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Missoula City-County Health Dept.



MONTANA

SECTION 402

HIGHWAY SAFETY PLAN

FOR

FEDERAL FISCAL YEAR 2021

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**



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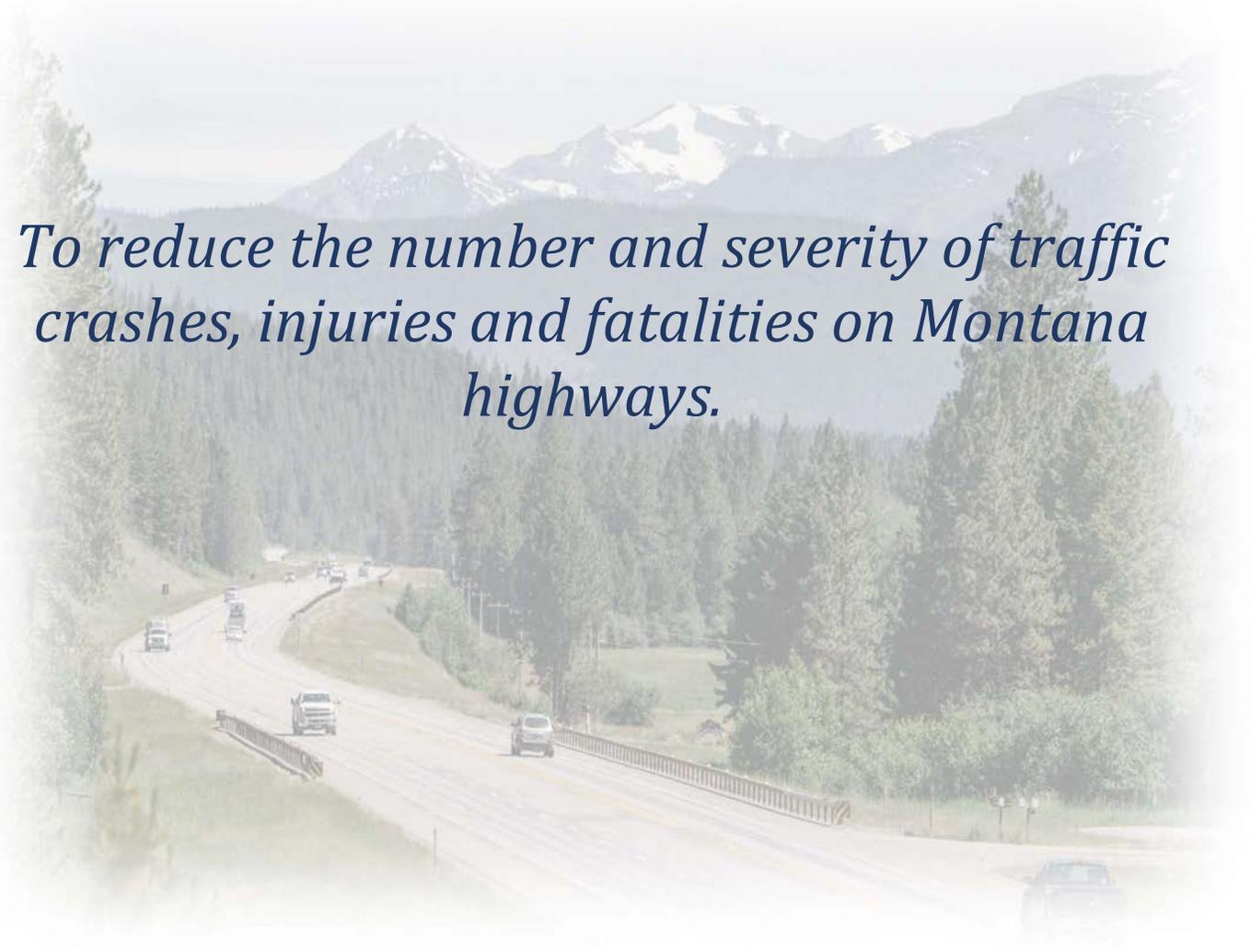
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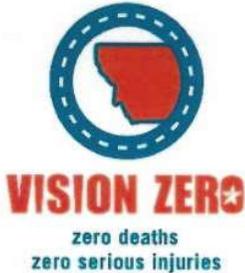
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Mission Statement

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





Montana Department of Transportation

2701 Prospect
PO Box 201001
Helena MT 59620-1001

Steve Bullock, Governor
Michael T. Tooley, Director

July 1, 2020

Greg Fredericksen, Regional Administrator – Region 10
National Highway Traffic Safety Association
915 Second Avenue Suite 3140
Seattle WA 98174-1079

Subject: FFY2021 Section 402 Governor's Highway Safety Plan and Performance Plan

We appreciate the opportunity to submit the FFY 2021 Governor's Highway Safety Plan (HSP) and FFY 2021 Performance Plan for your review, in accordance with the requirements of 23 CFR Part 1300.10.

Montana continues to see a downward trend in vehicle crash fatalities and serious injuries. Due to this trend Montana is meeting targets in many of the Core Performance Measures required by NHTSA. MDT's targets for fatality rate for VMT, unrestrained passenger vehicle fatalities, and alcohol impaired fatalities are being met or exceeded. We plan to continue that trend with this HSP. Some of the highlights of the plan include:

- Assisting tribal safety stakeholders to continue the Northern Tribes DUI Task Force, which is a collaboration between the Blackfeet, Chippewa Cree/Rocky Boy, Fort Belknap and Fort Peck Tribes to reduce impaired driving in their communities;
- Continuing the collaboration with the Department of Justice to reinvigorate the Traffic Safety Resource Prosecutor program for Montana.
- An Executive Leadership Team for the MDT Comprehensive Highway Safety Plan that provides direction and support for the implementation of the CHSP traffic safety strategies. The team met on May 28, 2020 to approve the work plan and strategies for the coming year.
- MDT and traffic safety stakeholders are updating the CHSP for 2020 - 2024, the update process is expected to be completed by the end of the calendar year.

The strategies and countermeasures in the FFY2021 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 blue ink that reads "Mike Tooley".

Mike Tooley
Director

copies: Lynn Zanto, Rail, Transit and Planning Administrator
David Jacobs, Acting Grants Bureau Chief
Janet Kenny, Highway Traffic Safety Section Supervisor

1. Montana SHTSS Program Overview

1.1 Executive Summary

The Montana Department of Transportation (MDT) continues the Vision Zero initiative focusing on the four focus areas that are critical moving toward zero deaths and zero injuries on Montana roads:

Education through public information campaigns and local outreach through Buckle Up Montana, DUI Task Forces, Safe On All Roads (SOAR), and Teen Peer-to-Peer programs.

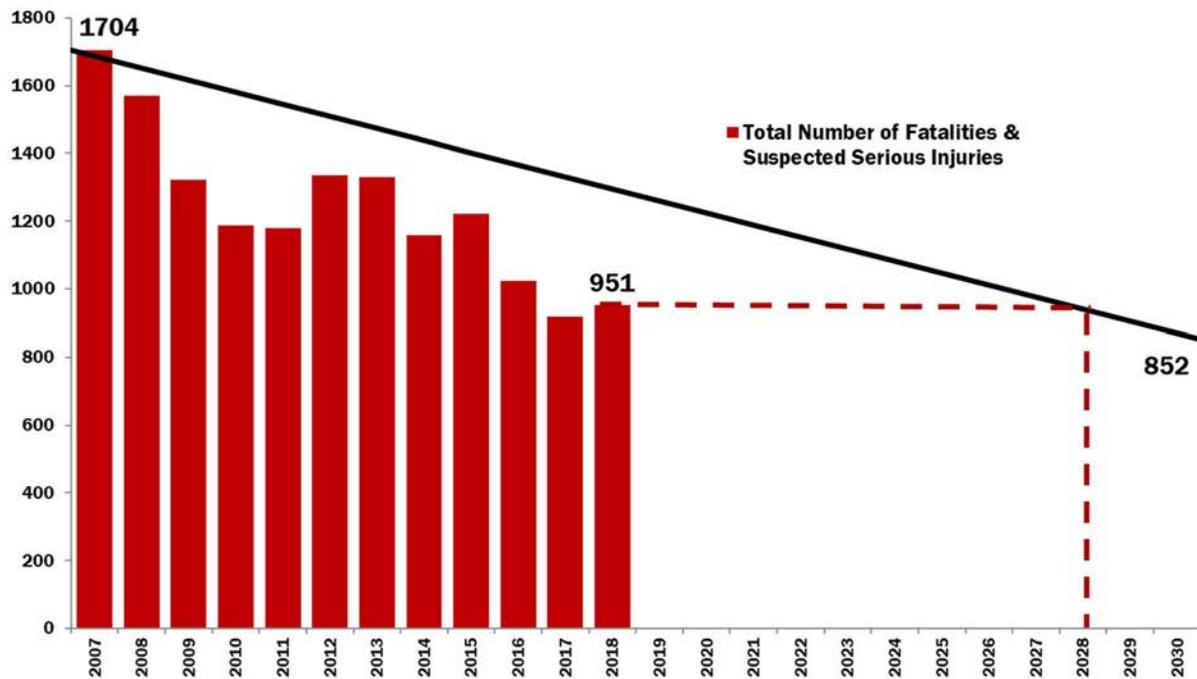
Enforcement of Montana seat belt and impaired driving laws by law enforcement agencies whose presence reminds drivers and occupants to obey traffic laws. Traffic enforcement is increased around the busiest travel times of the year and around high-risk events.

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.

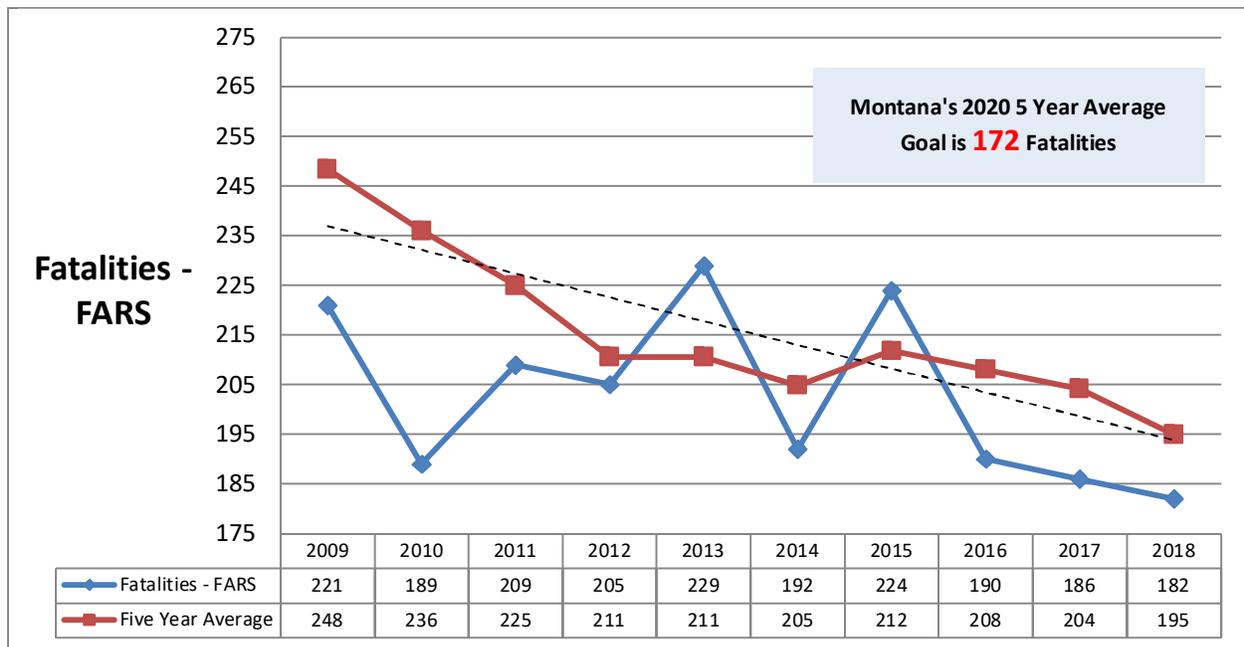
Emergency medical response adequately funded, trained and equipped to respond to vehicle crashes through MDT’s Emergency Medical Services Grant Program.

