcement, prosecutors and the judiciary to ensure consistent citing and adjudication of traffic offenses and consideration of alternative sentencing (i.e., safety education).*

CHSP Emphasis Area: Impaired Driving

Strategy #2 – Reduce impaired driving through enforcement.

Implementation Steps:

- *Sustain Drug Recognition Expert (DRE) and related training and increase collaboration between DRE's and law enforcement agencies*
- *Support targeted enforcement based on demonstrated crash patterns and high-risk drivers.*
- *Support local and state law enforcement efforts that include but are not limited to high visibility enforcement*

Strategy #3 –Reduce impaired road users through prevention education.

Implementation Steps:

- *Develop public education campaigns on a range of impaired driving topics.*
- *Research underlying beliefs and behaviors of high-risk groups to better understand them; develop and implement strategies by using the appropriate proven and innovative education materials and outreach communication channels.*

CHSP Emphasis Area: Occupant Protection

Strategy #2 – Support enforcement of existing seat belt and child passenger safety laws.

Implementation Steps:

- *Support targeted enforcement based on demonstrated crash patterns and high-risk drivers.*

Evidence Based Countermeasures that Work

To implement the Law Enforcement Traffic Services Program, MDT relies on *NHTSA's 2015 Countermeasures that Work*, Chapter 1 Alcohol and Drugged Driving, and Chapter 2 Seat Belts and Child Restraints to ensure projects funded are proven to be effective. The countermeasures utilized in the Law Enforcement Traffic Services Program include:

Chapter 1: Alcohol and Drugged Driving

- 2.2 High Visibility Saturation Patrols (Deterrence: Enforcement)
- 5.2 Mass-Media Campaigns (Prevention, Intervention, Communications and Outreach)
- 7.1 Enforcement for Drugged Driving (Drugged Driving)

Chapter 2: Seat Belts and Child Restraints

- 2.1 Short High-Visibility Belt Law Enforcement
- 2.3 Sustained Enforcement

The specific countermeasures for a particular project are listed by the project name with the acronym CMW for Counter Measures that Work and the section of the chapter that support the strategy.

In addition to *NHTSA's 2015 Countermeasures that Work*, MDT utilizes NCHRP 500, Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Volume 11: A Guide for Increasing Seatbelt Use, and, Volume 16: A Guide for Reducing Alcohol-Related Collisions.

Law Enforcement Traffic Services Projects and Strategies

Project Title: Law Enforcement Liaison

CMW (Ch. 1 2.2) (Ch. 2 2.1/2.3) Budget: \$40,000

MDT has divided Montana’s existing city, county, tribal, and state law enforcement agencies into four regions. MDT has three liaisons, with one of those coordinating two regions. The LEL is responsible for increasing productivity of the STEP program and work to develop a “One Team” approach aimed at increasing seat belt usage and eliminating impaired driving. The liaisons work to involve STEP participants and non-participants in local high visibility events.

Below is the funding breakdown for each subrecipient: (None of the applicants have indirect costs.)

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Match	MOE	Local Benefit	Montana Contract Number
City of Missoula	402	\$5,180	SE-2018-85-08-18	\$0	N/A	\$3,148	109539
	405b	\$2,130	M2HVE-2018-85-10-18				
	164	\$2,690	M4HVE-2018-85-16-18				
	Grand Total	\$10,000					
City of Belgrade	402	\$5,180	SE-2018-85-08-18	\$500	N/A	\$3,148	109542
	405b	\$2,130	M2HVE-2018-85-10-18				
	164	\$2,690	M4HVE-2018-85-16-18				
	Grand Total	\$10,000					
Montana Sheriff and Peace Officers Association	402	\$10,360	SE-2017-85-08-17	\$0	N/A	\$6,296	109541
	405b	\$4,260	M2HVE-2017-85-10-17				
	164	\$5,380	M4HVE-2017-85-16-17				
	Grand Total	\$20,000					

Proposed Project Outcome: Recruit rural law enforcement agencies in the district to participate in STEP events throughout the year and assist in coordination of the event.

Project Title: Selective Traffic Enforcement Team (SETT)

CMW (Ch. 1 2.2) (Ch. 2 2.1/2.3) Budget: \$683,500

MDT proposes to fund Montana Highway Patrol (MHP) to provide a Safety Enforcement Traffic Team known as SETT. This roving patrol began in 2008 with the goal of providing extra patrols to improve public safety. This is a team dedicated to traffic safety issues with the goal of deterring and detecting impaired driving, unrestrained passengers, speeding, and a host of other traffic safety offenses as well as provide education to the motoring public.

In addition to providing sustained enforcement throughout the entire state, the team partners with local law enforcement agencies during high-risk events in their communities. The SETT team offers the bonus of additional law enforcement to patrol these events and deter risky driving behavior.

Special attention by law enforcement is believed to be one of the contributing factors to achievement of the Montana CHSP goals and strategies to reduce fatalities and incapacitating injuries in Montana.

Below is the funding breakdown for this program: -

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
Montana Highway Patrol - SETT	164al	\$512,625	164AL-2017-90-62-17	\$43,221	\$64,800	N/A	\$273,400	109561
	402	\$170,875	SE-2017-90-70-17					
	Grand Total	\$683,500						

This project is used to meet one of the qualifying criteria for Occupant Protection Grants, 405b. It satisfies 1300.21, Occupant Protection Grants, (e) Qualification criteria for a lower seat belt use rate State, (3) Seat belt enforcement.

Proposed Project Outcome: Participate in all three national mobilizations. Assist in seven other local events identified as follows:

- Montana State University vs. University of Montana football game
- Flathead/Whitefish Winter Carnival Festival
- Butte/Silverbow St. Patrick’s Day Celebration
- 4th of July Celebration
- Carbon and Yellowstone County Iron Horse Rodeo Celebration
- Butte Evil Knievel Days Celebration
- Missoula Testicle Festival

Others may be added and some may be deleted depending on the event and need.

Project Title: Selective Traffic Enforcement Program (STEP)

CMW (Ch. 1 2.2) (Ch. 2 2.1/2.3) Budget: \$490,800

During FFY18, MDT will continue to work with state, county, and city law enforcement to address impaired driving, occupant protection, speed, and distracted driving. These agencies will provide a combination of national mobilizations and sustained HVE. MDT’s HVE campaigns are aligned with national and state communications calendars.

MDT proposes to fund 16 agencies, including the Montana Highway Patrol, to conduct high visibility enforcement throughout the state. Subrecipients are required to participate in the “Click or Ticket” campaign, the Labor Day Impaired Driving Campaign, and the Holiday Season Campaign. In addition to those campaigns, each participant must conduct two local mobilizations of their choice at events that are high-risk in their community and perform three additional sustained enforcement shifts per quarter. MDT defines a shift as a four-hour patrol.

With MHP participating in the program through each of their eight districts and the SETT team, the entire state of Montana is covered by on-going sustained enforcement and during the three national mobilizations.

Below is the funding breakdown for each proposed subrecipient:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
City of Belgrade	164al	\$2,475	164AL-2017-90-62-17	\$0	\$0	N/A	\$2,896	109543
	402	\$4,765	SE-2017-85-08-17					
	405b	\$1,960	M2HVE-2017-85-25-17					
	Grand Total	\$9,200						
City of Billings	164al	\$1,722	164AL-2017-90-62-17	\$0	\$0	N/A	\$2,015	109544
	402	\$3,315	SE-2017-85-08-17					
	405b	\$1,363	M2HVE-2017-85-25-17					
	Grand Total	\$6,400						
City of Bozeman	164al	\$3,329	164AL-2017-90-62-17	\$0	\$0	N/A	\$3,896	109545
	402	\$6,410	SE-2017-85-08-17					
	405b	\$2,636	M2HVE-2017-85-25-17					
	Grand Total	\$12,375						
Butte-Silver Bow	164al	\$3,329	164AL-2017-90-62-17	\$0	\$0	N/A	\$3,896	109546
	402	\$6,410	SE-2017-85-08-17					
	405b	\$2,636	M2HVE-2017-85-25-17					
	Grand Total	\$12,375						
City of Columbia Falls	164al	\$2,825	164AL-2017-90-62-17	\$0	\$0	N/A	\$3,305	109547
	402	\$5,438	SE-2017-85-08-17					
	405b	\$2,237	M2HVE-2017-85-25-17					
	Grand Total	\$10,500						
Dawson County	164al	\$2,475	164AL-2017-90-62-17	\$0	\$0	N/A	\$2,896	109548
	402	\$4,765	SE-2017-85-08-17					
	405b	\$1,960	M2HVE-2017-85-25-17					
	Grand Total	\$9,200						
Flathead County	164al	\$3,228	164AL-2017-90-62-17	\$0	\$0	N/A	\$3,778	109549
	402	\$6,216	SE-2017-85-08-17					
	405b	\$2,556	M2HVE-2017-85-25-17					
	Grand Total	\$12,000						
Gallatin County	164al	\$5,380	164AL-2017-90-62-17	\$0	\$0	N/A	\$6,296	109550
	402	\$10,360	SE-2017-85-08-17					
	405b	\$4,260	M2HVE-2017-85-25-17					
	Grand Total	\$20,000						
City of Glendive	164al	\$2,152	164AL-2017-90-62-17	\$0	\$0	N/A	\$2,518	109551
	402	\$4,144	SE-2017-85-08-17					
	405b	\$1,704	M2HVE-2017-85-25-17					
	Grand Total	\$8,000						
City of Havre	164al	\$1,722	164AL-2017-90-62-17	\$0	\$0	N/A	\$2,015	109552
	402	\$3,315	SE-2017-85-08-17					
	405b	\$1,363	M2HVE-2017-85-25-17					
	Grand Total	\$6,400						
City of Kalispell	164al	\$10,760	164AL-2017-90-62-17	\$0	\$0	N/A	\$12,592	109553
	402	\$20,720	SE-2017-85-08-17					
	405b	\$8,520	M2HVE-2017-85-25-17					
	Grand Total	\$40,000						
Lewis and Clark County	164al	\$2,582	164AL-2017-90-62-17	\$0	\$0	N/A	\$3,022	109553
	402	\$4,973	SE-2017-85-08-17					
	405b	\$2,045	M2HVE-2017-85-25-17					
	Grand Total	\$9,600						
City of Missoula	164al	\$4,237	164AL-2017-90-62-17	\$0	\$0	N/A	\$12,749	109556
	402	\$8,158	SE-2017-85-08-17					
	405b	\$3,355	M2HVE-2017-85-25-17					

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
	Grand Total	\$15,750						
Missoula County	164al	\$10,895	164AL-2017-90-62-17	\$0	\$0	N/A	\$4,958	109555
	402	\$20,978	SE-2017-85-08-17					
	405b	\$8,627	M2HVE-2017-85-25-17					
	Grand Total	\$40,500						
Valley County	164al	\$3,632	164AL-2017-90-62-17	\$0	\$0	N/A	\$4,250	109557
	402	\$6,993	SE-2017-85-08-17					
	405b	\$2,875	M2HVE-2017-85-25-17					
	Grand Total	\$13,500						
City of Whitefish	164al	\$4,035	164AL-2017-90-62-17	\$0	\$0	N/A	\$4,722	109558
	402	\$7,770	SE-2017-85-08-17					
	405b	\$3,195	M2HVE-2017-85-25-17					
	Grand Total	\$15,000						
Montana Highway Patrol	164al	\$67,250	164AL-2017-90-62-17	\$18,000	\$0	N/A	\$100,000	109559
	402	\$182,750	SE-2017-85-08-17					
	Grand Total	\$250,000						

This project is used to meet one of the qualifying criteria for Occupant Protection Grants, 405b. It satisfies 1300.21, *Occupant Protection Grants, (e) Qualification criteria for a lower seat belt use rate State, (3) Seat belt enforcement.*

Proposed Project Outcome: Participate in the Holiday Mobilization, May Mobilization, Labor Day Mobilization and two other local high-risk events. Each agency will conduct at least 12 other sustained enforcement shifts during the year.

Project Title: STEP Mini-Grants

CMW (Ch.1 2.2) (Ch. 2 2.1/2.3)

Budget \$60,000

Mini-grants will be available for Non-STEP participating agencies for local high visibility enforcement at specific events known to be high-risk. Agencies can apply for overtime mini-grants and priority will be given to those with an evidenced based need. Applications will be accepted throughout the fiscal year. The subrecipients will be selected in FFY2018.