During 2018, Montana saw an annual decrease in the total number of fatalities for the state. There were a total number of 182 fatalities, which is the lowest number of fatalities experienced annually over the last ten years. According to Fatality Analysis Reporting System (FARS), there were four fewer fatalities during 2018 than there were in 2017.

Montana’s Comprehensive Highway Safety Plan (CHSP) focuses on both fatalities and serious injuries. The overall goal is “to reduce fatalities and serious injuries in the state by half in two decades, from 1,704 in 2007 to 852 in 2030”. During 2018 there were 951 fatalities and serious injuries, only slightly higher than 2017 which was a ten-year low. Because of the declining fatalities and serious injuries, Montana is on track to meet the 2030 goal.

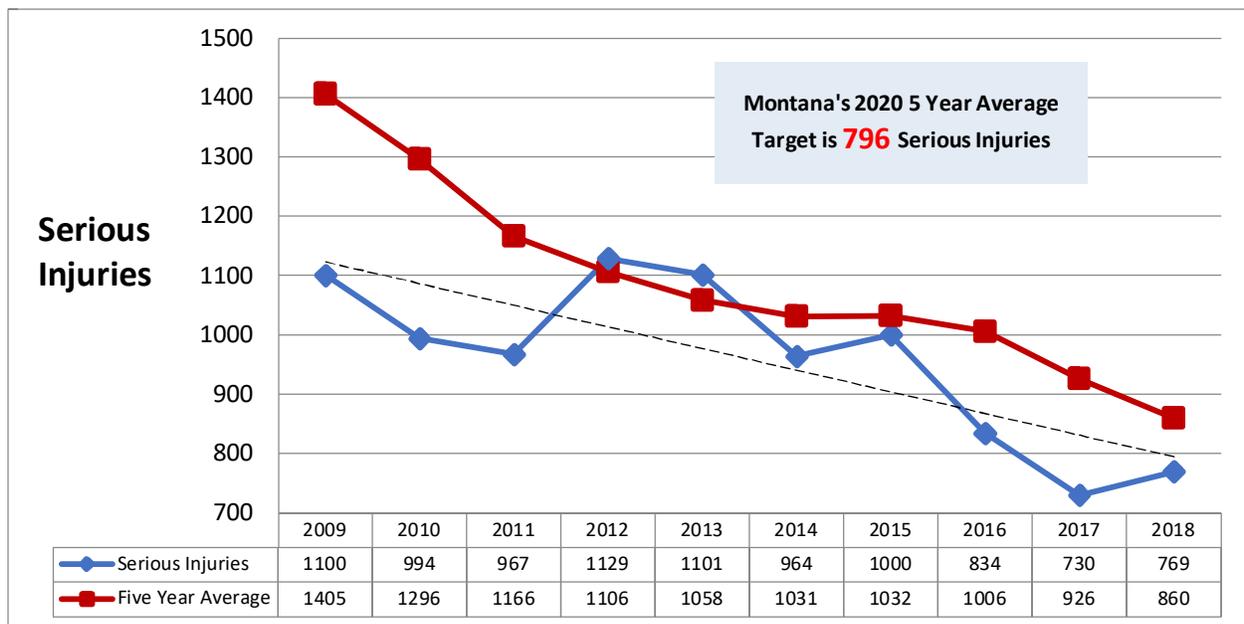


The following shows the history of fatalities.



During 2018, Montana again showed a decrease in the number of fatalities. There were a total of 182 fatalities as compared to 186 during 2017. This was the lowest number of annual fatalities during the last ten years.

Serious injuries are shown below.



Although there was a decrease in fatalities during 2018, the number of serious injuries increased slightly. There were 769 serious injuries as compared to 730 during 2017, approximately a 5% increase. Even with the slight uptick, 2018 is the second lowest year for serious injuries during the last ten years. The 2018 five-year average of 860 was significantly under the target for 2018, which was 925.2. Montana has made significant strides in reducing serious injuries and the long-term CHSP goal of 852 by 2030 will easily be met.

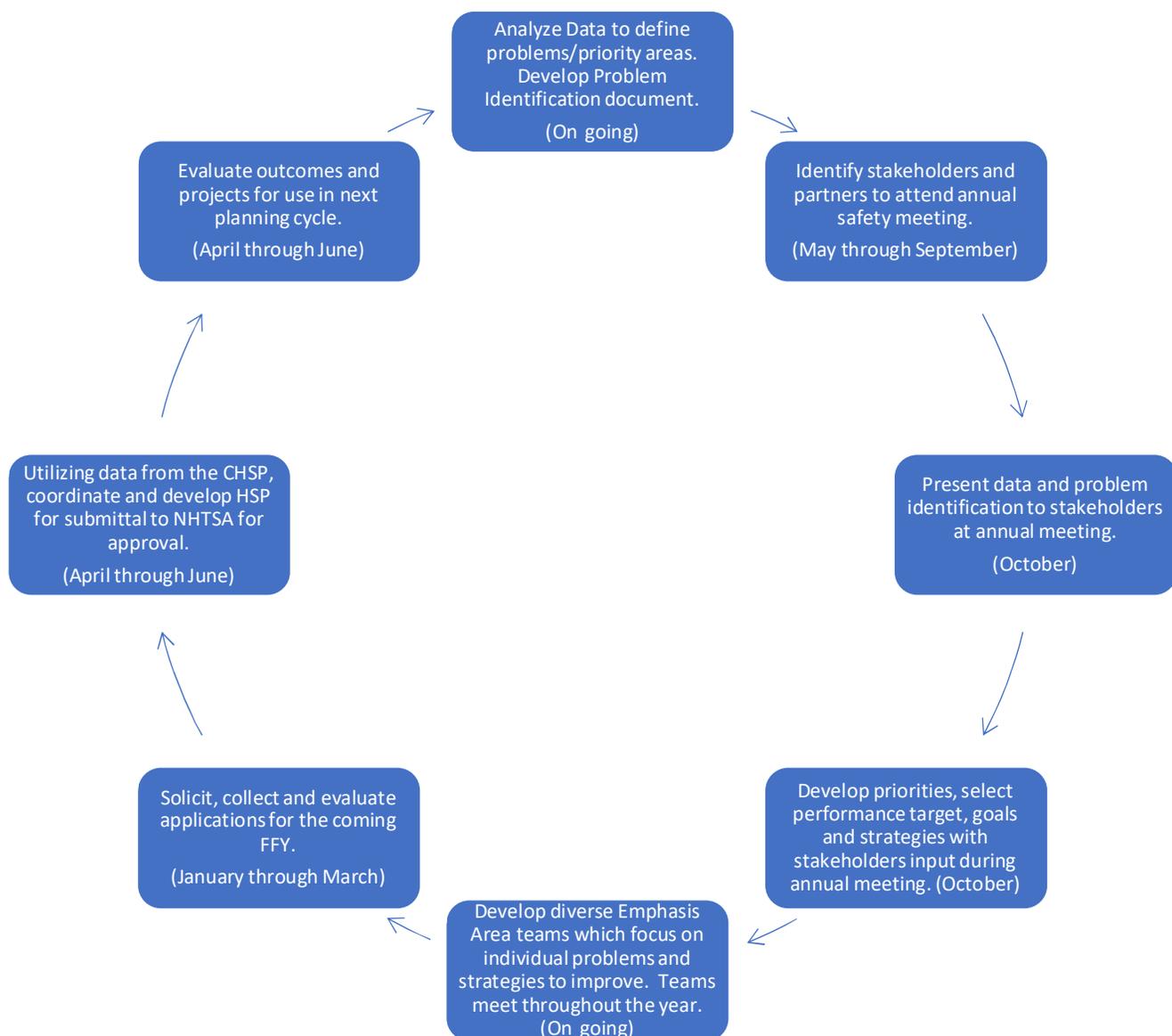
2. Legislative Session

Montana's next legislative session will be during 2021. The State Highway Traffic Safety Section is currently working on updating traffic safety handouts and other educational material for legislators. It is anticipated there will be several issues impacting traffic safety to include a primary seat belt law, change to Montana's impaired driving laws, Autonomous vehicle bills and the possibility of legalized recreational Marijuana.

3. Highway Safety Planning Process

3.1 Outline of Montana's Highway Safety Planning Process

Montana's planning process is as outlined in the graphic below.



In addition to the process above, SHTSS provides a grant timeline through personal email and on-line for stakeholders to understand the process and the due dates of each step. NHTSA extended the deadline for submittal of the HSP to August 3, 2020 for this year only in response to the COVID-19 pandemic. The approval timeframe for NHTSA of the 2021 HSP is also extended.

Milestone	Timeline
Application submission deadline for FFY 2021 funding.	March 1, 2020
Application review and assessment. Funding and project recommendations made to the Governor’s Representative (GR) for Highway Traffic Safety.	March 1 – April 30, 2020
Preliminary contract negotiations.	April 30 - May 29, 2020
Draft Annual Highway Safety Plan (HSP) prepared by MDT staff and submitted to the GR for approval.	May 1 - June 30, 2020
Deadline for Annual Highway Safety Plan submission to NHTSA.	August 3, 2020
Deadline for NHTSA to notify state whether or not FFY 2021 Highway Safety Plan is approved.	September 14, 2020
Notification to applicants regarding funding approval or denial.	August -September 2020
All contracts must be executed between Grantees and MDT	October 1, 2020
<i>Start of Federal Fiscal Year 2021</i> Contracts are finalized and routed for signatures. Effective date of contract varies; please check with your assigned program manager for details.	October 1, 2020 – September 30, 2021
Annual Highway Safety Planning Meeting.	October 5-6, 2020

3.1.2 Performance Measure and Target Setting Process

Performance measures and targets for annual fatalities, VMT fatalities, serious injuries and VMT serious injuries are set during the HSP/CHSP annual meeting. A variety of data sets are used as discussed in the Problem Identification (3.3 Problem Identification Process). During this meeting, that data is presented to traffic stakeholders throughout the state for further analysis with the group.