Below is the funding breakdown:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
TBD	402	\$30,000	SE2017-90-70-17	TBD	TBD	N/A	\$12,000	TBD
	405d	\$30,000	M4HVE-2017-93-25-17					
	Grand Total	\$60,000						

This project is used to meet one of the qualifying criteria for Occupant Protection Grants, 405b. It satisfies 1300.21, *Occupant Protection Grants, (e) Qualification criteria for a lower seat belt use rate State, (3) Seat belt enforcement.*

Proposed Project Outcome: Provide for high visibility enforcement throughout the year based on communities needs and activities. This will allow MDT to modify and strength the evidence based enforcement plan as necessary.

Project Title: MHP Traffic Safety Resources Officer (TSRO)

CMW (Ch. 1 3.1

Budget: \$174,720

The officer funded by this project oversees all the SFST, ARIDE, and DRE training programs for the state. Through the training provided by the TSRO, this project will further enhance the skills and expertise of law enforcement officers in conducting high visibility enforcement campaigns. In addition, the training will increase the collection of BAC testing among drivers involved in fatal crashes.

Detecting impaired drivers is difficult and obtaining a conviction also has proved challenging as DUI laws are extremely complicated and the evidence needed to define and demonstrate impairment is complex. Standardized Field Sobriety Tests (SFST’s) are one of the most effective countermeasures in the battle against impaired driving. Research has shown law enforcement officers increase their arrest rates and are more effective in estimating the degree of influence of stopped drivers after they have been trained in the use and scoring of the SFST's. Frequent and consistent training statewide is needed to increase prosecution rates in DUI cases.

The TSRO will continue to serve as a liaison between Montana Highway Patrol and local law enforcement officers, tribal governments, prosecutors, judges and the public.

Below is the funding breakdown:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
Montana Highway Patrol	164al	\$87,360	164AL-2017-90-62-17	\$9,826	\$18,300	N/A	\$0	109562
	405d	\$87,360	M40T-2017-85-24-17					
	Grand Total	\$174,720						

Proposed Project Outcome: conduct 15 ARIDE certification trainings; conduct six SFST certification trainings; conduct DRE training as needed; and provide 1 DRE Instruction Certification training.

Project Title: 24-7 Program Coordinator

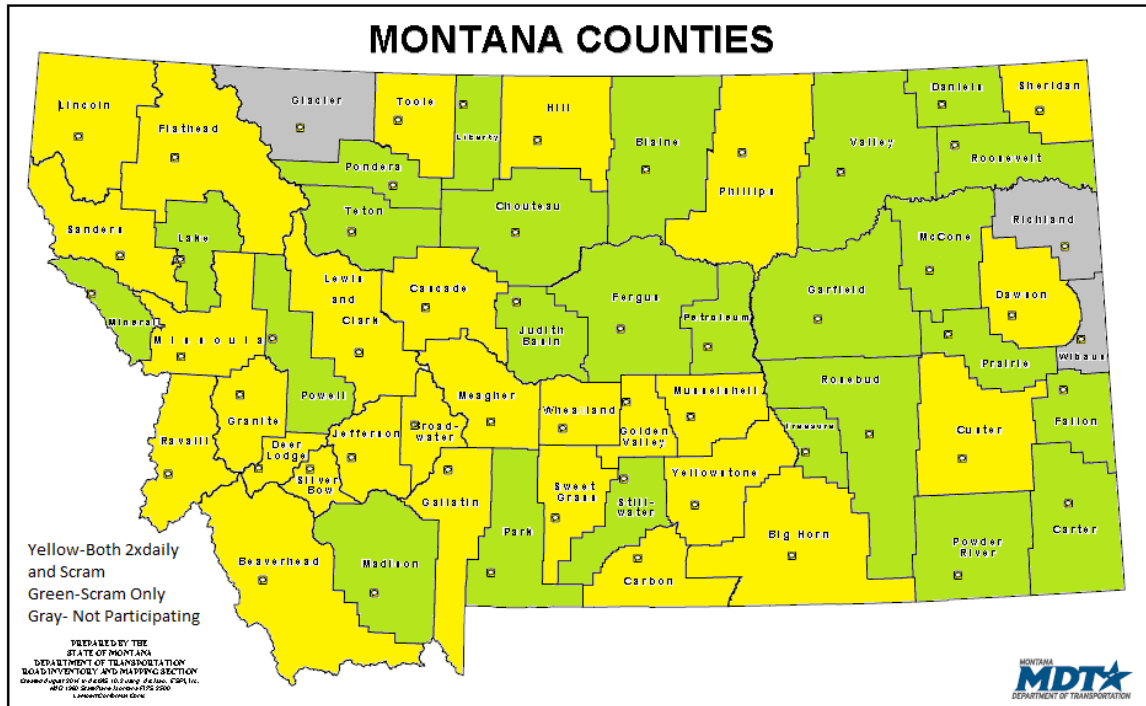
CMW (CH.1 4.4)

Budget: \$106,125

MDT will fund the 24-7 Program Coordinator for the third year since passage of 24-7 legislation during the 2011 legislature.

The Attorney General’s Office, through the Montana Highway Patrol, has continued to play an important role in helping counties launch the program. Currently, **53 counties** are running the program and more have attended the Attorney General’s Office training to launch their own programs. The statewide statistics continue to be positive: Over 680,000 twice daily tests have been administered, with a 99.7% success rate.

The following graph represents participation in the 24-7 program by county.



The program verifies what Montana judges have consistently required of DUI defendants, that they stay out of bars and places where alcohol is served and abstain from drinking.

Below is the funding breakdown:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
Montana Highway Patrol	164al	\$106,125	164AL-2017-90-62-17	\$6,975	\$33,000	N/A	\$29,070	109580
	Grand Total	\$106,125						

Proposed Project Outcome: Ensure all programs are being run correctly. Recruit the last three counties and begin working with tribal agencies.

Funding Summary for Law Enforcement Traffic Services

Project Title	164al	402	405b	405d	Total Budget	Indirect Costs	Local Match	MOE	Local Benefit
Law Enforcement Liaison Program	\$10,760	\$20,720	\$8,520		\$40,000	\$0	\$500	N/A	\$12,952
Selective Enforcement Traffic Team (SETT)	\$512,625	\$170,875			\$683,500	\$43,221	\$64,800	N/A	\$273,400
Selective Traffic Safety Program (STEP)	\$132,025	\$307,480	\$51,290		\$490,800	\$18,000	\$0	N/A	\$175,804
STEP Mini-Grants		\$30,000		\$30,000	\$60,000	UNK	UNK	N/A	\$12,000
Traffic Safety Resource Officer	\$87,360			\$87,360	\$174,720	\$9,826	\$18,300	N/A	\$34,944
24-7 Coordinator	\$106,125				\$106,125	\$6,975	\$33,000	N/A	\$42,450
Total	\$848,898	\$529,075	\$59,810	\$117,360	\$1,555,145	\$78,022	\$116,600	N/A	\$551,550

Impaired Driving Program Prosecution & Adjudication

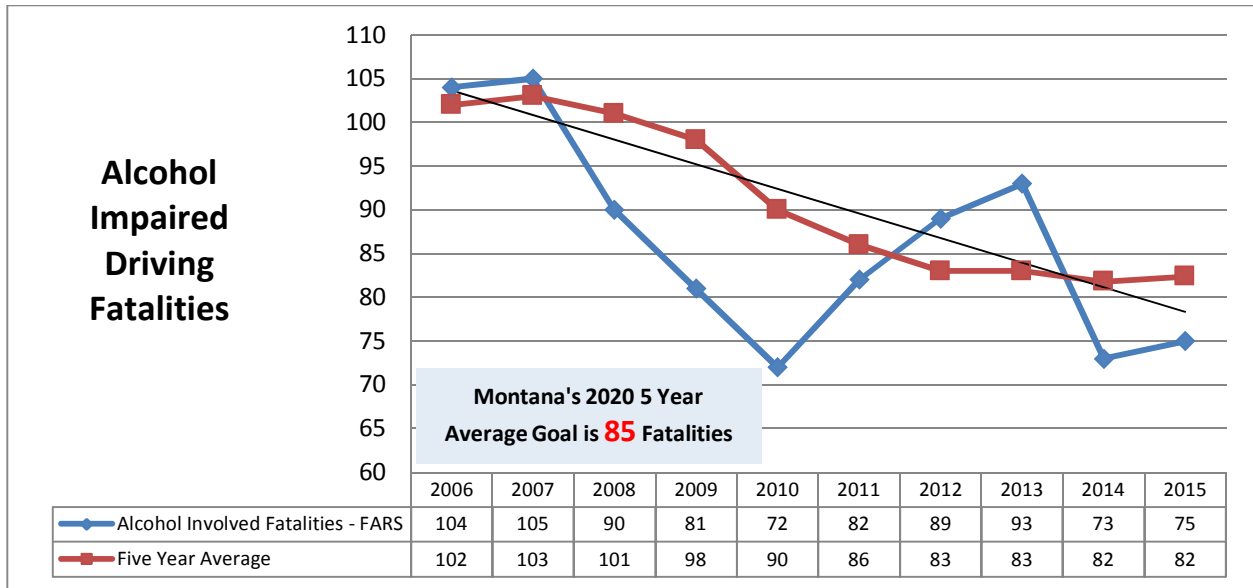
Overview

Montana continues to be challenged by the number of deaths that involved an impaired driver. During 2015, there were 75 such fatalities. However, Montana has seen a dramatic decrease in this number in recent years. During 2013, there were 93 impaired driving fatalities or 41% of all fatalities. During 2014 and 2015, there were 73 and 75, representing 38% and 34% respectively. Continued reduction of these number is a priority for Montana.

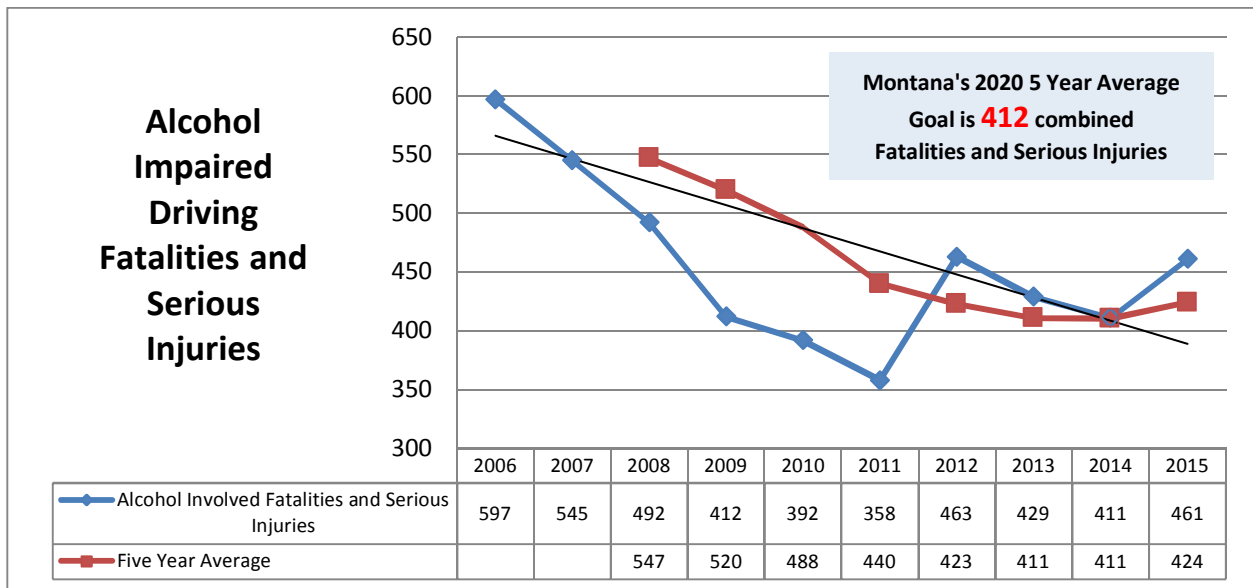
Using the five-year rolling average, MDT SHTSS has developed the following goals for the impaired driving program:

- As trend data indicates a rise in alcohol impaired driving fatalities, MDT hopes to maintain alcohol fatalities at the current base year average of 85 through December 31, 2020. This would be a reduction in the overall trend.
- Reduce the five-year average number of fatalities and incapacitating injuries in crashes involving a driver or motorcycle operators with a BAC 0.08+ or evidence of alcohol and/or drugs from 419 in 2014 to 412 by 2020.

After establishing these goals in 2014, the trend started to decline as shown in the following chart:



The trend line shows a decrease and if that continues Montana is on track to meet the 2020 goal of 85. The five-year average for 2014 and 2015 is at 82, already below the established goal.



Although serious injuries increased during 2015, the trend line continues downward. MDT is confident that this will continue with our efforts and those of our partners.