Montana is in the process of updating the CHSP. This will be completed during FFY20 but is still being developed at the time of this application. While the 2025 long-range goals have not yet been established, the FFY21 shared targets are as follows:

- No more than 182.7 annual fatalities during 2021;
- Fatality rate of no more than 1.367 fatalities per 100 million vehicle miles traveled (VMT) during 2021;
- No more than 652.5 serious injuries during 2021;
- Serious injury rate of 5.45 serious injuries per 100 million VMT;
- No more than 63.5 non-motorized fatalities and serious injuries.

These targets are also used in the HSP and HSIP.

In addition to updating the CHSP, Montana updated the long-range goals for the other NHTSA core performance measures. All of the long-range goals are established to determine desired traffic safety improvements through 2025. The goals established through 2020 will continue to be reviewed and reported on as FARS data becomes available for 2019 and 2020.

To establish annual targets and the 2025 long-range goals for NHTSA Core Performance Measures, MDT utilizes a five-year rolling average, as required by the FAST Act. MDT set the five-year average based on actual fatalities and causes of those fatalities for 2014 through 2018. After establishing this average, MDT used data based on the last five-year period to develop a trend line and determine the slope of that trend line. This resulted in an average percentage decline/incline for each performance measure. This percentage is then used to set annual performance targets and long-range goals. If the slope of the trend line was inclining MDT's goal is set to maintain current levels.

During the HSP/CHSP annual meeting, this methodology is presented to all traffic safety stakeholders in attendance. The attendees concurred with the methodology for establishing target and goals.

3.3. State Highway Problem Identification

Montana uses a data-drive approach to identify traffic safety problems by analyzing crash data. The Montana Highway Patrol (MHP) is responsible for all crash data in the state. MHP then provides this data to a reporting system utilized by MDT for analysis. Through the Safety Information Management System (SIMS) program, all law enforcement agencies that investigate and report traffic crashes, including Sheriff, Police and Tribal agencies have the ability to use the system, although, it is not mandated.

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.

Most of Montana's data is from reportable crashes submitted by law enforcement officers. Some minor crashes such as non-life-threatening run off the road crashes and crashes with animals are not always reported.

Although MDT SHTSS relies heavily on the crash data through MHP, there have been significant strides to expand the data collection. During 2017-2020, MDT has been collaborating with the Department of Public Health and Human Services (DPHHS) and DOJ Judicial services. DPHHS is working to gather EMS data from rural area EMS responders with regard to crash outcomes. In addition, Judicial Services has been compiling information on DUI citations and outcomes to better understand the impaired driving problem in Montana. This information is compiled using Montana Highway Patrol and the Board of Crime Control numbers. The data is provided on-line from MHP and provided directly in hard copy from the Board of Crime Control and has been provided to SHTSS staff for analysis and inclusion in the annual problem identification.

Analysis of the data for each NHTSA performance measure helps show the traffic safety issues challenging Montana. The chart below provides what percent each performance measure represents as compared to Montana's total fatalities and serious injuries.

Performance Measure	Fatalities		Serious Injuries		Fatalities and Serious Injuries	
	2014-2018 Average	Percentage of Total	2014-2018 Average	Percentage of Total	2014-2018 Average	Percentage of Total
Statewide Total	195	100%	860	100%	1054	100%
Impaired Driver Involved	121	62%	291	34%	412	39%
Unrestrained Vehicle Occupant	97	50%	251	29%	348	33%
Speed as a Factor	52	27%	168	20%	221	21%
Drivers 65 and older (18%)*	36	18%	151	18%	186	18%
Drivers 25 and younger (16%)*	58	29%	311	34%	370	33%
Motorcyclists	22	11%	125	15%	147	14%
Pedestrians	13	7%	34	4%	47	4%
Bicyclists	2	1%	21	2%	23	2%
Native Americans**	36	18%				

*The number in parentheses represents the percent of licensed drivers in each category (older a younger drivers). Youngers drivers make up 16% of all licensed drivers, yet they contributed to 29% of the total fatalities from 2013-2017.

**Native American Fatalities is a performance measure tracked by Montana. They represent a high-risk population in Montana and are a traffic safety priority. Serious injury data is incomplete and not reported for this group.

As shown, impaired driving (at 62%) and unrestrained occupant (at 50%) are a serious traffic safety issue for Montana. Following those issues are younger drivers and speed. All of these issues are considered when selecting countermeasures and projects. Montana highway safety has a strong impaired driving and occupant protection component. In addition, with the FCCLA partnership, there is significant effort in reducing teen fatalities.

Law enforcement has been using speed as a way of arresting impaired drivers. It has not necessarily been a focus for enforcement; however, speeding citations represent the highest number of all citations issued by STEP participants and the SETT patrol. During 2019 speeding citations represented almost 60% of all citations. While many citations are written, speeding remains a critical issue for the state.

Below represent the age and gender of the passenger involved in fatal crashes over the last ten years.

Montana's Roadway Fatalities by Age											
Age Range	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Total
0-14	11	10	6	7	4	8	5	7	9	9	76
15-20	33	32	23	24	21	23	31	17	20	17	241
21-30	39	38	45	49	56	45	53	36	33	39	433

Montana's Roadway Fatalities by Age											
Age Range	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Total
31-40	40	23	31	32	25	29	29	33	47	31	320
41-50	28	20	31	28	37	25	29	21	20	21	260
51-60	28	25	35	33	37	29	32	35	21	32	307
61-70	18	25	18	18	21	14	27	22	18	10	191
71+	23	18	22	14	28	19	18	19	18	23	202

Montana Roadway Fatalities by Gender											
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Total
Female	72	69	74	60	76	66	79	57	70	62	685
Male	150	122	137	145	153	126	144	133	116	120	1346
Total	222	191	211	205	229	192	223	190	186	182	2031

As shown, the age group with the highest number of fatalities over the last ten years is 21-30 years of age. In addition, males represent 66% of all fatalities. Other than teens and Native Americans, Montana has identified male drivers aged 18-34 as the target audience for traffic safety messaging. Analysis of this data provides validity for this target audience.

As stated above, judicial data has not been readily accessible. SHTSS is continuing to improve that data for further analysis. There is some data received from NHTSA funded DUI Courts that is provided, however, it does not provide a broad understanding of the statewide issue. As the availability for this data improves, MDT will provide a deeper analysis.

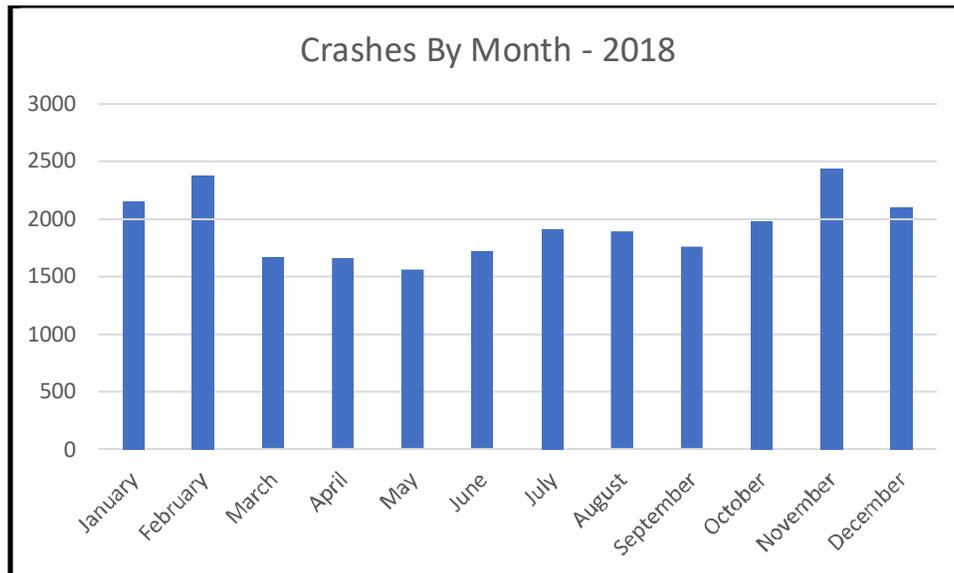
See Montana's full [Problem Identification](#).

3.3.1 State Demographic Analysis

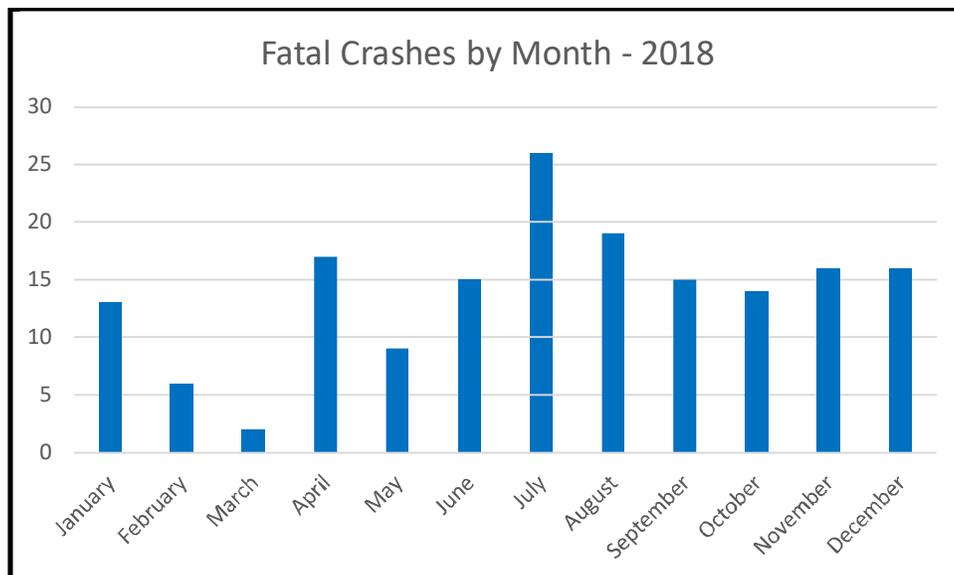
Montana is in the northwest corner of the Nation, a neighbor of Canada. The 2019 census estimate is 1,068,778 with 6.6% being Native American, 4% being Hispanic and two or more races representing 2.8%. There are 75,008 miles of public roads with 12,946 on the state highway system; 12,946 or approximately 18% maintained by MDT. The rest are maintained by local municipalities, Tribal governments and other entities.

During 2019 there were 814,355 licensed drivers and 3,009,962 registered vehicles. Drivers over age 40 make up 64% of all drivers.

Because of winter weather challenges, there is an increase in crashes. During 2018, months with the highest number of crashes are November, December, January and February as shown below.



Although winter months have the largest number of crashes, summer months have the most fatalities (May through October). As weather improves, more drivers are travelling Montana roadways. In addition, the influx of tourists adds to the number of vehicles on the roadways. According to the University of Montana’s Institute for Tourism and Recreation, approximately 12.6 million nonresidents visited Montana in 2019, significantly impacting Montana roadways. During 2018, most fatalities were occurring in July and August. Fatalities by months are as follows:



Montana has one of the highest percent of rural vehicle miles travelled per 100K population 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 shows crashes by county. These are ranked by the crash rate in each county per 100K population. For example, if Madison county had 100,000 citizens, at the current crash rate, there would be 11,059 total crashes in that community. The chart below shows that the eight riskiest communities in Montana have a population of less than 7,000.