Problem Analysis

Over the last five years, impaired drivers have represented approximately 39% of all fatalities. Montana is a high-range state under NHTSA guidelines and remains in the top ten alcohol-impaired driving fatality rate states in the nation. While the trend has shown significant improvement during 2015, Montana was 9% higher than the national average and 22% higher than the best state.

In addition, Montana’s alcohol-impaired driving fatality VMT rate was .61 during 2015. Almost double the national average and four times higher than the best state.

Alcohol-impaired driving total fatalities were 75 during 2015, only slightly up from 2014. However, this is down considerably from 2013 when the number of alcohol-impaired driving fatalities was at 93.

During 2015, male drivers were involved in almost triple the number of impaired driver crashes as female drivers, and significantly more fatal and serious injury crashes as shown below.

Gender Impaired Driver	ALL Crashes Impaired Driver Involved	Fatal Crashes Impaired Driver Involved	Serious Injury Crashes Impaired Driver Involved
Male	1587	87	191
Female	561	30	51

Ages of the impaired drivers in these crashes is distributed somewhat randomly throughout the groups. However, the 14 through 35 group, which is part of Montana’s target audience, had 59 fatalities, which represented 50% of all fatalities. This age demographic makes up approximately 13% of the population and about 30% of all registered drivers.

Driver Age Range	All Crashes Impaired Driver Involved	Fatal Crashes Impaired Driver Involved	Serious Injury Crashes Impaired Driver Involved
14-20	217	14	29
21-25	416	16	45
26-30	359	18	37
31-35	252	11	30
36-40	191	10	24
41-45	167	6	17
46-50	138	10	24
51-55	153	11	7
56-60	117	9	12
61-65	63	3	7
66-70	43	5	7
71+	30	5	3

While Montana continues to be at the top of the “worst state” list for impaired driving, there have been some significant improvements during the last few years. With the implementation of the projects and strategies, that trend should continue and move Montana to the 2020 goal and beyond.

CHSP Coordination

Montana's CHSP serves as the Impaired Driving Plan. All projects that are funded through SHTSS are required to support an impaired driving strategy outlined in the CHSP. The following represents how the Impaired Driving Program and Projects coordinate with the CHSP.

CHSP Emphasis Area: Impaired Driving

Strategy #4 – Continue to support and build collaborative partnerships to reduce impaired driving.

Implementation Steps:

- *Increase the number of drug and alcohol courts and provide training to judges and court personnel*
- *Increase proven effective training for law enforcement, judges and prosecutors to ensure consistent adjudication of all traffic offenses, including impaired driving violations*
- *Increase usage of the 24-7 monitoring program and other programs to prevent repeat offenses (i.e., ignition interlock).*

CHSP Emphasis Area: Roadway Departure and Intersection Crashes

Strategy #7 – Improve the prosecution and adjudication of all roadway user violations.

Implementation Steps:

- *Increase education and training for law enforcement, prosecutors, and the judiciary to ensure consistent citing and adjudication of traffic offenses and consideration of alternative sentencing (i.e., safety education).*

Evidence-Based Countermeasures that Work

When selecting projects for impaired driving strategies, MDT relied on *NHTSA's 2015 Countermeasures that Work*, specifically, 1.3 Deterrence: Prosecution Adjudication. DUI Courts have proven to be effective for reducing recidivism. In addition, other projects funded support the impaired driving program specifically, such as Law Enforcement Traffic Services. For additional information, please refer to that section.

The proposed Shelby DUI Taskforce – Youth Day of Power project relied on *NHTSA's 2015 Countermeasures that Work*, Chapter 1 – Alcohol and Drug-Impaired Driving 6.5 Underage Drinking and Drinking and Driving.

The specific countermeasures for a particular project are listed by the project name with the acronym CMW for *Countermeasures that Work* and the section of the chapter that support the strategy.

In addition to *NHTSA's 2015 Countermeasures that Work*, MDT utilizes NCHRP 500, Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Volume 16: A Guide for Reducing Alcohol-Related Collisions.

Alcohol-Impaired Driving Projects and Strategies

Project Title: DUI Courts

CMW (Ch. 1 3.1)

Budget: \$357,993

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

DUI court participant counts fluctuate throughout the year as clients are accepted into the program, graduate from the program, withdraw or are dismissed from the program. During 2016, SHTSS funded four DUI courts that served a total of 173 offenders.

MDT intends to provide funding to four DUI courts located through the state including Yellowstone County DUI Court (13 Judicial); 7th Judicial DUI Court (Sidney, MT); Hill County DUI Court and Butte-Silverbow DUI Court.

The funding break-down is as follows:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
7 th Judicial Court	164	\$35,000	164AL-2017-90-62-17	\$5,785	\$0	N/A	\$14,000	109576
13 th Judicial Court	164	\$155,469	164AL-2017-90-62-17	\$4,356	\$0	N/A	\$62,188	109578
Butte-Silverbow DUI Court	164	\$82,800	164AL-2017-90-62-17	\$0	\$73,205	N/A	\$33,120	109577
Hill County DUI Court	164	\$84,724	164AL-2017-90-62-17	\$0	\$50,132	N/A	\$33,890	109579

Proposed Project Outcome: Fund four DUI courts to serve approximately 50 new offenders statewide and continue treatment for those currently enrolled.

Project Title: Traffic Safety Resource Prosecutor (TSRP)

CMW (Ch.1 2.2) (Ch. 2 2.1/2.3)

Budget \$5,000

MDT will continue to contract with a Traffic Safety Resource Prosecutor to conduct event specific training. This training will enhance the consistent identification, arrest, prosecution and sentencing of traffic safety violations.

Funding breakdown is as follows:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
TBD	164	\$5,000	164AL-2017-90-62-17	TBD	TBD	N/A	\$2,000	TBD

Proposed Project Outcome: To conduct specific adjudication training as needed. -

Project Title: Judicial Outreach Liaison

CMW (Ch.1 2.2) (Ch. 2 2.1/2.3) Budget \$5,000

MDT will fund a Judicial Outreach Liaison (JOL) to assist with specific strategies throughout the year in an effort to reduce impaired driving. These strategies will include communication, outreach, training, and education to promote and enhance judicial skills in adjudication of impaired driving and other traffic safety offenses.

The funding breakdown is as follows:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
TBD	402	\$5,000	M4CS-2017-93-27-17	TBD	TBD	N/A	\$2,000	TBD

Proposed Project Outcome: Assist with strategies as necessary.

Project Title: DUI Court Training

CMW (Ch.1 2.2) (Ch. 2 2.1/2.3) Budget \$8,000

MDT will provide for travel costs for participants (judge, DUI Court coordinator, prosecutor, defense council, etc.) to attend DUI court training. The training covers the 10 guiding principles of the DUI court model and includes an on-site visit to a DUI court academy. Applications are required and the process may be competitive if more than one court team applies for funds.

The funding breakdown is as follows:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
TBD	164	\$8,000	164AL2017-90-62-17	TBD	TBD	N/A	\$3,200	TBD

Proposed Project Outcome: Assist with training expenses for one DUI Court.

Project Title: Shelby DUI Taskforce – Youth Day of Power

CMW (Ch. 1, 6.5) Budget: \$4,000

The primary focus of this project is a school education program. Working in partnership with area schools, the group has organized several educational opportunities. The taskforce has hosted "Power of Choice" days for high school students. Throughout the day sessions were provided on distracted driving, impaired driving, suicide prevention, tobacco use, and decision making. These opportunities brought students from several local communities to listen to the impactful words of people personally affected by these risk behaviors.

As a follow-up, the taskforce will continue this education program throughout the 2018 school year. This funding will assist them in providing educational information on impaired driving issues.

The funding breakdown is as follows: -

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
Shelby DUI Taskforce	405d	\$4,000	M4HVE-2017-93-25-17	\$0	\$0	N/A	\$0	109581

Proposed project outcome: The goal is education as a prevention tool. Provide educational opportunities throughout the year on the dangers of impaired driving and riding with an impaired driver.

Funding Summary for Impaired Driving Project and Strategies

Project Title	164al	402	405d	Total Budget	Indirect Costs	Match	MOE	Local Benefit
DUI Courts	\$357,993			\$357,993	\$10,141	\$123,337	N/A	\$143,198
Traffic Safety Resource Prosecutor	\$5,000			\$5,000	UNK	\$0	N/A	\$2,000
Judicial Outreach Liaison		\$5,000		\$5,000	UNK	\$0	N/A	\$2,000
DUI Court Training	\$8,000			\$8,000	\$0	\$0	N/A	\$3,200
Shelby DUI Taskforce- Youth Day of Power			\$4,000	\$4,000	\$0	\$	N/A	\$0
Total	\$370,993	\$5,000	\$4,000	\$379,993	\$10,141	\$123,337	N/A	\$150,398

24-7 Program

Overview

The 2011 Montana legislature passed House Bill 106, “Montana 24-7 Sobriety Program Act” following the successful implementation of a pilot program initiated in Lewis and Clark County, Montana. This was in response to impaired driving crashes having had a devastating impact on the quality of life for those in all Montana communities. Impaired driving has been one of the top factors in Montana often cited in death and disabling injuries on our roadways, and the state is consistently rank nationally at or near the top of DUI-related traffic fatalities. As evidenced by a number of the fatal collisions on Montana’s roadways it is clear impaired driving is a universal threat to all people that travel in the state.

Under the Montana 24-7 Sobriety Program, DUI offenders are asked to submit to twice daily breath tests or to wear an ankle monitor that tracks alcohol in their bodies. The testing is paid by the offender. If an offender fails or misses a breath test or has a confirmed drinking or a tampering event while wearing an ankle monitor they are quickly escorted to the local jail.

As of June 2016, 53 counties are running the program and more are in the planning stages of program implementation. MDT recently provided funding for a State-wide 24-7 Coordinator to bring counties into the implementation stage and to provide technical assistance to existing participating counties. It is anticipated that having a state-wide coordinator dedicated to the 24-7 Program will increase the reach to DUI offenders across the state. Montana hosted a Nationwide 24-7 conference in September 2015.

The qualifying criteria for this program are:

*To qualify for a grant, a State shall submit the following as part of its HSP, in accordance with part 5 of appendix B:(1) Legal citation(s) to State statute demonstrating that the State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction on driving privileges, unless an exception in paragraph (g)(2) of this section applies, for a period of not less than 30 days; and
(2) Legal citation(s) to State statute or submission of State program information that authorizes a Statewide 24-7 sobriety program.*

The following is Montana's statute regarding DUI's:

61-8-401. Driving under influence of alcohol or drugs -- definitions. (1) It is unlawful and punishable, as provided in 61-8-442, 61-8-714, and 61-8-731 through 61-8-734, for a person who is under the influence of:

(a) alcohol to drive or be in actual physical control of a vehicle upon the ways of this state open to the public;

(b) a dangerous drug to drive or be in actual physical control of a vehicle within this state;

(c) any other drug to drive or be in actual physical control of a vehicle within this state; or

(d) alcohol and any dangerous or other drug to drive or be in actual physical control of a vehicle within this state.

(2) The fact that any person charged with a violation of subsection (1) is or has been entitled to use alcohol or a drug under the laws of this state does not constitute a defense against any charge of violating subsection (1).

(3) (a) "Under the influence" means that as a result of taking into the body alcohol, drugs, or any combination of alcohol and drugs, a person's ability to safely operate a vehicle has been diminished.

(b) Subject to 61-8-440, as used in this part, "vehicle" has the meaning provided in 61-1-101, except that the term does not include a bicycle.

(4) Upon the trial of any civil or criminal action or proceeding arising out of acts alleged to have been committed by any person driving or in actual physical control of a vehicle while under the influence of alcohol, the concentration of alcohol in the person at the time of a test, as shown by analysis of a sample of the person's blood or breath drawn or taken within a reasonable time after the alleged act, gives rise to the following inferences:

(a) If there was at that time an alcohol concentration of 0.04 or less, it may be inferred that the person was not under the influence of alcohol.

(b) If there was at that time an alcohol concentration in excess of 0.04 but less than 0.08, that fact may not give rise to any inference that the person was or was not under the influence of alcohol, but the fact may be considered with other competent evidence in determining the guilt or innocence of the person.

(c) If there was at that time an alcohol concentration of 0.08 or more, it may be inferred that the person was under the influence of alcohol. The inference is rebuttable.

(5) The provisions of subsection (4) do not limit the introduction of any other competent evidence bearing upon the issue of whether the person was under the influence of alcohol, drugs, or a

combination of alcohol and drugs.