Total Crashes by County – 2018							
		Crash Numbers			Crash Numbers per 100K Population		
County	Population	Total Crashes	Fatal Crashes	Total Injuries	Total Crashes	Fatal Crashes	Total Injuries
MADISON	1,700	188	8	67	11059	471	3941
MINERAL	4,184	358	4	103	8556	96	2462
TREASURE	692	45	0	7	6503	0	1012
GRANITE	3,368	179	1	50	5315	30	1485
PRAIRIE	1,182	60	0	13	5076	0	1100
SWEET GRASS	3,623	169	1	54	4665	28	1490
POWELL	6,858	264	0	71	3850	0	1035
JUDITH BASIN	1,940	74	1	26	3814	52	1340
JEFFERSON	11,853	429	3	104	3619	25	877
RICHLAND	11,482	335	1	65	2918	9	566
PETROLEUM	789	23	0	5	2915	0	634
DAWSON	9,327	267	1	44	2863	11	472
POWDER RIVER	1,746	48	1	18	2749	57	1031
WHEATLAND	2,117	57	1	13	2692	47	614
BROADWATER	5,747	154	1	41	2680	17	713
CASCADE	81,755	2180	8	513	2667	10	627
STILLWATER	9,406	247	2	63	2626	21	670
MISSOULA	116,130	3023	8	967	2603	7	833
LEWIS & CLARK	67,282	1716	7	482	2550	10	716
FERGUS	11413	286	4	72	2506	35	631
PHILLIPS	4,133	98	1	30	2371	24	726
TOOLE	4,977	114	1	20	2291	20	402
PARK	16,114	355	5	92	2203	31	571
FLATHEAD	98,082	2158	8	605	2200	8	617
WIBAUX	1,093	24	0	10	2196	0	915
SILVER BOW	34,553	752	2	205	2176	6	593
SANDERS	11,534	250	4	84	2168	35	728
LAKE	29,758	628	9	215	2110	30	722
YELLOWSTONE	158,439	3311	21	1267	2090	13	800

Total Crashes by County – 2018							
		Crash Numbers			Crash Numbers per 100K Population		
VALLEY	7,539	157	1	30	2083	13	398
BEAVERHEAD	9,401	185	2	57	1968	21	606
GALLATIN	104,502	2032	7	501	1944	7	479
HILL	16,542	317	2	41	1916	12	248
CHOUTEAU	5,759	110	1	25	1910	17	434
CARBON	10,460	198	4	58	1893	38	554
TETON	6,056	113	2	26	1866	33	429
GOLDEN VALLEY	831	15	0	9	1805	0	1083
RAVALLI	42,088	734	7	211	1744	17	501
MEAGHER	1,827	31	0	11	1697	0	602
MUSSELSHELL	4,589	77	2	33	1678	44	719
LINCOLN	19,259	314	6	101	1630	31	524
CARTER	1203	18	0	5	1496	0	416
ROSEBUD	9,287	136	6	46	1464	65	495
DANIELS	1,755	25	1	6	1425	57	342
GARFIELD	1,310	18	1	4	1374	76	305
PONDERA	6,084	82	1	18	1348	16	296
BIG HORN	13,343	175	11	89	1312	82	667
GLACIER	13,694	169	3	71	1234	22	518
CUSTER	11,924	146	0	25	1224	0	210
SHERIDAN	3,648	35	1	10	959	27	274
ROOSEVELT	11,305	108	3	86	955	27	761
DEER LODGE	9,085	85	1	33	936	11	363
BLAINE	6,601	57	1	25	864	15	379
FALLON	3,120	26	0	5	833	0	160
LIBERTY	2,409	15	0	0	623	0	0
MCCONE	7,924	25	1	9	315	13	114

3.4 Project Selection Process

MDT's State Highway Traffic Safety Section has been using the Montana Grants and Loan System (Webgrants), an electronic grants system, since FFY2017. Improvements have been made each year since the implementation to increase the scope of the system. Through Webgrants, sub-recipients can apply for grants, monitor grants, submit claims, review budget and a number of other activities to oversee their traffic safety grant. SHTSS can review

applications, determine the eligibility through a scoring metrics, award grants and monitor the grant from inception to close out.

To notify potential applicants of the funding opportunity, SHTSS launches the next cycle of funding during the Annual Safety meeting. This meeting is held in October and provides five months' notice of the upcoming funding opportunity. Applications are due on March 1 each year.

In addition to that kick-off, SHTSS staff provide application information to known stakeholders through email, presentations at traffic safety meetings and outreach to other traffic safety professionals who have similar goals and strategies. Information is provided through other MDT outreach including the quarterly *Newsline* publication delivered to all known transportation stakeholders, and through social media sites.

After the March 1 submittal deadline, SHTSS will begin the review process. Each application is first analyzed to determine if the project is eligible for NHTSA funding based on the objectives, activities and budget. In addition, all applications must support the CHSP strategies developed by MDT's strategic partners and be based on countermeasures that work. If an application is not eligible, a written notification will be sent providing an explanation of the disqualification.

Once the application is found eligible, a team of reviewers will score the applications. This team will meet several times to discuss the proposal and how it will assist Montana in reaching the traffic safety goals as established. Projects are evaluated and scored based on the following criteria:

- How they align with the strategies in the CHSP. All grant applications must support the strategies as contained in the CHSP. (5 points);
- Identification of the problem based on the applicant's review of the data. Applicants are required to provide data that identifies the problem in their community. This should include local, state and national traffic safety data that support the need for the project and align with Montana's Problem Identification. (20 points);
- What is the long-range goal and how it can further the goals of the CHSP and HSP? Outcomes of each project should contribute to Montana's success in reaching the long-range goals and identified in the CHSP and the HSP. (5 points);
- What are the objectives and are they appropriate for meeting the goal of the project? Are the objectives and associated activities in line with achieving project success? (30 points);
- Is there a clear method for evaluating the impact of the project? Application must provide a description of how they will determine if their project has met the intended outcome. (20 points);
- Does the applicant have a plan to sustain the project into the future. MDT's expectation is that the project will be able to be sustained into the future without further funding from the program. (10 points);
- The detail provided in the budget. Budget must be for eligible costs only. (10 points); and
- Past performance. If applicant has had previous grants, how was their performance? Did they spend the funding? Was all required status reports, claims, etc., submitted timely. (15 points).

It is important to note, under federal guidelines, in order to qualify for NHTSA funding, Montana must provide certain traffic safety programs. The current programs that Montana is using include the Click it or Ticket National Mobilization, the Labor Day Crackdown, CPS Inspection Stations, CPS Training, Sustained Enforcement, and focusing efforts on at-risk populations. Because these programs ensure Montana is eligible for 402 and 405 funding these projects are given a priority when making funding decisions. If there is funding remaining, MDT will review other applications that align with the problem identification and strategies contained in the CHSP.

Projects must also be evidence-based. Montana relies on *NHTSA's 2017 Countermeasures that Work* and *NCHRP 500: Guidance for Implementation of the AASHTO Strategic Highway Safety Plan* to ensure all activities funded are proven to be effective. Each activity funded under this HSP is tied to at least one countermeasure which is identified in the Planned Activities section of each program area (i.e., Section 5.5 Occupant Protection Planned Activities).

All projects are funded with the belief that their activities will help MDT in reaching all the goals established for NHTSA's Core Performance Measures as well as making Montana's roadways safer.

Unsuccessful applicants will be notified in writing outlining the reason(s) for the denial. SHTSS will meet with the applicant and provide additional assistance and guidance if requested.

3.5 Data Sources

Montana partners with many entities to ensure a wide variety of traffic safety data is available to establish traffic safety problems, goals, activities, etc. Some of these include:

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

All these data sets are integrated, when appropriate, to determine if there are patterns or trends that indicate traffic safety issues. These are then identified in Montana's Problem Identification. For further information regarding data analysis, see the full [problem identification document](#).

3.6 Coordination with CHSP

Montana ensures that there is coordination with the Highway Safety Plan (HSP), the Comprehensive Highway Safety Plan (CHSP) and the Highway Safety Improvement Plan (HSIP) to set specific goals for certain traffic safety issues. These plans contain the same traffic safety information, data, problem identification, etc. During the CHSP annual meeting, all participants establish the highway safety problems, review the performance targets, develop and select evidence-based countermeasure strategies and activities through the analysis of various data sources used in the development for all three plans. The SHTSS data Research Analyst compiles the data for review and analysis.

Montana's CHSP will be updated during 2020. Federal law requires that the CHSP be updated every five years. The MDT advisory committee of technical experts will direct the plan update. This multi-disciplinary committee will be comprised of representatives of education, enforcement, engineering, and emergency medical services from MDT and various federal, state, tribal and local safety stakeholders.

The update will include compiling and analyzing crash, roadway, and traffic data for all public roads and transportation modes. Analysis will include trend analysis, analysis of contributing factors, crash location, and other data and information applicable to the assessment of transportation safety issues on Montana roadways. Data analysis will be used to make informed decisions about emphasis areas, strategies, objectives, actions, and performance criteria. Because this update is not final, this HSP will utilize the current CHSP as a reference.

Goals established in the current CHSP are based on a ten-year average and include fatalities, fatality rate and serious injury 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 goal.

The current baseline for these rates was established in 2014. The baseline established for fatalities is 203; fatality rate baseline is 1.66 VMT; serious injury baseline is 990; and the serious injury rate baseline is 8.1 VMT. A new baseline will be established with the updated CHSP to be completed this year. The performance targets established for FFY21 are as follows:

Number of Fatalities:*	182.7
Fatalities per VMT:*	1.367
Number of Serious Injuries:*	652.5
Serious Injury Rate per VMT:	5.450
Nonmotorized Fatalities:	63.5

*These targets are also used in the HSP as the targets for 2021. See 4.1 NHTSA Core Performance Measures.

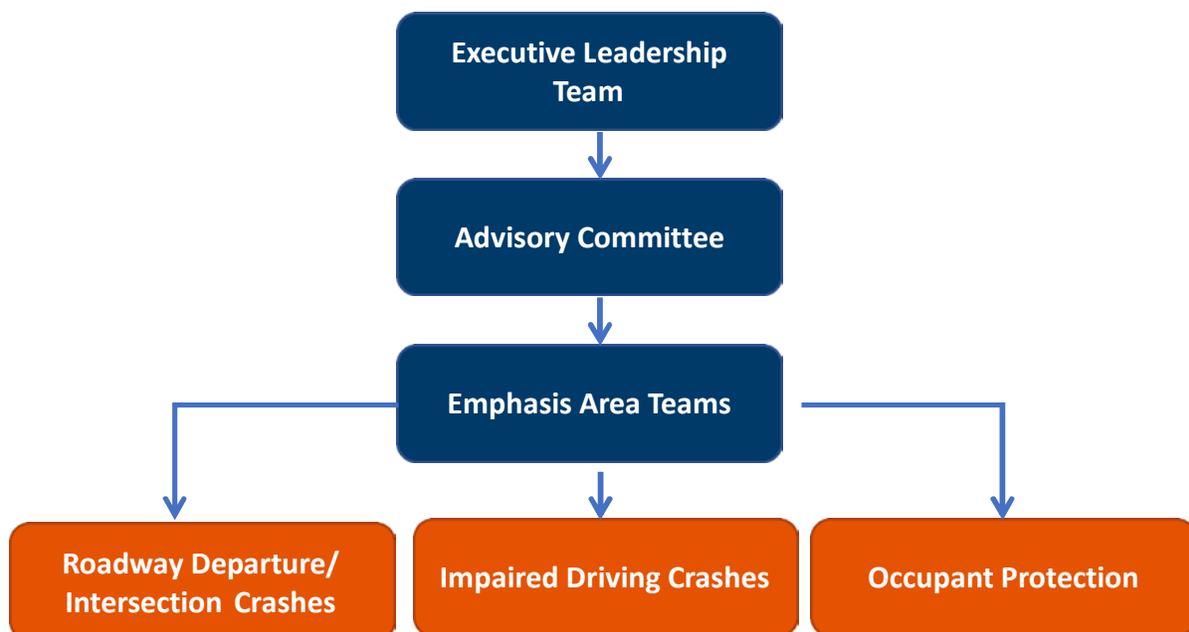
The three over-arching areas of concern established in the CHSP are:

- 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.

MDT has a three-tiered approach to implement safety strategies throughout the state outlined in the CHSP and used for development of the Highway Safety Plan. 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.



The Executive Leadership Team (ELT) is the guiding authority on implementing highway safety strategies statewide to reduce fatalities and serious injury crashes. The purpose of the Executive Leadership Team is to provide direction on the implementation of the CHSP.

The role of the Executive Leadership Team members is as follows:

- Provide leadership and collaboration addressing statewide highway safety needs.
- Prioritize and institutionalize Vision Zero across agencies.
- Commit resources to implement statewide highway safety initiatives.
- Identify and remove barriers within and between agencies to achieve Vision Zero.
- Incorporate common CHSP safety strategies and initiatives into agency plans and policies.
- Delegate appropriate staff to participate actively in the implementation of strategies and safety efforts.
- Serve as Montana's Statewide Impaired Driving Task Force as required by 23 CFR 1300.23

Members of the executive leadership team include the Governor's Representative for Highway Safety as well as leaders for other state agencies to include: 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 Public 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](#) which can be viewed on-line.

The Executive Leadership Team (ELT) is the designated Impaired Driving Task force that has statewide authority outlined in the ELT Charter. This group meets yearly to review and approve the CHSP, Impaired Driving Assessment and the work plan for the coming year. This was completed during their meeting on May 28, 2020. For more information see the [ELT Meeting Minutes](#).

The Grants Bureau Chief and the Highway Traffic Safety Supervisor serve on the Technical 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. To review the full membership list see [Advisory Committee members](#).

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 Emphasis Area Teams are comprised of a number of multidisciplinary traffic stakeholders. Throughout the year these teams (Impaired Driving, Occupant Protection and Roadway Departure and Intersection Crashes Teams) meet regularly to implement the strategies contained in the CHSP. During these meetings, the teams consider other

information such as high-risk demographics groups, time periods when most severe crashes occur, high-crash locations, etc., to ensure efforts are targeted appropriately. [Click here](#) for more information on the emphasis area activities.

Montana conducted its annual Statewide Transportation Meeting on October 30 and 31, 2019. Over 100 traffic safety stakeholder partners assessed Montana's progress toward meeting the targets and long-range goals. Activities included:

- Data review of each emphasis area to assess the impacts of stakeholder's cumulative efforts
- Discussion and development of strategies and activities for each emphasis area
- Training SHTSS's subrecipients on policies and procedures to manage grants

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.

3.7 Strategic Partners and Participants

In addition to the participants of those Emphasis Area Teams, SHTSS has many partners that serve to implement specific HSP strategies. These include:

Federal Partners

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

MT Dept of Public Health and Human Services

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

MT Department of Justice

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

MT Office of Court Administrator (DUI Courts)

- State Drug Court Coordinator

MT Office of Public Instruction

- Driver Education
- Family, Career and Community Leaders of America

MT Department of Corrections

MT Department of Revenue

- Liquor Control and Education

Tribal Governments

- Tribal Leaders
- Tribal Transportation Planners
- Safe On All Roads Coordinators
- Tribal Law Enforcement
- Tribal Health Departments
- Rocky Mountain Tribal Leaders Council

Other Traffic Safety Advocates

- Child Passenger Safety Techs/Instructors
- Governor's Office of Indian Affairs
- Insurance Agencies
- Local DUI Task Forces
- Media Contractors/Outlets
- Montana Association of Counties
- MT Sheriffs and Peace Officers Association
- Mothers Against Drunk Driving
- Motorcycle Riders 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

Highlights of those partners that are critical in developing and implementing MDT's traffic safety strategies are below.

3.7.1 Montana Highway Patrol

Montana Highway Patrol (MHP) is a critical partner for MDT. They cover 147,000 square miles of Montana roadways and employ 246 officers. They have jurisdiction in all political subdivisions of the state. SHTSS provides funding for a variety of law enforcement activities that are proven effective countermeasures. These include:

- Safety Enforcement Traffic Team (SETT) – This team consists of six troopers dedicated to traffic safety. Their priority is to assist local law enforcement agencies with traffic safety issues during local high-risk events. They provide full statewide law enforcement coverage.
- Selective Traffic Enforcement Program (STEP) – Provides funding for traffic safety enforcement activities for each MHP district to enforce traffic safety. Again, this provides Montana with statewide coverage.
- Traffic Safety Resource Officer (TSRO) – Provides a variety of training to law enforcement officers to include SFST, ARIDE and DRE programs as well as coordinating the Mobile Impaired Driving Assessment Center.
- 24/7 Program – Recruits new counties to participate in the 24/7 program. Also provides technical assistance to counties that are currently participating in the program.

All of these projects impact 100% of Montana’s population.

In addition, funding is provided to MHP to coordinate the successful transfer and validation of data from Billings, Missoula, Bozeman, Helena, Great Falls and Kalispell police departments citation and crash data.

3.7.2 State and Local DUI Courts

Reducing recidivism is a priority of Montana. To assist in reaching that goal, MDT supports three DUI Courts (7th and 13th Judicial, adding the 12th Judicial in FY2021) and two local courts (Butte-Silver Bow and Missoula County). In addition, funding is provided for DUI court training at the request of the specific DUI Court.

3.7.3 Local Law Enforcement

Local law enforcement support Montana’s HSP by conducting traffic safety enforcement activities in the community. During 2021 Montana proposes to fund 17 local agencies and two Tribal agencies. Between these agencies 58% of Montana’s population will be impacted by this project. These agencies are integral in improving traffic safety at a local level in a manner consistent with the culture of the community. Additionally, mini-grants are provided to local law enforcement agencies for high visibility events and sustained efforts during the year that will increase coverage throughout the state.

3.7.4 Family, Career and Community Leaders of America (FCCLA)

MDT has been implementing a teen peer-to-peer program for the last four years. MDT has partnered with Family, Career and Community Leaders of America (FCCLA). Through that partnership the Families Acting for Community Traffic Safety (FACTS) curriculum is being promoted.

This project has been very successful. With this partnership, MDT has been able to reach rural area teen drivers in a manner that that has not been possible in the past. These teens are creating real behavior change in their peers and community members.

3.7.5 Northern Tribes DUI Task Force

MDT will continue to support the Northern Tribes DUI Task Force. This task force was created at the request of the tribal communities in the northern part of Montana. These tribes include Blackfeet, Chippewa Cree/Rocky Boy, Fort Belknap and Fort Peck and are partnering to reduce impaired driving fatalities in their communities.

4. Performance Measures

4.1 NHSTA Core Performance Measures

Montana's previous long-range goals for all Core Performance Measures ended in 2020. New long-range goals have been established for each performance measure with a new ending date of 2025.

Montana Department of Transportation NHTSA Core Outcome Measures								
Core Measure	Description	2014	2015	2016	2017	2018	2021 Target	2025 Goal
C-1*	Number of Fatalities	192	224	190	186	182		
	5-Year Moving Average	205	212	208	204	195	182.7	*
C-2*	Number of Serious Injuries	965	1,000	835	731	769		
	5-Year Moving Average	1,033	1,033	1,006	927	860	652.5	*
C-3*	Fatalities/VMT	1.58	1.81	1.51	1.47		1.369	*
C-4	Unrestrained Passenger Vehicle Fatalities	99	114	94	86	85		
	5-Year Moving Average	104	109	106	100	95	94.5	92.2
C-5	Alcohol-Related Fatalities	73	76	84	56	79		
	5-Year Moving Average	82	83	83	76	74	73.6	71.8
C-6	Speed-Related Fatalities	52	91	61	59	67		
	5-Year Moving Average	72	76	74	68	66	65.7	64.0
C-7	Motorcyclist Fatalities	23	24	17	23	21		
	5-Year Moving Average	27	26	26	24	22	21.9	21.3
C-8	Un-helmeted MC Fatalities	12	18	12	14	11		
	5-Year Moving Average	16	17	17	16	13	12.9	12.6
C-9	Fatalities Involving Drivers Age 20 or Less	26	35	19	24	26		
	5-Year Moving Average	26	27	26	26	26	26.0	26.0
C-10	Pedestrian Fatalities	10	14	11	14	15		
	5-Year Moving Average	13	14	13	15	13	12.7	11.9
C-11	Bicycle Fatalities	2	1	3	1	2		
	5-Year Moving Average	1	1	2	2	2	1.7	1.4
Other MDT Performance Measure								
O-1	American Indian Fatalities	37	42	41	31	34		
	5-Year Moving Average	32	34	37	36	37	35.8	34.9
Core Behavior Measure								
		2015	2016	2017	2018	2019	2019 Target	2021 Target
B-1	Observed Seat Belt Use	76.8%	76.2%	78.2%	86.6%	88.9%	77.6%	88.9%
Core Activity Measures								

Montana Department of Transportation NHTSA Core Outcome Measures								
Core Measure	Description	2014	2015	2016	2017	2018	2021 Target	2025 Goal
		2015	2016	2017	2018	2019		
A-1	Seat Belt Citations Issued During Grant-Funded Activities	2,610	2,661	2,661	2,848	3,194	N/A	N/A
A-2	Impaired-Driving Arrests Made During Grant-Funded Activities	468	361	570	388	373	N/A	N/A
		2015	2016	2017	2018	2019	N/A	N/A
A-3	Speeding Citations Issued Grant-Funded Activities	10,117	9,842	9,563	7,658	8,637	N/A	N/A

*These are established through the Comprehensive Highway Safety plan which is currently being updated for 2021 through 2025. Upon completion, the update will include 2025 long-range goals, but was not complete at the time of this application.