(6) Each municipality in this state is given authority to enact 61-8-406, 61-8-408, 61-8-410, 61-8-411, 61-8-465, 61-8-714, 61-8-722, 61-8-731 through 61-8-734, and subsections (1) through (5) of this section, with the word "state" in 61-8-406, 61-8-411, 61-8-465, and subsection (1) of this section changed to read "municipality", as an ordinance and is given jurisdiction of the enforcement of the ordinance and of the imposition of the fines and penalties provided in the ordinance.

(7) Absolute liability as provided in 45-2-104 is imposed for a violation of this section.

The following is the statute regarding suspension of a driver's license.

61-5-208. Period of suspension or revocation -- limitation on issuance of probationary license -- notation on driver's license. (1) The department may not suspend or revoke a driver's license or privilege to drive a motor vehicle on the public highways, except as permitted by law.

(2) (a) Except as provided in [44-4-1205](#) and [61-2-302](#) and except as otherwise provided in this section, a person whose license or privilege to drive a motor vehicle on the public highways has been suspended or revoked may not have the license, endorsement, or privilege renewed or restored until the revocation or suspension period has been completed.

(b) Subject to [61-5-231](#) and except as provided in subsection (4) of this section:

(i) upon receiving a report of a person's conviction or forfeiture of bail or collateral not vacated for a first offense of violating [61-8-401](#), [61-8-406](#), [61-8-411](#), or [61-8-465](#), the department shall suspend the driver's license or driving privilege of the person for a period of 6 months;

(ii) upon receiving a report of a person's conviction or forfeiture of bail or collateral not vacated for a second offense of violating [61-8-401](#), [61-8-406](#), [61-8-411](#), or [61-8-465](#) within the time period specified in [61-8-734](#), the department shall suspend the driver's license or driving privilege of the person for a period of 1 year and may not issue a probationary license during the period of suspension unless the person completes at least 45 days of the 1-year suspension and the report of conviction includes a recommendation from the court that a probationary driver's license be issued subject to the requirements of [61-8-442](#). If the 1-year suspension period passes and the person has not completed a chemical dependency education course, treatment, or both, as required under [61-8-732](#), the license suspension remains in effect until the course or treatment, or both, are completed.

(iii) upon receiving a report of a person's conviction or forfeiture of bail or collateral not vacated for a third or subsequent offense of violating [61-8-401](#), [61-8-406](#), [61-8-411](#), or [61-8-465](#) within the time period specified in [61-8-734](#), the department shall suspend the driver's license or driving privilege of the person for a period of 1 year and may not issue a probationary license during the period of suspension unless the person completes at least 90 days of the 1-year suspension and the report of conviction includes a recommendation from the court that a probationary driver's license be issued subject to the requirements of [61-8-442](#). If the 1-year suspension period passes and the person has not completed a chemical dependency education course or treatment, or both, as required under [61-8-732](#), the license suspension remains in effect until the course or treatment, or both, are completed.

(3) (a) Except as provided in subsection (3)(b), the period of suspension or revocation for a person convicted of any offense that makes mandatory the suspension or revocation of the person's driver's license commences from the date of conviction or forfeiture of bail.

(b) A suspension commences from the last day of the prior suspension or revocation period if the suspension is for a conviction of driving with a suspended or revoked license.

(4) If a person is convicted of a violation of [61-8-401](#), [61-8-406](#), [61-8-411](#), or [61-8-465](#) while operating a commercial motor vehicle, the department shall suspend the person's driver's license as provided in [61-8-802](#).

(5) (a) A driver's license that is issued after a license revocation to a person described in subsection

(5)(b) must be clearly marked with a notation that conveys the term of the person's probation restrictions.

(b) The provisions of subsection (5)(a) apply to a license issued to a person for whom a court has reported a felony conviction under [61-8-731](#), the judgment for which has as a condition of probation that the person may not operate a motor vehicle unless:

- (i) operation is authorized by the person's probation officer; or
- (ii) a motor vehicle operated by the person is equipped with an ignition interlock device.

The suspension statute specifically states (highlighted) that if a person is convicted of a violation under 61-8-401 their license shall be suspended for a period of six months.

The following statute is Montana's 24-7 statute.

44-4-1203. Sobriety and drug monitoring program created. (1) There is a statewide 24-7 sobriety and drug monitoring program within the department to be administered by the attorney general.

(2) (a) The core components of the sobriety program must include use of a primary testing methodology for the presence of alcohol or dangerous drugs that:

- (i) best facilitates the ability to apply immediate sanctions for noncompliance; and
- (ii) is available at an affordable cost.

(b) In cases of hardship or when a sobriety program participant is subject to less-stringent testing requirements, testing methodologies with timely sanctions for noncompliance may be utilized.

(3) The sobriety program must be supported by evidence of effectiveness and satisfy at least two of the following categories:

- (a) the program is included in the federal registry of evidence-based programs and practices;
- (b) the program has been reported in a peer-reviewed journal as having positive effects on the primary targeted outcome; or
- (c) the program has been documented as effective by informed experts and other sources.

(4) If a law enforcement agency chooses to participate in the sobriety program, the department shall assist in the creation and administration of the program in the manner provided in this part. The department shall also assist entities participating in the program in determining alternatives to incarceration.

(5) (a) If a law enforcement agency participates in the program, the law enforcement agency may designate an entity to provide the testing services or to take any other action required or authorized to be provided by the law enforcement agency pursuant to this part, except that the law enforcement agency's designee may not determine whether to participate in the sobriety program.

(b) The law enforcement agency shall establish the testing locations and times for the county but must have at least one testing location and two daily testing times approximately 12 hours apart.

(6) Any efforts by the department to alter or modify the core components of the statewide sobriety program must include a documented strategy for achieving and measuring the effectiveness of the proposed modifications. Before core components may be modified, a pilot program with defined objectives and timelines must be initiated in which measurements of the effectiveness and impact of any proposed modifications to the core components are monitored. The data collected from the pilot program must be assessed by the department, and a determination must be made as to whether the stated goals were achieved and whether the modifications should be formally implemented in the sobriety program.

(7) All alcohol or drug testing ordered by a court must utilize the data management technology plan provided for in 44-4-1204(4).

(8) Alcohol or drug testing required by the department of corrections pursuant to this part must utilize the data management technology plan provided for in 44-4-1204(4).

CHSP Coordination

The following represents the ways that the 24-7 Program coordinates and supports the strategies of the CHSP.

CHSP Emphasis Area: Impaired Driving

Strategy #4 – Continue to support and build collaborative partnerships to reduce impaired driving.

Implementation Steps:

- *Increase the number of drug and alcohol courts and provide training to judges and court personnel*
- *Increase proven effective training for law enforcement, judges and prosecutors to ensure consistent adjudication of all traffic offenses, including impaired driving violations*
- *Increase usage of the 24-7 monitoring program and other programs to prevent repeat offenses (i.e., ignition interlock).*

Evidence Based Countermeasures that Work

To implement the 24-7, MDT relies on *NHTSA's 2015 Countermeasures that Work*, Chapter 1 Alcohol and Drugged Driving, 4.4 DWI Offender Monitoring to ensure projects funded are proven to be effective.

Funding Summary

Montana is applying to receive 24-7 funds. Upon notification that this application is successful and the amount of the funding awarded, MDT will select the projects to fund and modify this Highway Safety Plan.

Proposed Project Outcome: Ensure all programs are being run correctly. Recruit the last three counties and begin working with tribal agencies.

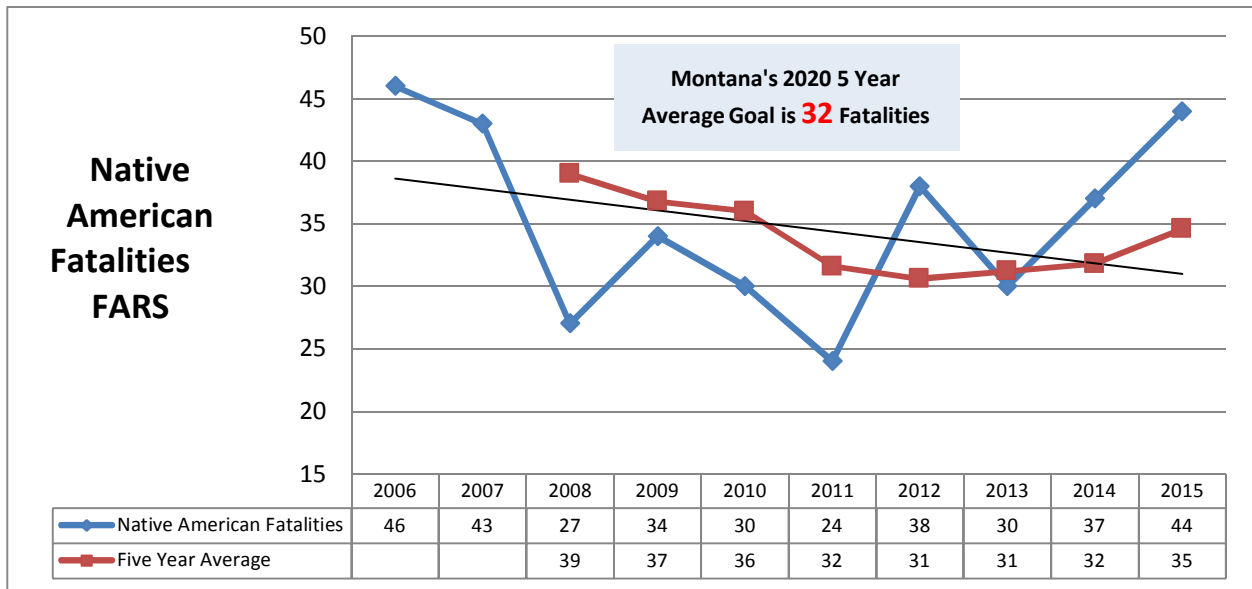
Native American Highway Traffic Safety Projects

Overview

MDT has managed the Native American Traffic Safety Program, Safe On All Roads (SOAR), since 2006. (See below for more information on the SOAR program.) Native Americans represent approximately 7% of Montana's population, yet account for 17% of the traffic fatalities during the last five years. During 2015 there were 44 fatalities, which is 20% of the total number of fatalities in the state. This is consistent with 2014.

Because data indicates a significant concern for this high risk population, Montana continues to manage and implement a Native American Traffic Safety Program. The goal of the program is to reduce the five-year average number of fatalities from 33 in 2014 to 32 by 2020. While this is not a significant reduction, based on history, achieving this goal will be considered a success.

The chart below shows the ten-year history of Native American fatalities and where Montana currently is in relationship to that goal.



The chart depicts and slightly downward trend even though 2015 was a high fatality year. Given the history, Montana is confident that the 2020 goal of 32 will be met.

Problem Analysis

Native Americans represent between 17% and 20% of all fatalities over the last five years. Their total population is only approximately 7%. This statistic makes them a high-risk demographic for Montana. Reducing Native American fatalities and crashes is a traffic safety priority. Some of the concerns identified as shown in 2015 data include:

- 68% of Native American vehicle occupant fatalities were unbelted as compared to 49% of all non-Native fatalities were unrestrained
- 50% of Native American fatalities were alcohol-related while 34% of all non-Native fatalities were alcohol-related

While Native American are still dying disproportionately in vehicle crashes, it is important to note that there have been some other important trends. As shown below, during 2013, 73% of Native American fatalities were impaired, 57% during 2014 and 50% during 2015. This is a very significant decrease in Native American impaired driving fatalities over the last three years.

During that same time, unrestrained fatalities decreased from 96% in 2013 to 77% in 2014. While that is still a high number of unrestrained fatalities, it does show some improvement.

Native American Fatalities					
Year	Total	Impaired	Unrestrained	% Impaired	% Unrestrained
2011	24	14	18	58%	75%
2012	40	24	33	60%	83%
2013	30	22	23	73%	77%
2014	37	21	25	57%	68%
2015	44	22	30	50%	68%

Although fatalities increased, the data indicates strides have been made at reducing impaired driving and unrestrained occupants.

Coordination with the CHSP

The following represents the ways that the SHTSS Native American Program coordinates with the CHSP.

CHSP Emphasis Area: Roadway Departure and Intersection Crashes

Strategy #2 – Reduce and mitigate speed-related departure and intersection crashes.

Implementation Steps:

- *Support targeted enforcement based on demonstrated crash patterns and high-risk drivers*

Strategy #3 – Reduce roadway departure and intersection crashes through education.

Implementation Steps:

- *Research underlying beliefs and behaviors of high-risk groups to better understand them; develop and implement strategies by using the appropriate proven and innovative educational materials and outreach communication channels.*

CHSP Emphasis Area: Impaired Driving

Strategy #2 – Reduce impaired driving through enforcement.

Implementation Steps:

- *Support targeted enforcement based on demonstrated crash patterns and high-risk drivers.*

Strategy #3 – Reduce impaired road user through prevention education.