4.2 Standard Goal Statements

Performance Measure Identifier	Core Performance Measure and Goals
C-1) Traffic Fatalities (FARS)	This performance measure goal is established through the CHSP which is being updated. A specific 2025 goal has not been established.
C-2) Serious Traffic Injuries (State Crash Data Files)	This performance measure goal is established through the CHSP which is being updated. A specific 2025 goal has not been established.
C-3) Fatalities/VMT (FARS/FHWA)	This performance measure goal is established through the CHSP which is being updated. A specific 2025 goal has not been established.
C-4) Unrestrained Passenger Vehicle Occupant Fatalities (FARS)	To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 2.8%, from the 2014-2018 five year rolling average of 95 to 92.2 by December 31, 2025.
C-5) Alcohol Impaired Driving Fatalities (FARS)	To decrease alcohol impaired driving fatalities by 3%, from the 2014-2018 five-year rolling average of 74 to 71.8 by December 31, 2025.
C-6) Speeding Related Fatalities (FARS)	To decrease speed-related fatalities by 3%, from the 2014-2018 five year rolling average of 66 to 64 by December 31, 2025.
C-7) Motorcyclist Fatalities (FARS)	To decrease motorcyclist fatalities by 3%, from the 2014-2018 five-year rolling average of 22 to 21.3 by December 31, 2025.
C-8) Unhelmeted Motorcyclist Fatalities (FARS)	To decrease unhelmeted motorcyclist fatalities by 3%, from the 2014-2018 five-year rolling average of 13 to 12.6 by December 31, 2025.
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Because of the trend in these fatalities, Montana hopes to maintain drivers age 20 or younger involved in fatal crashes at the 2014-2018 five-year rolling average of 26 through December 31, 2025.
C-10) Pedestrian Fatalities (FARS)	To decrease pedestrian fatalities by 2%, from the 2014-2018 five-year rolling average of 13 to 12.7 by December 31, 2025.

Performance Measure Identifier	Core Performance Measure and Goals
C-11) Bicyclist Fatalities (FARS)*	To decrease bicyclist fatalities by 15%, from the 2014-2018 five-year rolling average of 2 to 1.7 by December 31, 2025.
B-1) Seat Belt Use Rate (Observed Seat Belt Use Survey)	To maintain statewide observed seat belt use of front seat outboard occupants at 88.9% through December 31, 2025.
O-1) Native American Fatalities	To decrease Native American fatalities from the 2014-2018 five-year rolling average of 37 to 34.9 by December 31, 2025.

*The decrease appears larger because of the small number of these fatalities.

4.3 Performance Plan 2021 to 2025

Performance Measure Name	Target Period	Target Start Year	Target End Year	Target Value
C-1) Number of Traffic Fatalities (FARS)	5-Year	2021	2025	TBD
C-2) Number of Serious Injuries in Traffic Crashes (State crash data files).	5-Year	2021	2025	TBD
C-3) Fatalities/VMT (FARS/FHWA)	5-Year	2021	2025	TBD
C-4) Number of Unrestrained Passenger Vehicle Occupant Fatalities all seat positions (FARS)	5-Year	2021	2025	92.2
C-5) Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of .08 and above (FARS)	5-Year	2021	2025	71.8
C-6) Number of Speed-Related Fatalities (FARS)	5-Year	2021	2025	64.0
C-7) Number of Motorcyclists Fatalities (FARS)	5-Year	2021	2025	21.3
C-8) Number of Unhelmeted Motorcyclists Fatalities (FARS)	5-Year	2021	2025	12.6
C-9) Number of Drivers age 20 or Younger Involved in Fatal Crashes (FARS)	5-Year	2021	2025	26.0
C-10) Number of Pedestrian Fatalities	5-Year	2021	2025	12.7
C-11) Number of Bicyclists Fatalities (FARS)	5-Year	2021	2025	1.7
O-1) Native American Fatalities	5-Year	2021	2025	34.9
B-1) Observed Seat Belts Use for Passenger Vehicles, Front Seat Outboard Occupants (Survey)	1-Year	2021	2025	88.9%

4.4 Performance Report of 2018 Target and 2020 Long-Range Goals

Core Measure	Description	2018 Target	Status	Comments
C-1	Number of Fatalities*	192.6	Target Not Met: The five-year average for fatalities was 195 for 2018.	There were 182 fatalities in Montana during 2018. While Montana fatalities have been declining, the five-year average remains high. However, in recent years there has been significant reductions in total fatalities with four less at 182 in 2018 compared to 186 in 2017. Montana is optimistic that this downward trend will continue. The 2020 goal established in the CHSP is 172, however if Montana continues to see declines similar to the last few years, the goal will not be out of reach. Activities such as increased seat belt and impaired citations, an effective statewide communications plan and continued support of DUI Courts support achieving the 2020 target.
C-2	Number of Serious Injuries*	925.2	Target Met: The five-year average for serious injuries was 860 in 2018.	Montana 770 serious injuries during 2018. This was an increase from 2017 but is the second lowest year in the previous ten years. Serious injuries continue a dramatic 10-year decline putting Montana on track to meeting the 2020 goal of 796. Supported activities such as increased seat belt and impaired citations, an effective statewide communications plan and the use of DUI Courts support achieving the 2020 target.
C-3	Fatalities/VMT*	1.84	Target Was Met: According to 2017 data, the five-year average VMT for 2017 was 1.65.	2017 data is shown as the 2018 VMT is not available on FARS as of this date. Montana did meet the fatality/VMT goal for 2017. There have been significant decreases in these numbers over the last years with 2017 being the lowest in the last ten years. Even with the dramatic decrease, the 2020 five-year average goal of 1.28 could be challenging to meet.

Core Measure	Description	2018 Target	Status	Comments
C-4	Unrestrained Passenger Vehicle Fatalities	109	Target Met: The five-year average number of unrestrained fatalities was 95 for 2018.	There were 85 unrestrained fatalities during 2018. This is the lowest number Montana has seen during the last five years, with 2017 being the second lowest. This most recent downward trend has enabled Montana to attain the five-year average target for 2018 and is on track to reach the long-term 2020 goal of 98. Performance from activities such as increased seat belt citations, a new effective statewide occupant protection media plan and support of Buckle Up and SOAR programs will assist achieving the 2020 goal.
C-5	Alcohol Impaired Fatalities	89	Target Met: According to FARS data Montana had a five-year average for alcohol-related fatalities of 74 during 2018.	Montana saw an uptick in impaired driving fatalities during 2018, however, the five-year target of 89 was met. There were 79 impaired driving fatalities in 2018. After reaching a record breaking low during 2017, (56 or 30%), 2018 increased to 79 or 43%, which is fairly consistent with previous years. MDT feels that performance from activities such as increased DUI citations, utilization of DUI Courts throughout the state, increasing that to five courts throughout the state, a statewide impaired driving media plan and support of local DUI Task Forces will ensure that the 2020 goal is met and work to decrease these fatalities into the future.
C-6	Speed-Related Fatalities	81	Target Met: The five-year average for speed-related fatalities was 66 in 2018.	There were 67 speed related fatalities during 2018. This represented 36% of the total fatalities. These type of fatalities tend to fluctuate from year to year accounting for anywhere between 27% and 40% of the total. While 2018 saw an increase in speeding fatalities, Montana is on track to meet the 2020 goal of 74. High visibility and sustained enforcement activities, media placement during National Mobilizations and other at-

Core Measure	Description	2018 Target	Status	Comments
				risk times around the state support achieving the 2020 goal.
C-7	Motorcyclist Fatalities	30	Target Met: The data indicates that the five-year average for motorcycle fatalities was 22 in 2018.	There were 21 motorcycle fatalities in Montana during 2018. This is the second lowest number during the last five years. Motorcycle fatalities have dramatically decreased during the last ten years after reaching a high of 34 in 2013. Montana will surpass the 2020 goal of 28.
C-8	Un-helmeted MC Fatalities	19	Target Met: The five-year average for un-helmeted fatalities was 13 in 2018.	Un-helmeted fatalities continue to decline with only 11 during 2018. This was the lowest rate over the last five years. Un-helmeted fatalities represented 52% of all motorcycle fatalities as compared to 60% in 2017 and as high as 75% in 2015. With these dramatic reductions, Montana is on track to meet the 2020 goal of 17.
C-9	Fatalities Involving Drivers Age 20 or Less	27	Target Met: The five-year average for the period ending in 2018 was 26.	Fatalities for drivers age 20 or less increased slightly during 2018 to 26, up from 24 in 2017. However, the 2018 target of 27 was met with the five-year average being 26 for that year. These fatalities have remained fairly steady during the last five years around the mid-twenties. Montana's partnership with Family, Career, and Community leaders of America is working to reduce these numbers. MDT will continue to seek out other funding opportunities and provide NHTSA funding for Montana's FCCLA chapters for traffic safety efforts. Given the current trend, the 2020 five-year average range goal of 24 will be challenging to attain.
C-10	Pedestrian Fatalities	14	Target Met: Pedestrian fatalities five-year average was 13 for the period ending in 2018.	Pedestrian fatalities accounted for 15 of Montana's traffic fatalities during 2018. This is up from 14 during 2017. The 2018 target of 14 was met with a five-year average of 13 annual fatalities. These numbers have remained in the lower to mid-teens in the past five years and MDT

Core Measure	Description	2018 Target	Status	Comments
				anticipates the 2020 target of 13 will be met.
C-11	Bicycle Fatalities	1	Target Not Met: The five-year average for bicycles fatalities was 2.	Historically, MDT reports 0 or 1 bicycle fatality per year. Although that is too many, it has been determined that this is not a traffic safety priority for the state. Currently the five-year average is at 2 and the 2020 goal is 1. Potentially this goal can be met.
B-1	Observed Seat Belt Use	77.6%	Target Met: The observed seat belt use rate was 88.9% in 2019.	Montana has seen significant increases in the observed seat belt use rate over the last few years. Because of these, the 2020 goal of 77.7% is attainable.
Other Performance Targets Tracked				
O-1	Native American Fatalities	33	Target Not Met: The 5-year average (ending 2018) was 37.	Native American fatalities increased during 2018. In addition, there is a slight incline in the trendline over the last ten years. Give the 2018 five-year rolling average of 37, the 2020 goal of 32 will be challenging to meet. Montana will be monitoring this performance measure and determine if other adjustments can be made to reduce these numbers in the future. Tribal educational programs (Safe On All Roads), The Northern Tribes DUI Task Force, Tribal step programs and the use of checkpoints in these communities will assist Montana in achieving the 2020 goal.

*These performance measures are established through Montana Comprehensive Highway Safety Program.

4.5 Media Evaluation

During 2019, MDT conducted post-surveys for Click-it-or-Ticket Mobilization and Labor Day Mobilization to determine the effectiveness of the media messages and venues for each event. These surveys analyzed the perceptions and attitudes of Montana drivers. A summary of the results for each mobilization are as follows.

4.5.1 Post Click-or-Ticket National Mobilization Campaign Survey

This post-Click-it-or-Ticket Mobilization survey was conducted via web during May 2019. The demographics of survey participants was as follows:

- 224 surveys were completed
- Respondents ranged in age from 18-49

- Over 57% of the respondents lives in Missoula, Billings, Great Falls and Bozeman
- 38% were completed by men and 62% were completed by women

The following represents highlights of the survey.