Implementation Steps:

- *Research underlying beliefs and behaviors of high-risk groups to better understand them; develop and implement strategies by using the appropriate proven and innovative educational materials and outreach communication channels.*

CHSP Emphasis Area: Occupant Protection

Strategy #1 – Support policies, education, training, programs and activities that promote and increase seat belt use and child safety seat use.

Implementation Steps:

- *Research underlying beliefs and behaviors of high-risk groups to better understand them; develop and implement strategies by using the appropriate proven and innovative educational materials and outreach communication channels*
- *Sustain and strengthen the National Child Passenger Safety Certification Training Program with increased focus on high-risk populations*

Strategy #2 – Support enforcement of existing seat belt and child passenger safety laws.

Implementation Steps:

- *Support targeted enforcement based on demonstrated crash patterns and high-risk drivers.*

Evidenced Based Countermeasures that Work

MDT relies on *NHTSA’s 2015 Countermeasures that Work* to ensure projects funded are proven to be effective. The countermeasures utilized in the Native American Program include:

Chapter 1 – Alcohol and Drug Impaired Driving

- 2.1 Publicized Sobriety Checkpoints
- 2.2 High Visibility Saturation Patrols
- 5.2 Mass Media Campaigns
- 7.1 Enforcement of Drug-Impaired Driving

Chapter 2 – Seat Belts and Child Restraints

- 2.1 Short-Term High Visibility and Seat Belt Law Enforcement
- 3.1 Communications and Outreach Supporting Enforcement
- 3.2 Communications and Outreach for Low-Belt-Use Groups
- 6.1 Communications and Outreach Strategies for Older Children
- 6.2 Communications and Outreach Strategies for Child Restraint and Booster Seat Use

Montana does not have a primary seat belt law; however, three of the seven reservations do have primary laws. They include Fort Peck, Blackfeet, and Northern Cheyenne communities. In addition, although the State of Montana does not allow for sobriety checkpoints, all of the reservations in Montana allow their use. Tribal law enforcement provides checkpoints at a variety of times and during high-risk events in their communities.

SOAR coordinators partner with law enforcement during high-visibility patrols, providing education and outreach, and other support to community members.

The specific countermeasures for a particular project are listed by the project name with the acronym CMW for *Countermeasures that Work* and the section of the chapter that support the strategy.

In addition to NHTSA's 2015 Countermeasures that Work, MDT utilizes NCHRP 500, Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Volume 11: A Guide for Increasing Seatbelt Use, and, Volume 16: A Guide for Reducing Alcohol-Related Collisions.

Native American Projects and Strategies

Project Title: Safe On All Roads

CMW (Ch.1 5.2) (Ch. 2 3.1, 3.2, 6.1,6.2)

Budget \$262,415

MDT proposes to fund the Safe On All Roads program, which is a Native American Traffic Safety Program that provides traffic safety education and outreach in tribal communities. All seven land-based tribes will be participating in the program during FFY2018.

Each reservation has or will have a coordinator that serves as the local contact for the communities. They will work with law enforcement, tribal health departments, injury prevention and other traffic safety stakeholders to deliver a traffic safety program that is culturally relevant.

This project is used to meet one of the qualifying criteria for Occupant Protection Grants, 405b. It satisfies 1300.21, Occupant Protection Grants, Qualification criteria for a lower seat belt use rate State., (4) High risk population countermeasure programs.



Below is the funding breakdown by subrecipient:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
Northern Cheyenne	402	\$16,960	OP-2017-90-67-17	\$0	\$0	N/A	\$13,568	109563
	164	\$16,960	164AL-2017-90-62-17					
	Grand Total	\$33,920						
Crow Agency	402	\$14,600	OP-2017-90-67-17	\$0	\$3,000	N/A	\$11,680	109564
	164	\$14,600	164AL-2017-90-62-17					
	Grand Total	\$29,200						
Fort Belknap	402	\$16,182	OP-2017-90-67-17	\$0	\$0	N/A	\$12,945	109565
	164	\$16,182	164AL-2017-90-62-17					
	Grand Total	\$32,364						
Chippewa Cree	402	\$19,000	OP-2017-90-67-17	\$9,120	\$50,444	N/A	\$15,200	109566
	164	\$19,000	164AL-2017-90-62-17					
	Grand Total	\$38,000						
Blackfeet Nation	402	\$23,001	OP-2017-90-67-17	\$6,003	\$10,000	N/A	\$18,401	109567
	164	\$23,001	164AL-2017-90-62-17					
	Grand Total	\$46,002						
Confederated Salish & Kootenai	402	\$16,440	OP-2017-90-67-17	\$4,540	\$0	N/A	\$13,152	109568
	164	\$16,440	164AL-2017-90-62-17					
	Grand Total	\$32,880						

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
Fort Peck Community College	402	\$25,025	OP-2017-90-67-17	\$11,550	\$26,500	N/A	\$20,020	109569
	164	\$25,025	164AL-2017-90-62-17					
	Grand Total	\$50,050						

Proposed Project Outcome: Educate tribal communities on the dangers of impaired driving and the importance of seat belt use, measured by the number of contacts made at events and activities attended by the SOAR coordinator. Participate in at least one child passenger safety seat event each quarter on each reservation.

Project Title: Tribal STEP

CMW (Ch.1 2.1, 2.2, 7.1) (Ch. 2 2.1)

Budget \$50,000

Tribal law enforcement agencies will continue to be funded to participate in year-round sustained enforcement overtime activities. They will also participate in the two national mobilizations; Click It Or Ticket and Labor Day. Other activities are determined by the local agencies and generally include big events such as pow-wows, rodeos, etc.

The reservations allow tribal law enforcement agencies to establish DUI and Seatbelt checkpoints with the purpose of either apprehending an impaired driver or checking for driver’s and occupant restraint systems. These checkpoints are also used as an opportunity to educate motorists about seatbelt and child safety seat use.

This project is used to meet one of the qualifying criteria for Occupant Protection Grants, 405b. It satisfies 1300.21, Occupant Protection Grants, (e) Qualification criteria for a lower seat belt use rate State, (3) Seat belt enforcement.

Below is the funding breakdown by subrecipient:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
Confederated Salish & Kootenai	164al	\$10,760	164AL-2017-90-62-17	\$0	\$0	N/A	\$12,592	109568
	402	\$20,720	SE-2017-85-08-17					
	405b	\$8,520	M2HVE-2017-85-25-17					
	Grand Total	\$40,000						
Fort Belknap	164al	\$1,345	164AL-2017-90-62-17	\$0	\$0	N/A	\$1,574	109570
	402	\$2,590	SE-2017-85-08-17					
	405b	\$1,065	M2HVE-2017-85-25-17					
	Grand Total	\$5,000						
Fort Peck	164al	\$1,345	164AL-2017-90-62-17	\$612	\$0	N/A	\$1,574	109569
	402	\$2,590	SE-2017-85-08-17					
	405b	\$1,065	M2HVE-2017-85-25-17					
	Grand Total	\$5,000						

Proposed Project Outcome: Participate in the Holiday Mobilization, May Mobilization, Labor Day Mobilization and two other local high-risk events. Each agency will conduct at least 12 other sustained enforcement shifts during the year.

Project Title: Northern Tribes DUI Taskforce

CMW (Ch.1 2.1, 2.2, 7.1) (Ch. 2 2.1)

Budget \$5,000

This taskforce was implemented in 2015. It is a collaboration with the Tribal communities located along Highway 2 in northern Montana. Membership of the Northern Tribes DUI Task Force is comprised of a diverse group of traffic safety stakeholders including members from Tribal Law Enforcement, Tribal Transportation Planning Departments, Tribal Health Departments, Tribal Injury Prevention, Tribal Colleges and Tribal Council members.

The taskforce has recently completed their strategic plan and are currently working with a media contract to launch an impaired driving campaign. MDT will continue to support this taskforce during FFY2018 by providing funding to assist with the costs associated with quarterly meetings.

Below is the funding breakdown:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
MDT	164	\$5,000	164AL-2017-90-62-17	\$548	\$0	N/A	\$2,000	N/A

Proposed Project Outcome: Provide assistance with quarterly DUI Taskforce meetings.

Funding Summary for Native American Traffic Safety Projects

Project Title	164al	402	405b	Total Budget	Indirect Costs	Match	MOE	Local Benefit
Safe On All Roads	\$131,208	\$131,207		\$262,415	\$31,213	\$123,337	N/A	\$104,966
Tribal STEP	\$13,450	\$25,900	\$10,650	\$50,000	\$612	\$0	N/A	\$15,740
Northern Tribes DUI Taskforce	\$5,000			\$5,000	\$0	\$0	N/A	\$2,000
Total	\$149,658	\$157,107	\$10,650	\$317,415	\$31,825	\$123,337	N/A	\$122,706

Motorcycles

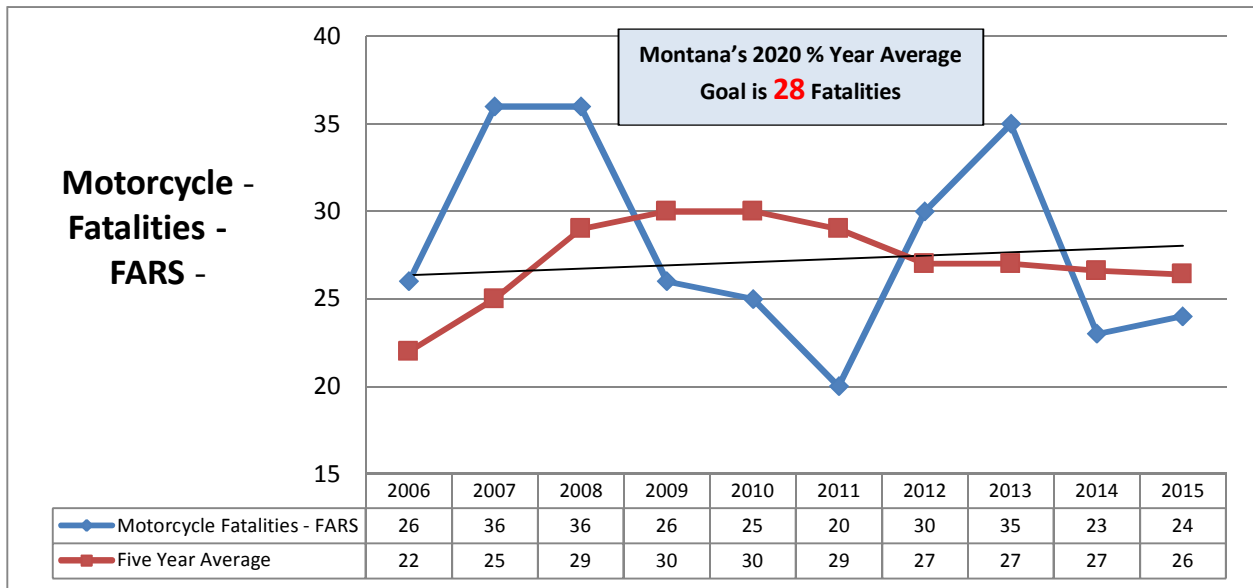
Overview

Motorcycle fatalities have remained relatively consistent in Montana over the last few years. During 2015, there were 24 motorcycle fatalities compared to 23 during 2014. Of those 18 (75%) were unhelmeted.