Behavioral

- Over 80% reported always using seat belts when driving
- 79% of the males reported always wearing their seatbelt
- Almost 70% reported that they would always use a seat belt even if the law did not require it

Enforcement

- Over 60% of the respondents believed the state and local police departments were actively enforcing the state’s seat belt law.
- Almost 20% of all respondents reported being aware of increased seat belt enforcement
- Less than 13% of respondents reported receiving a ticket for not wearing a seat belt.
- 54% of respondents reported that it was somewhat or very likely that they would receive a ticket if they were not using their seat belt.

Media Awareness

- Almost 48% of respondents reported seeing some type of advertising, public service message, or news story about seat belts in the last month or so.
- Nearly 48% of men aged 18—34 respondents reported seeing seat belt related advertising, public service announcements or news story in the last month or so.
- Nearly 98% respondents reported that “Dad with Little Girl” effectively communicated the importance of using a seat belt.
- Almost 98% reported the commercial increased their desire and willingness to always use a seat belt.

The reported top media sources being used were Phone (57.8%); Television (54.7%); Radio (31.6%); Computer (30.2%); and Tablet (12.0%).

4.5.2 Post Labor Day Mobilization Campaign Survey

The post Labor Day campaign survey was conducted in September 2019. The demographics on the participants were as follows:

- 225 surveys were completed
- Respondents ranges in age from 18 to 49
- 57% of the respondents lived in Missoula, Billings, Great Falls or Bozeman
- 40% were completed by men and 60% were completed by women

The following represents highlights of the survey.

Behavioral

- More than 40% of respondents reported having been in a car driven by an impaired driver.
- Over 40% of respondents reported having been in a car driven by an impaired driver.
- Nearly 55% % indicates that the problem of drunken driving was a significant, is not one of the state’s worst problems.
- Over 21% of all respondents reported having received a DUI ticket.
- 48% of men aged 35-49 reported receiving at least one DUI ticket.

Enforcement

- Nearly 50% believed that state and local police departments were very actively enforcing the state’s DUI laws.
- Nearly 58% believed that Montana law enforcement was becoming more active in enforcing the state’s DUI laws.
- Close to 45% of all respondents reported seeing, hearing, or reading about increased drunk driving enforcement in the past 30 days.
- Over 51% of respondents believed that they would always or nearly always get arrested if they drove after drinking.

Media Awareness

- 48% reported seeing some type of advertising, public service message, or news story about driving under the influence in the last month or so compared to 56% in 2017.
- Over 54% of men 18-34 reported seeing some type of advertising, public service message, or news story about driving under the influence in the last month or so
- Over 91% reported that “Saving Lives” effectively communicated the importance of driving sober.
- Over 85% reported the commercial increased their desire and willingness to always drive sober.
- Nearly 98% of respondents reported that “Can Cost You” effectively communicated the importance of driving sober.
- Over 92% indicated the commercial increased their desire and willingness to always drive sober.

The top media sources used were TV (57.8%); Phone (48.4%); Computer (30.2); Radio (26.7%); and Billboard (20.4%).

The full report on this survey is available from Montana’s Highway Traffic Safety Section.

Highway Safety Strategies and Projects

5. Occupant Protection Program Area

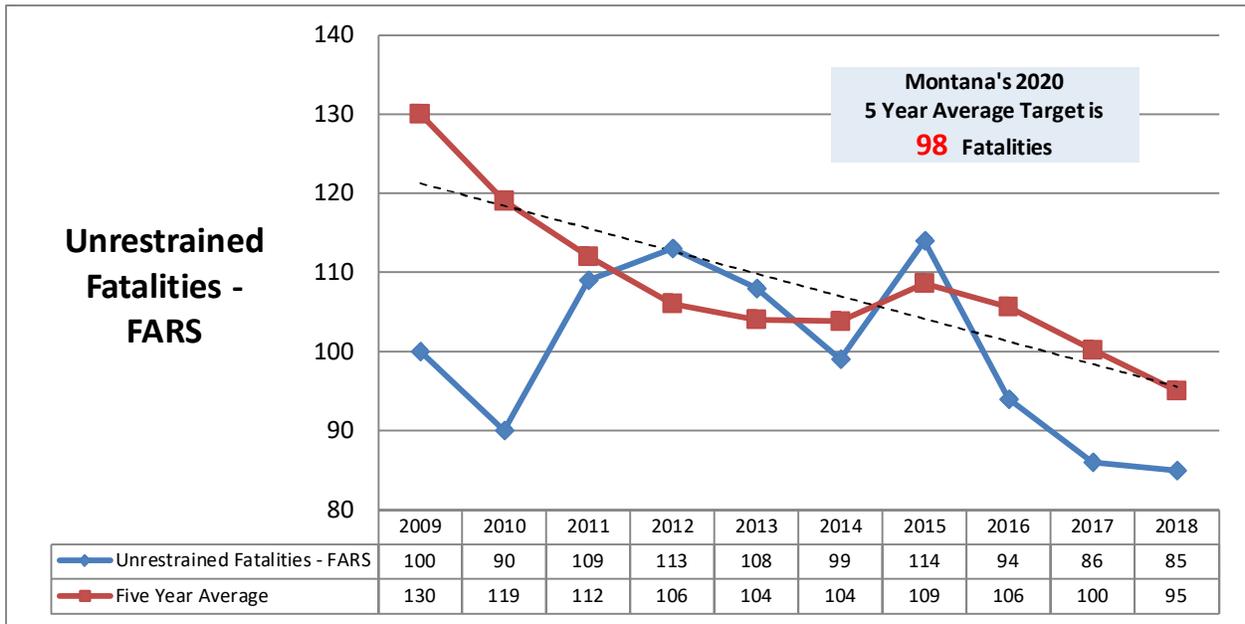
5.1 Overview

Montana is currently a low- range state for seat belt use and is a secondary seat belt law state. However, over the last several years, seat belt use has increased from 78.2% in 2017 to 88.9% in 2019. There have been many attempts to pass primary seat belt legislation that have not been successful. MDT anticipates there will be another bill introduced during the 2021 session.

The following long-range goals have been established for occupant protection in Montana.

- Reduce the five-year average number of unrestrained vehicle occupant fatalities from a five-year average of 95 in 2014 to 92.2 by 2025
- To maintain statewide observed seat belt use of front seat outboard occupants at 88.9% through December 31, 2025.

The chart below illustrates where Montana stands at reaching the occupant protection goals through 2018 (most recent FARS data available):



During 2018, unrestrained fatalities decreased by 1, making it the lowest year for these fatalities in the last ten years. This reduced the five-year average by five from 2017 to 2018. With the significant reductions seen during the last few years, Montana is on track to meet the 2020 five-year average goal of 98.

The history of observed seat belt use is as follows:

Seat Belt Usage Rates						
Year	Interstate	Primary	City	Other	Urban	All Roads
2008	92.10%	81.70%	66.60%	70.70%		79.30%
2009	82.90%	83.80%	64.90%	75.60%		79.20%
2010	87.00%	81.20%	64.70%	74.10%		78.90%
2011	84.40%	80.90%	67.70%	68.80%		76.90%
2012	82.80%	80.10%	65.70%	70.50%		76.30%
Year	Interstate	Primary	Secondary	Other	Urban	All Roads NHTSA weighted)
2013	82.0%	67.8%	78.0%	61.3%	67.6%	74.0%
2014	84.0%	62.0%	71.0%	74.0%	68.0%	74.0%
2015	86.5%	65.9%	74.3%	71.1%	70.6%	76.8%
2016	80.0%	67.6%	72.0%	76.8%	82.4%	76.2%
2017	81.6%	73.6%	75.0%	78.9%	75.0%	78.2%
2018*	90.6%	84.9%	85.2%	89.8%	87.0%	86.6%
2019	92.2%	87.7%	87.2%	88.3%	91.2%	88.9%
Chg 1 Yr	1.6%	2.8%	2.0%	-1.5%	4.2%	2.3%
Source: Montana Department of Transportation Observational Studies						
* First year of Montana's NHTSA mandated new seatbelt survey sites						

After a dramatic increase in seat belt use from 2017 to 2018, the observed seat belt usage rate continues to improve. MDT’s 2019 observed seat belt survey found 88.9% of all road users were buckled up. The 2019 target of 77.6% usage was easily surpassed. Given these significant improvements, Montana is on target to reach the 2020 goal of 77.7%.

To qualify for Occupant Protection grants under the federal regulations, low-range states must meet the following criteria:

- Occupant Protection Plan ([CHSP/OP Plan](#))
- Participate in Click-it-or-Ticket
- Network of Child Restraint Inspection Strategies
- Maintain Sufficient Child Passenger Safety Technicians

In addition, a low-range state must meet three of the following:

- Primary Enforcement Seat Belt Use Statute
- Occupant Protection Statute
- Seat Belt Enforcement
- High Risk Population Countermeasure Programs
- Comprehensive Occupant Protection Program
- Occupant Protection Program Assessment

Montana qualifies by meeting the all requirements for high-use states and the following three additional criteria:

- Seat Belt Enforcement criteria as outlined in *6. Law Enforcement Traffic Services* of this document;
- High Risk Population Countermeasure Program as outline in *9. Native American Traffic Safety Programs* and the *12. Teen Peer-to-Peer Traffic Safety Program* of this document; and
- Occupant Protection Program Assessment that was conducted December 4 – December 8, 2017 and Montana is scheduling again for 2021 grant year.

5.2 Problem Identification

The unrestrained fatality trend has been steadily declining over the last ten years with the five-year average decreasing from 130 in 2009 to 95 in 2018. In addition, the observed seat belt use rate has increased during this same time. However, according to NHTSA data, in Montana, during 2018, only 46% of the fatalities were restrained. This compares to the best state which was 100% and the national average which was 62%. Even with the steady decline of unrestrained fatalities and increase in observed seat belt use, Montana continues to rank at the bottom as compared to all states.

While seat belts are proven to be the most effective tool in reducing fatalities and serious injuries, Montana remains a secondary enforcement state. In addition, the Child Passengers Safety Laws do not meet the national standards. During the last five-years unrestrained fatalities represented 49% of all statewide fatalities.

As with all fatalities, most of Montana’s unrestrained fatalities occur in the summer months as shown in the chart below.