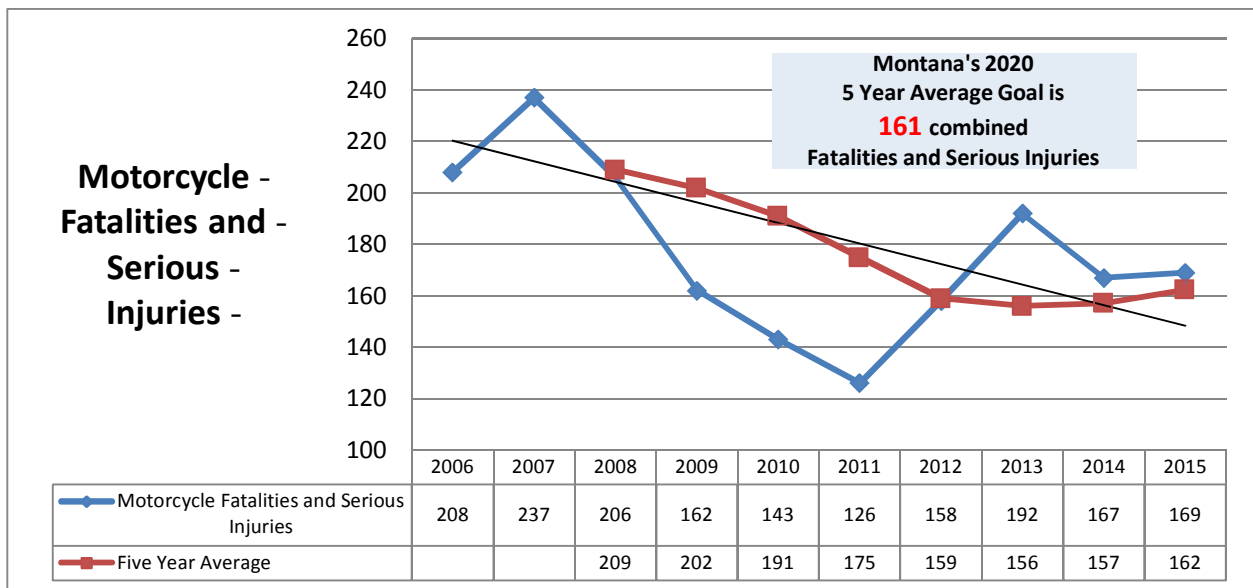
The performance goals for motorcycle fatalities and crashes are:

- In response to the increasing trend line, MDT hopes to maintain Motorcyclist Fatalities at the current 5-year average of 28 through 2020.
- Reduce the five-year average number of motorcyclist fatalities and incapacitating injuries from 157 in 2014 to 161 by 2020
- In response to the increasing trend line, MDT hopes to maintain Unhelmeted Motorcyclist Fatalities at the current 5-year average of 17 through 2020.

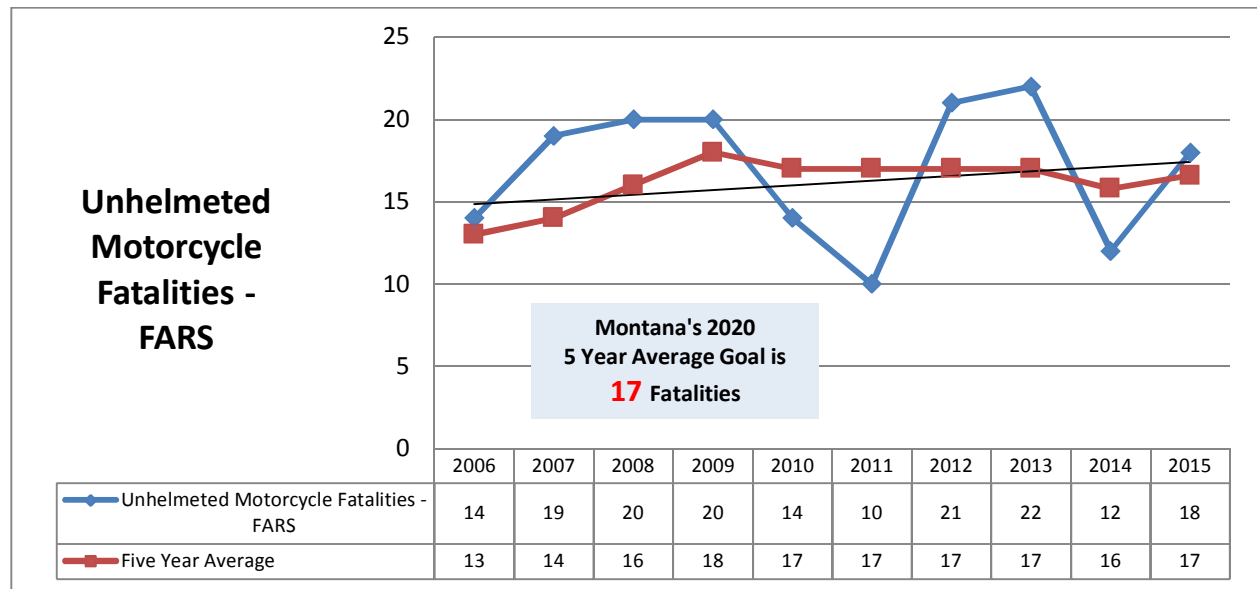
The graphs below represent the history of the accomplishments of each goal and where MDT is currently in relationship to the goal.



The trend line remains increasing in spite of the reduction in motorcycle fatalities in recent years. However, Montana is still on track to meet the 2020 five-year average goal of 28.



When serious injuries are combined with fatalities, the trend is showing a decrease in these numbers. During 2015 serious injuries and fatalities was almost equal to 2014 at 169. However, this is a significant decrease from 2013, when there were 192.



Unhelmeted fatalities also show an increasing trend during the last ten years, both in raw numbers and as a percentage of motorcycle fatalities. During 2015, there was an increase from 12 unhelmeted fatalities in 2014 to 18 in 2015. Montana does not have a helmet law and there have been no efforts for this legislation. Given that a primary seat belt bill has failed to pass during the last 10 sessions, any attempts at a helmet law will face a great deal of opposition.

MDT supports the Montana Motorcycle Riders Safety (MMRS) Training program, which provides training utilizing the Motorcycle Safety Foundation curriculum. This support comes in the form of educational campaigns to promote public awareness through public service announcements, billboards and other outreach programs.

During 2016, the MMRS program had 873 graduates. An overview of the participants is below, sorted by the course attended.

Site	WE Date	Course	PASS	FAIL K	FAIL S	FAIL B	DNF	NO SHOW	CANCEL	Total	% of Total
BIL	Total	ALL	230	1	3		5	11	35	285	25%
BOZ	Total	ALL	94		10		14	11	17	146	13%
GLN	Total	ALL	9		1		1		2	13	1%
GTF	Total	ALL	100	1	6		4	8	15	134	12%
HLN	Total	ALL	132	2	10	1	7	9	13	174	15%
KAL	Total	ALL	75		3	1	4	6	11	100	9%
MAFB BRC	Total	ALL	22					2	2	26	2%
MAFB ARC	Total	ALL							2	2	0%
MAFB B2	Total	ALL	9					1	2	12	1%
MSL	Total	ALL	202		16	1	7	13	25	264	23%
	Grand Total	ALL	873	4	49	3	42	61	124	1,156	100%

This training program is used to meet one of the qualifying criteria for Motorcycle Safety Grants. It satisfies 1300.25, *Motorcycle Safety Grants, (e) Motorcycle rider training course.*

Problem Analysis

Motorcycle fatalities have shown a drop during the last few years, however, the trend in these type of fatalities is increasing. As shown below, fatalities of riders over age 40, represent 72% of all fatalities over the last ten years. In addition, riders between the ages of 50 and 59 had 51 fatalities, representing almost 50% of the total.

Motorcyclist Fatalities								
Age Range	Total	2010	2011	2012	2013	2014	2015	
0 - 9	0	0	0	0	0	0	0	0
10 - 19	5	0	2	2	0	0	0	1
20 - 29	21	2	1	6	3	6	3	3
30 - 39	16	2	3	3	3	2	3	3
40 - 49	28	4	2	5	11	5	1	1
50 - 59	51	11	6	8	8	7	11	11
60 - 69	29	5	3	4	9	2	6	6
70 +	7	1	3	2	0	1	0	0

MDT has provided some outreach to this age group with targeted messaging and also assisting the MMRS coordinator with recruitment of instructors and older participants. The priority for this program should be to continue to target older riders.

CHSP Coordination

The following represents the ways that the SHTSS Motorcycle Program coordinates with the CHSP.

CHSP Emphasis Area: Roadway Departure and Intersection Crashes

Strategy #2 – Reduce and mitigate speed-related departure and intersection crashes.

Implementation Steps:

- *Support targeted enforcement based on demonstrated crash patterns and high-risk drivers*

Strategy #3 – Reduce roadway departure and intersection crashes through education.

Implementation Steps:

- *Enhance awareness of and encourage increase participation of evidence-based roadway use skills training*
- *Research underlying beliefs and behaviors of high-risk groups to better understand them; develop and implement strategies by using the appropriate proven and innovative educational materials and outreach communication channels*

CHSP Emphasis Area: Impaired Driving

Strategy #3 – Reduce impaired road users through prevention education.

Implementation Steps:

- Research underlying beliefs and behaviors of high-risk groups to better understand them; develop and implement strategies by using the appropriate proven and innovative educational materials and outreach communication channels

Evidence Based Countermeasures that Work

MDT relies on NHTSA’s 2015 Countermeasures that Work to ensure project funded are provide to be effective. The countermeasures utilized in the Motorcycle Program from Chapter 5 include:

- 3.2 Motorcycle Rider Training
- 4.2 Communications and Outreach: Other Driver Awareness of Motorcyclists

The specific countermeasures for a particular project are listed by the project name with the acronym CMW for Countermeasures that Work and the section of the chapters that support the strategy.

In addition to NHTSA’s 2015 Countermeasures that Work, MDT utilizes NHCRP 500, Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Volume 22: A Guide for Addressing Collisions Involving Motorcycles.

Motorcycle Safety Project and Strategies

Project Title: Motorcycle Awareness Campaign

CMW (4.3)

Budget \$20,000

MDT will utilize the media contract to promote motorcycle safety through a variety of media venues. These include print, radio, billboards, public service announcements, and social media. THE MMRS Facebook page will be improved and promoted to support these campaigns.

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
Wendt Agency	405f	\$20,000	M9MA-2017-93-38-17	\$0	\$0	N/A	\$0	TBD

Proposed Project Outcome: Develop an effective campaign targeted motorcycle awareness.

Project Title: Replacement of Motorcycles

CMW (4.3)

Budget \$14,820

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 the oldest motorcycles within the training fleet.

The cost to replace each motorcycle is less than \$5,000 each, so NHTSA prior approval has not been necessary in the past. A waiver to the Buy America Act was requested during 2017 to replace these, however MDT has not received a response. If necessary, MDT will resubmit a waiver during FFY2018.

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
MSU-Northern	405f	\$14,820	M9MT-2017-93-37-17	\$0	\$0	N/A	\$0	109575

Proposed Project Outcome: Replace older motorcycles.

Funding Summary for Motorcycle Safety Projects

Project Title	405f	Indirect Costs	Match	MOE	Local Benefit
Wendt Agency	\$20,000	\$0	\$0	N/A	\$0
MSU-Northern	\$14,820	\$0	\$0	N/A	\$0
Total	\$34,820	\$0	\$0	N/A	\$0

Emergency Medical Services

Overview

Although Emergency Medical Services (EMS) does not affect the number of crashes, it does play a critical role in the survivability 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.

Problem Analysis

Montana is an extremely rural state where volunteer first responders may be the only medical assistance available. Plus, depending on the location of a crash, an injured occupant may not be treated in a facility for hours.

Education and training for prehospital providers is an ongoing challenge in Montana. The workforce is approximately 80% volunteer. The volunteers are on call 7 days a week, 365 days a year with little or no reimbursement for time or expenses associated with volunteering. These volunteer services have little or no budget available to access the training necessary to keep skills current.

CHSP Coordination

Emergency Medical Services is one of the overarching strategies in the CHSP, as follows:

EMS – Support the essential role of Emergency Medical Services in Reducing the severity of injury outcomes and the technologies and systems necessary to advance collaboration with all safety partners.

This strategy ties well to the training projects that MDT funds through the Department of Public Health and Human Services (DPHHS) (see below – EMS Projects and Strategies).

Evidenced Based Countermeasures that Work

EMS strategies are not included in *NHTSA’s Countermeasures that Work*, however, MDT utilizes the TRB’s NCHRP 500, Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Volume 15: A Guide for Enhancing Rural Emergency Medical Services, Objective 20.1.

EMS Projects and Strategies

Project Title: Trauma Education for Rural EMS Providers Budget \$29,374

Through a partnership with DPHHS, this funding provides direct trauma education as well as develop a core group of instructors and National Association of EMT (NAEMT) Prehospital Trauma Life Support (PHTLS) affiliate faculty. This project will bring trauma education training to rural locations throughout the State of Montana. The courses have between 16-32 students per course and are presented in any location requested from local rural communities.

Along with providing trauma education, this program allows DPHHS the opportunity to engage EMS providers in discussions about Vision Zero and the important role that EMS plays in MDT’s CHSP and Vision Zero. Agencies also use this course as an opportunity to educate their communities about EMS. Local newspapers are invited to attend and have published articles about their local EMS agency.

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
DPHHS	402	\$29,374	EM-2017-90-66-17	\$3,995	\$2,720	N/A	\$11,750	109573

Proposed Project Outcome: Provide four PHTLS provider and two PHTLS refresher courses in rural communities throughout Montana.

Project Title: T.E.A.M. Course Funding for Regional Trauma Advisory Committees (RTAC)

Budget \$11,548

The Trauma T.E.A.M (Together Everyone Achieves More) Course is a 4-hour course which was originally developed in the late 1990's specifically for Montana rural communities. It continues to be offered through the Regional RTACs, with support from DPHHS EMS & Trauma Services. The goal is to improve the quality of care in the rural community through an organized team-oriented approach to the management of trauma patients. Currently in its 4th revision, the course focuses on components of local and regional system organization, communications, pre-hospital and hospital response in a team framework to address assessment, intervention, stabilization, transport and transfer of trauma patients to increase effectiveness of care and efficiency of resource utilization.

Course participation include attendees from any trauma response entities including Dispatch, Law Enforcement/Fire, EMS, local Hospital ED and ancillary staff, Physicians/Mid- level providers and any other interested parties who are responsible for the care of trauma patients.

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
DPHHS	402	\$11,548	EM-2017-90-66-17	\$1,648	\$0	N/A	\$4,619	109574

Proposed Project Outcome: Provide two team training courses to communities that request it throughout the year.

Funding Summary for EMS Projects and Strategies

Project Title	402	Indirect Costs	Match	MOE	Local Benefit
Trauma Education for Rural EMS Providers	\$29,374	\$3,995	\$2,720	N/A	\$11,750
T.E.A.M. Course Funding for Regional Trauma Advisory Committees	\$11,548	\$1,648	\$0	N/A	\$4,619
Total	\$40,922	\$5,643	\$0	N/A	\$16,369

Teen Peer-to-Peer Traffic Safety Education Program

Overview

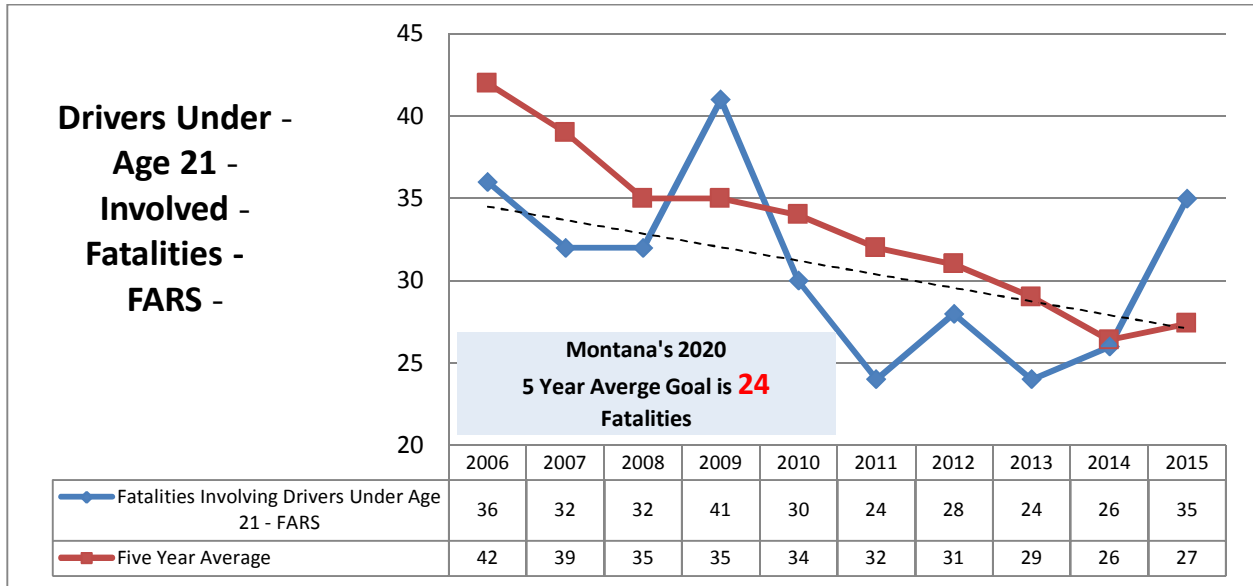
During 2015, teen fatalities accounted for 15% of all fatalities and 23% of Montana's serious injuries, yet, teens only account for approximately 6.7% of the state's population.

Currently the MDT goals for Young Drivers are:

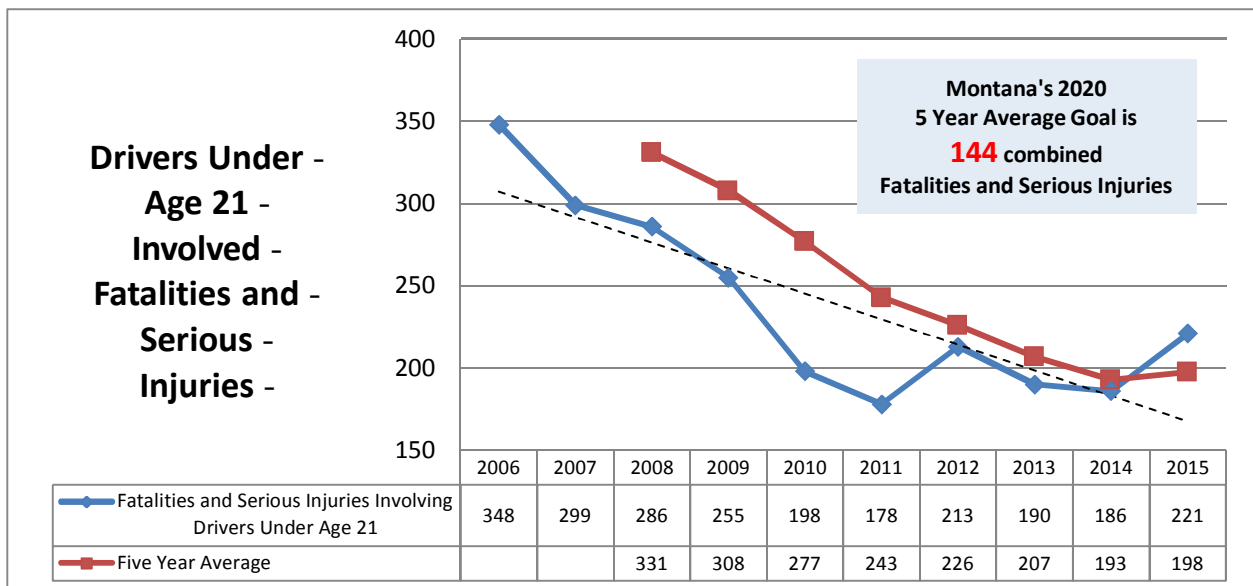
- Reduce the five-year average number of young drivers involved in fatal crashes from 27 in 2014 to 24 by 2020

- Reduce the five-year average number of fatalities and incapacitating injuries resulting from crashes involving young drivers from 194 in 2014 to 144 by 2020

The following represents the progress in reaching these goals.



Unfortunately, Montana saw an increase in teen driver fatalities during 2015. Total teen fatalities were 35, compared to 26 during 2014. Although that is a significant increase, because the data history indicates 2015 is an anomaly, the target should be attainable.



Again, in 2015 serious injuries for teen drivers was up 19% over 2014. However, Montana has made significant strides in reducing these numbers over the last few years. The trend line shows a dramatic decline. The goal of 144 by 2020 may be challenging given recent years' data, however, with the Teen Traffic Safety program growing in the last few years since implementation in 2014, MDT is hopeful that

outreach and education provided these young drivers through that program will increase and have a positive impact.

Problem Analysis

While great strides have been made to reduce young driver fatalities and serious injuries, this group is still over-represented. Over the last five years, there have been 132 occupant fatalities under 21 years old. Which represents 13% of all fatalities. During recent years, the steady decline in young driver related fatalities and serious injuries has plateaued and new strategies, such as the Teen Peer-to-Peer Program, are being implemented to emphasize the importance of traffic safety for this age group.

		Fatal Injury						
Age Range		2010	2011	2012	2013	2014	2015	2016
0	14	10	6	7	4	8	5	7
15	15	3	1	4	1	1	3	2
16	16	4	2	0	3	4	4	2
17	17	7	3	2	3	5	6	5
18	18	5	1	4	4	1	5	4
19	19	6	11	4	7	8	5	2
20	20	7	5	10	3	4	8	2
Total		42	29	31	25	31	36	24

There was a small increase in fatalities during 2015, however, preliminary number for 2016 indicate that teen fatalities were at the lowest in the last ten years.

Coordination with CHSP

The following represents the ways that the SHTSS Teen Traffic Safety Program coordinates with the CHSP.

CHSP Emphasis Area: Roadway Departure and Intersection Crashes

Strategy #3 – Reduce roadway departure and intersection crashes through education

Implementation Steps:

- *Promote and support evidence-based teen peer-to-peer education and programs to address risky driving behavior, including the consequences of distracted driving, impaired driving and not using seat belts among other.*

Evidence Based Countermeasures that Work

Montana relies on NHTSA’s 2015 *Countermeasures that Work*, Chapter 2 Seat Belts and Child Restraints to ensure projects funded are proven to be effective. The countermeasures utilized in the Teen Traffic Safety Program from Chapter 2 include:

Chapter 2. Seat Belts and Child Restraints

6.1 Communications and Outreach Strategies for Older Children

7.1 School Programs (Other Strategies)

Teen Traffic Safety Project and Strategies

Project Title: Teen Peer-to-Peer Traffic Safety Project

CMW Chapter 2 6.1, 7.1 Budget \$10,000

MDT has partnered with Family, Community and Career Leaders of America (FCCLA) to promote teen traffic safety in their schools. Montana has 11 FCCLA districts with approximately 70 chapters.

The FCCLA recently became an associate member of the Governor’s Highway Safety Association. During 2016, SHTSS purchased 70 copies of Families Acting for Community Traffic Safety (FACTS), which is a national FCCLA curriculum that promotes personal, vehicle and road safety. These were distributed to the chapter advisors to assist in implementing and traffic safety program in their schools. Students can apply for grants of up to \$1,000 to assist them in their efforts.

The funding breakdown is as follows:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
Various	402	\$10,000	TSP-2017-90-72-17	TBD	TBD	N/A	\$4,000	TBD

Project Title: Youth Risk Behavior Survey

Budget \$5,000

The Montana Youth Risk Behavior Survey (YRBS) assists educators and health professionals in determining the prevalence of health-risk behaviors as self-reported by Montana youth. In 1988, the Centers for Disease Control and Prevention (CDC) initiated a process to identify the leading causes of mortality, morbidity and social problems among youth. MDT utilizes this survey to assess teen traffic safety issues.

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit
Office of Public Instruction	402	\$5,000	TSP-2017-90-72-17	\$0	\$0	N/A	\$2,000

Funding Summary for Teen Traffic Safety

Project Title	402	Indirect Costs	Match	MOE	Local Benefit
Teen Peer-to-Peer Traffic Safety Program	\$10,000	TBD	TBD	N/A	\$4,000
Youth Risk Behavior Survey	\$5,000	\$0	\$0	N/A	\$2,000
Total	\$15,000	\$0	\$0	N/A	\$6,000

Traffic Records Management

Overview

Traffic Records information assists law enforcement, the judicial system, safety professionals, injury prevention specialists, and interested supporters of safety by providing safety related data. Some of these databases include crash data, traffic citations and convictions, drivers' records, vehicle registrations, road log information, injury prevention, health, trauma and hospital data.

Through the Safety Information Management System (SIMS) program, all law enforcement agencies that investigate and report traffic crashes, including Sheriffs, Police and Tribal agencies, have the ability to use this system, however there it is no mandate.

SHTSS's Data Research Analyst is an end-user of the system with full access to the SIMS data. The analyst reviews fatality and serious injury trends in each NHTSA core performance measure to determine where resources should be focused.

CHSP Coordination

The following represents the ways that the Traffic Records Program coordinates with the CHSP.

Overarching Strategy:

Data – Improve the accuracy, completeness, integration, timeliness, uniformity, and accessibility of data used in traffic safety analysis.

Traffic Records Coordinator Committee

Montana's Traffic Records Coordinating Committee (TRCC) is a multi-modal group with members from Montana's Departments of Justice (DOJ), Health and Human Services (DPHHS), and Transportation (MDT), as well as the National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA), that work to improve the collection, management, and analysis of Montana's traffic safety data.

During 2017, the committee met on November 16, February 8 and May 3, and will meet on July 26. Information regarding the TRCC can be found at <http://www.mdt.mt.gov/pubinvolve/trcc/>; including meeting minutes, TRCC Charter, TRCC Strategic Plan, and membership list.

Traffic Records Projects and Strategies

Project Title: Web-Based Crash Trainer

Budget \$25,389

The project will facilitate the direct transfer of data from the existing Records Management Systems used by the four largest urban police departments, which have elected not to use the web based

solution, to the SmartCop database. The funding would also continue to provide support for current users and training for new agencies and users in SmartCop web application.

Performance Measures

Crash Database Model Performance Measure – Timeliness – C-T-1

- Average number of days between the crash date and the date of data availability in the crash database. Data availability is determined by the Montana Highway Patrol’s senior crash report officer. Demonstrates the impact that direct electronic crash reporting has had on crash data availability.

Below is the funding breakdown for this project:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
Montana Highway Patrol	405c	\$25,389	M3DA-2017-90-73-17	\$1,629	\$0	N/A	\$0	109586

Project Title: DOJ MHP Upgrades JCRS System

Budget \$60,000

The Montana Highway Patrol (MHP) will require an update to its database transfer system with the Montana Department of Justice’s (MDOJ) updated centralized statewide courts database system. MHP’s current data transfer protocol will not be compatible with the new MDOJ system. MHP requires this data transfer protocol to procure traffic citation adjudication data from the courts. This data is used and published by MHP and other MDOJ departments like the Montana Motor Vehicles Division (driver licenses).

Below is the funding breakdown for this project:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
Montana Highway Patrol	405c	\$60,000	M3DA-2017-90-73-17	\$0	\$0	N/A	\$0	109587

Project Title: Fatality Analysis Reporting System

Budget \$12,000

Funding for FARS has been reduced for Montana during the last several years. MDT has committed a full-time staff person to manage the system and intends to continue this effort utilizing these funds.

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
MDT	405c	\$12,000	M3DA-2017-90-73-17	\$0	\$0	N/A	\$0	N/A

Funding Summary for Traffic Records

Project Title	405c	Indirect Costs	Match	MOE	Local Benefit
Web-Based Crash Trainer	\$25,389	\$1,629	\$0	N/A	\$0
DOJ-MHP Upgrades - JCRS	\$60,000	\$0	\$0	N/A	\$0
FARS	\$12,000	\$0	\$0	N/A	\$0
Total	\$85,389	\$1,629	\$0	N/A	\$0

Media

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



VISION ZERO
 zero deaths · zero serious injuries
 MONTANA DEPARTMENT OF TRANSPORTATION

MDT launched a new media campaign in the spring of 2014 entitled “Vision Zero-zero deaths, zero serious injuries”. This is a multipronged initiative with the ultimate goal of eliminating deaths and injuries on Montana Highways. MDT will continue to use this campaign for FFY2018.

Along with the Vision Zero campaign, MDT launched a new theme titled “Just One Reason”. This campaign focuses on everybody having just one reason to buckle up or drive sober. The campaign is more personal, relatable and thought-provoking than the last dramatic campaign that was running. Below is a mock-up of the new theme.



CHSP Coordination

The following represents how SHTSS Media Plan and Campaigns coordinate with the CHSP.

CHSP Emphasis Area: Roadway Departure and Intersection Crashes

Strategy #3 – Reduce roadway departure and intersection crashes through education.

Implementation Steps:

- *Research underlying beliefs and behaviors of high-risk groups to better understand them; develop and implement strategies by using the appropriate proven and innovative educational materials and outreach communication channels*

CHSP Emphasis Area: Impaired Driving

Strategy #3 – Reduce impaired road users through prevention education.

Implementation Steps:

- *Develop public education campaigns on a range of impaired driving topics.*
- *Research underlying beliefs and behaviors of high-risk groups to better understand them; develop and implement strategies by using the appropriate proven and innovative educational materials and outreach communication channels*

CHSP Emphasis Area: Occupant Protection

Strategy #1 – Support policies, education, training, programs and activities that promote and increase seat belt and child safety seat use.

Implementation Steps:

- *Research underlying beliefs and behaviors of high-risk groups to better understand them; develop and implement strategies by using the appropriate proven and innovative education materials and outreach communication channels.*
- *Develop CPS educational material with updated and consistent information*

Evidence Based Countermeasures that That Work

Montana relies on NHTSA's 2015 *Countermeasures that Work* to determine the best campaign strategies for the program. The countermeasures utilized when for these projects include:

Chapter 1. Alcohol- and Drug-Impaired Driving

5.2 Mass Media Campaigns

Chapter 2. Seat Belts and Child Restraints

3.1 Communications and Outreach supporting Enforcement

3.2 Communications and Outreach Strategies for Low-Belt-Use Groups

Chapter 3. Speeding and Speed Management

4.1 Communications and Outreach Supporting Enforcement

Chapter 5. Motorcycle Safety

4.2 Communications and Outreach: Other Driver Awareness of Motorcyclists

In addition to *NHTSA's 2015 Countermeasures that Work*, MDT utilizes NCHRP 500, Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Volume 11: A Guide for Increasing Seatbelt Use, and, Volume 16: A Guide for Reducing Alcohol-Related Collisions.

Funding Summary for Media Projects

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
Wendt Agency	402	\$348,000	PM-2017-90-71-17	\$0	\$0	N/A	\$139,200	
	405b	\$37,000	M2PE-2017-93-22-17					
	405d	\$385,000	M4PEM-2017-93-28-17					
	Total	\$770,000						
Education and Program Material	402	\$16,667	SE-2018-85-08-18	\$	\$0	N/A	\$6,667	
	405b	\$8,333	M2HVE-2018-85-10-18					
	Grand Total	\$25,000						

Project Administration and Management

Overview

Project Administration and Management expenditures include a wide variety of operating expenses. Salaries and benefits for staff will be funded through this program as well as travel and training, operating supplies, dues, travel reimbursement for public to attend the annual CHSP meeting, annual statewide DUI Task Force Meetings, expenses for CPS instructors to conduct 4-day certification trainings, as well as other programmatic expenditures.

Project Title: Staff Salaries and Benefits

Budget: \$815,000
 Planning and Administration \$480,000
 Project Administration \$335,000

Project Title: Program and Operational Costs

Budget: \$50,000

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

Project Title: Indirect Costs

Budget: \$386,454

In accordance with state law, the Montana Department of Transportation assesses an indirect cost on all projects. Indirect costs are in addition to pass through amounts, so funding amounts approved in this plan represent actual amounts made available to sub-recipients for programmatic expenditures. This amount includes indirect costs for staffing and salaries as detailed in the table below. -

The approved indirect rate for the State Fiscal Year 2017 was 10.97%. -

Effective July 1, 2017, the approved indirect rate for the State Fiscal Year 2018 will be 10.96%. -

Funding Summary for Planning Administration and Management Programs

Funding Source							
Project Title	402	405(b)	405(c)	405(d)	405(f)	164	Total Budget
Staff Wages & Benefits	\$432,588	\$0	\$90,123	\$90,123	\$4,506	\$117,159	\$734,499
Operational Costs	\$50,000						\$50,000
Indirect Costs	\$52,892	\$0	\$9,877	\$9,877	\$494	\$12,841	\$85,981
Total	\$535,480	\$0	\$100,000	\$100,000	\$5,000	\$130,000	\$870,480

Financial Summary

During FFY 2017, Montana successfully applied for and received funding from the National Highway Traffic Safety Administration. These grant monies include FAST Act funding in NHTSA Section 402, Section 405b (Occupant Protection), 405c (Traffic Records), 405d (Impaired Driving Prevention), and 405f (Motorcycle Safety). Base level funding was received following the submission of a Performance Plan in accordance with federal law. Montana estimates carry forward in the amount of \$2,367,391 into FFY 2018 from funding received in FFY 2017. This amount excludes carry forward amounts dedicated to the Traffic Records Coordinating Committee, \$797,732; Motorcycle Safety, \$33,449; and 164 Penalty funding of \$558,500. Montana anticipates again qualifying for Section 402 and 405 funds in FFY 2018.

As required by federal law, at least 40 percent of Section 402 & 164 Penalty funds will be spent at the local level by city, county, and tribal governments.

Program Area	FAST Act Project	Current Fiscal Year Funds	Carry Forward Funds	MAP-21 Project	Carry Forward Funds	State Share	Share to Local
Sec. 402. Highway Safety Programs							
NHTSA 402				NHTSA 402			
Planning and Administration							
	PA-2018-90-64-18	250,000	130,000	PA-2018-85-03-18	50,000	\$325,977	\$0
Alcohol							
	AL-2018-90-65-18	74,966	-	AL-2018-85-04-18	-	15,627	35,848
Emergency Medical Services							
	EM-2018-90-66-18	\$45,407	-	EM-2018-85-05-18	-	9,466	21,713
Occupant Protection							
	OP-2018-90-67-18	621,025	350,000	OP-2018-85-06-18	-	202,419	296,970
Police Traffic Services							
	PT-2018-90-68-18	50,000	250,000	PT-2018-85-07-18	-	62,538	23,910
Child Restraint							
	CS-2018-90-69-18	12,204	-			2,544	5,836
Speed Enforcement							
	SC-2018-90-70-18	333,828	250,000	SC-2018-85-08-18	-	121,704	159,634
Paid Advertising							
	PM-2018-90-71-18	\$386,141	-	PM-2018-85-09-18	-	80,495	184,650
Teen Safety							
	TSP-2018-90-72-18	\$11,096	-	TSP-2018-85-29-18	-	2,313	5,306
NHTSA 402 Total		1,784,667	980,000		50,000	\$823,083	\$733,867
Sec. 164 Minimum Penalties for Repeat Offenders for DWI or DUI							
164 P&A							
	184PA-2018-90-61-18	130,000	202,500			-	\$0
164 AL							
	184AL-2018-90-62-18	470,000	252,500			-	214,000
164 PM							
	184PM-2018-90-63-18	470,000	103,500			-	214,000
164 HSIP Total		1,070,000	558,500		-	-	\$428,000

Program Area	Project	Current Fiscal Year Funds	Carry Forward Funds	Carry Forward Funds	State Share	Share to Local
Sec. 405. National Priority Safety Programs						
405 Occupant Protection FAST Act				405 Occupant Protection Map 21		
	M2HVE-2018-93-20-18	\$78,183	-	M2HVE-2018-85-10-18	-	\$19,546
	M2TR-2018-93-21-18	-	-	M2TR-2018-85-12-18	-	-
	M2PE-2018-93-22-18	244,875	263,744	M2PE-2018-85-12-18	-	127,155
	M2CPS-2018-93-23-18	27,740	4,000	M2CPS-2018-85-13-18	-	7,935
	M2CSS-2018-93-24-18	15,534	14,092	M2CSS-2018-85-14-18	-	7,407
	405 Occupant Protection Total	\$366,333	\$281,836		\$0	\$162,042
405 Impaired Driving FAST Act				405 Impaired Driving Map 21		
	M4HVE-2018-93-25-18	\$33,288	-	M4HVE-2018-85-16-18	100,000	\$33,322
	M4IDC-2018-93-26-18	100,000	75,000	M4IDC-2018-85-17-18	-	43,750
	M4CS-2018-93-27-18	-	250,000	M4CS-2018-85-18-18	200,000	112,500
	M4PEM-2018-93-28-18	427,196	-	M4PEM-2018-85-19-18	200,000	156,799
	M4TR-2018-93-29-18	101,373	5,000	M4TR-2018-85-21-18	-	26,593
	M4SP-2018-93-31-18	-	100,000	M4TR-2018-85-23-18	-	25,000
	M4OT-2018-93-32-18	-	675,063	M4OT-2018-85-24-18	-	168,766
	405 Impaired Driving Total	\$661,857	1,105,063		500,000	\$566,729
405 ID - 24/7 Program FAST Act				405 ID - 24/7 Program Map 21		
	M4HVE-2018-93-33-18	\$0	-		-	\$0
	M4IDC-2018-93-34-18	-	-		-	-
	M4PEM-2018-93-35-18	-	-		-	-
	M4SP-2018-93-36-18	37,116	33,449		-	17,641
	405 ID - 24/7 Total	\$37,116	33,449		-	\$17,641
405 Data Program FAST Act				405 Data Program Map 21		
	M3DA-2018-90-73-18	\$ 208,063	\$797,732	M3DA-2016-85-25-18	\$600,000	\$401,449
		\$208,063	\$797,732		\$600,000	\$401,449
405 Motorcycle Safety FAST Act				405 Motorcycle Safety Map 21		
	M9MT-2018-93-37-18	\$21,444	33,941	M9MT-2016-85-26-18	10,000	\$16,346
	M9MA-2018-93-38-18	-	-	M9MA-2016-85-27-18	-	-
		\$21,444	\$33,941		\$10,000	\$16,346
NHTSA Total		4,149,480	3,757,072		1,160,000	\$1,969,650
						\$1,161,867

State Match

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

	<u>Basic Rate</u>	<u>Sliding Scale</u>
Planning & Administration:	50% - 50%	56.88% - 43.12%
MAP- 21 402	80% - 20%	82.75% - 17.25%
MAP- 21 405	80% - 20%	-
164 Penalty Funding	100% - 00%	