Montana Roadway Crashes 2009-2018						
Month	Unrestrained Occupant Fatalities	Unrestrained Occupant Serious Injuries	Occupant Fatalities	Occupant Serious Injuries	Percentage - Unrestrained Occupant Fatalities	Percentage - Unrestrained Occupant Serious Injuries
January	42	153	82	497	51%	31%

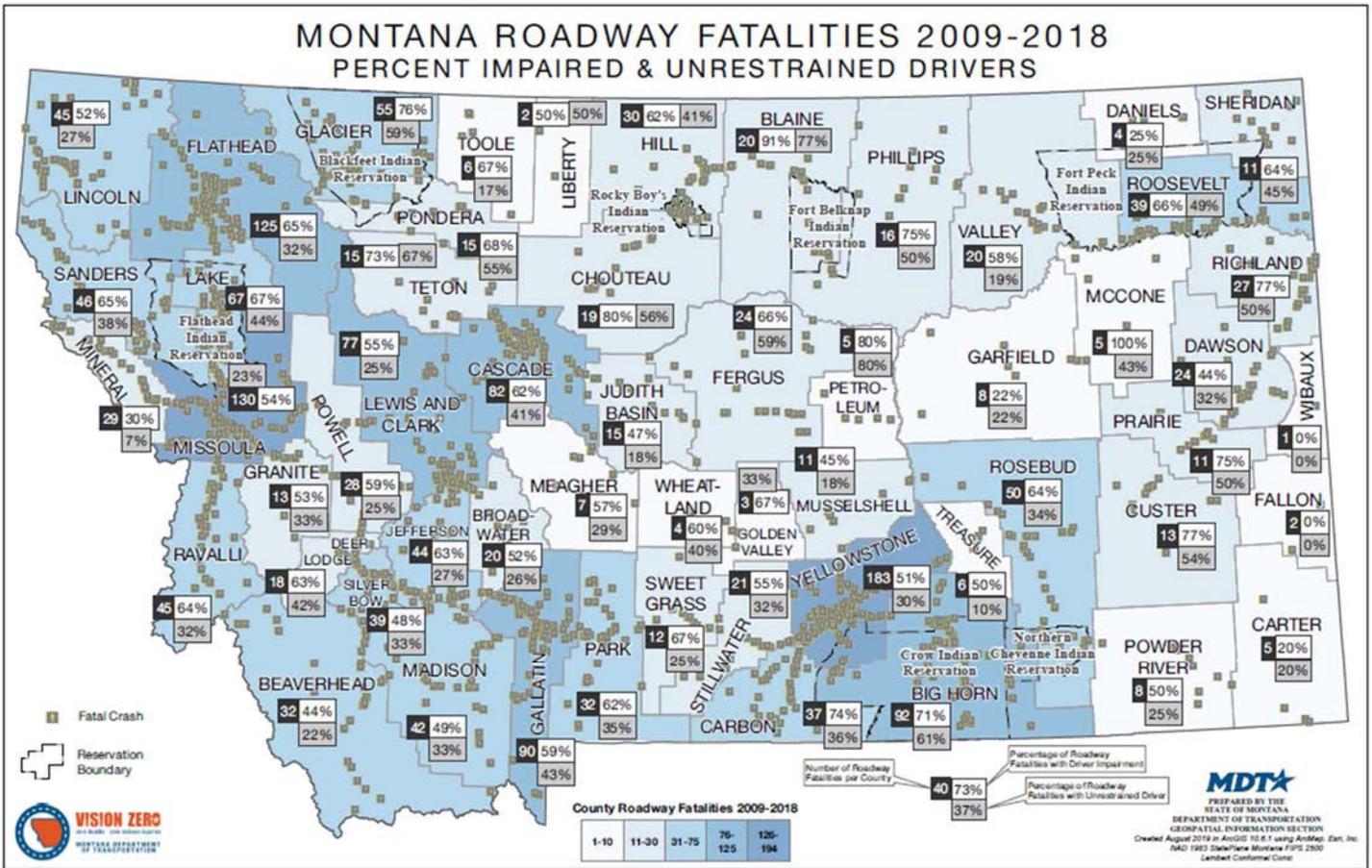
Montana Roadway Crashes 2009-2018

Month	Unrestrained Occupant Fatalities	Unrestrained Occupant Serious Injuries	Occupant Fatalities	Occupant Serious Injuries	Percentage - Unrestrained Occupant Fatalities	Percentage - Unrestrained Occupant Serious Injuries
February	52	167	92	481	57%	35%
March	60	181	98	510	61%	35%
April	83	210	123	519	67%	40%
May	87	260	111	631	78%	41%
June	96	258	141	670	68%	39%
July	124	329	201	825	62%	40%
August	121	292	194	751	62%	39%
September	99	273	153	634	65%	43%
October	94	241	145	627	65%	38%
November	75	240	119	635	63%	38%
December	81	222	121	608	67%	37%

May through October fatalities are considerably higher than other months. Over the last ten years, over 61% of all Montana’s unrestrained fatalities occurred during those months. However, the percent of unrestrained fatalities is fairly consistent across all months, with only January and February being under 60%.

In 2019 Montana’s observed seat belt rate went up to 88.9%, a significant increase from 2018 when the rate was 86.6%. And up over 10% from 2017 when the rate was 78.2%. According to NHTSA, during 2018 the national average was 89.7%. This is the first time that seat belt use in Montana has been less than 1% away from the national average with many years being 12 to 15% lower. MDT will monitor this in the future to determine if this increase will continue.

The map below shows the number of unrestrained fatalities by county for the last ten years.



5.3 Associated Performance Measure(s)

As required each program area must be associated with a state specific performance measure(s). This program area and the planned activities will assist Montana in meeting the following performance goal(s).

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2021	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2025	5 Year	92.2
2021	B-1) Observed Seat Belts Use for Passenger Vehicles, Front Seat Outboard Occupants (Survey)	2025	5 Year	88.9%
2021	O-1) Native American Fatalities	2025	5 Year	34.9

5.3 CHSP Linkage

Montana’s CHSP serves as the state’s Occupation Protection Plan outlining strategies to improve restraint use and appropriate child passenger safety seat use. All projects funded with NHTSA funds must support the strategies outlined in the CHSP. The following presents 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.*

The specific strategy for each project is listed by the project name as supporting Strategy #1, #2, #3, or #4 above.

5.4 Evidence of Effectiveness/Countermeasures that Work

Montana relies on *NHTSA’s 2017 Countermeasures that Work, Chapter 2 Seat Belts and Child Restraints* to ensure all projects funded are proven to be effective. The countermeasures used 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)

3.2 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 2017 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.

5.5 Occupant Protection Planned Activities

All of the occupant protection planned activities will support Montana’s Highway Safety Plan with the following performance measure for 2021.

C-4 Unrestrained Passenger Vehicle Fatalities: Reduced unrestrained fatalities to a five-year average of 101.5 during 2021.

B-1) Seat Belt Use Rate (Observed Seat Belt Use Survey): To maintain statewide observed seat belt use of front seat outboard occupants at 88.9% through December 31, 2025.

The planned activities will be attached to one of the following Countermeasure Strategies and is identified in the project narrative.

- Public Information and Education OP (PI&E OP)
- Child Restraint Systems Inspection Station(s) (CRSIS)

5.5.1 Buckle Up Montana (BUMT)

CHSP Strategies #1, #2, #3, #4

CMW (2.1) (2.3) (3.1) (3.2) (5.1) (6.1) (6.2) (7.1) (7.2) Budget: \$167,250

Countermeasure Strategy: PI&E OP

The Buckle Up Montana program consists of grassroots coalitions that promote occupant protection initiatives in their communities. During 2021 MDT plans to fund four coalitions that will implement public information and education program reaching a variety of demographics. The messaging will encourage seat belt use and child passenger safety. Funding will be used to provide salaries, PI&E materials and training for each coalition. Priority for funding is given to BUMT’s that have an active CPS program and certified CPS instructors in the community. The four coalitions will cover Cascade, Flathead, Lewis and Clark, Jefferson, Broadwater, Missoula and Granite Counties. These coalitions will serve as a resource for statewide CPS trainings and outreach.

All subrecipients will be paid from 405b funding, under the program funding code of 69A3752130000405bML. The funding breakdown is as follows:

<i>Subrecipient</i>	<i>405b</i>	<i>Funding Amount</i>	<i>Program Funding Code</i>	<i>Indirect Costs</i>	<i>Local Match</i>	<i>MOE</i>	<i>Local Benefit</i>	<i>Montana Contract Number</i>
Cascade County	\$37,500	\$37,500	69A3752130000405bMTL	\$0	\$0	\$0	\$0	111223
Flathead County	\$43,362	\$43,362	69A3752130000405bMTL	\$0	\$22,988	\$0	\$0	111224
Missoula City-County Health	\$46,888	\$46,888	69A3752130000405bMTL	\$0	\$0	\$0	\$0	111226
Tri-County (Lewis & Clark, Jefferson, Broadwater)	\$42,000	\$42,000	69A3752130000405bMTL	\$1,928	\$27,722	\$0	\$0	111225
Total	\$167,250	\$169,750		\$1,928	\$50,710	\$0	\$0	

Project Safety Impacts: Educate the specific communities on seat belt and proper car seat use to assist in meeting the overall occupant protection goals above. Coalitions will also provide car seats and checks at the permanent inspection stations in these communities throughout the year, tracking the number of seats checked and seats provided. This will support Montana’s Occupant Protection goals for unrestrained fatalities, unrestrained serious injuries and observed seatbelt use.

5.5.2 Occupant Protection Mini-Grants

CHSP Strategies #1, #2, #3, #4

CMW (2.1) (2.3) (3.1) (3.2) (5.1) (6.1) (6.2) (7.1) (7.2) Budget: \$25,000

Countermeasure Strategy: PI&E OP

OP Mini-grants will be provide to communities to provide education and outreach regarding the importance of seat belt use and child passenger safety. These grants allow local communities to receive funds to assist them with local events, media, brochures, etc., that encourage residents to use appropriate restraints for all vehicle passengers. In addition, community members may use these grants to support local enforcement agencies participating in sustained enforcement events by providing additional education and media around the event.

Applications will be accepted and subrecipients will be selected throughout the fiscal year.

All subrecipients will be paid from 405b funding, under the program funding code of 69A3752130000405bMTL. The funding breakdown is as follows:

<i>Subrecipient</i>	<i>405b</i>	<i>Funding Amount</i>	<i>Program Funding Code</i>	<i>Indirect Costs</i>	<i>Local Match</i>	<i>MOE</i>	<i>Local Benefit</i>	<i>Montana Contract Number</i>
Various	\$25,000	\$25,000	69A3752130000405bMTL	\$0	\$0	\$0	\$0	TBD
Total	\$25,000	\$25,000		\$0	\$0	\$0	\$0	

Project Safety Impacts: Assist in meeting all the overall occupant protection goals above by educating about seat belt/car seat use in support of HVE during high-risk and other local events. This will support Montana’s Occupant Protection goals for unrestrained fatalities, unrestrained serious injuries and observed seatbelt use.

5.5.3 CPS Technician and Instructor Development

CHSP Strategy #1

CMW (6.2) (7.2)

Budget: \$44,000

Countermeasure Strategy: CRSIS

The National Child Passenger Safety certification trainings will continue to help maintain a pool of CPS technicians and instructors throughout the state. This funding will also include hosting regional CPS Technician and Instructor Update. SHTSS manages this funding internally and coordinates the training ensuring that it is offered in a variety of locations. In addition, MDT will purchase latch manuals to be distributed to newly certified technicians.

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.*

All funding will be paid from 405b funding, under the program funding code of 69A3752130000405bMTL. The funding breakdown is as follows:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Local Match	MOE	Local Benefit	Montana Contract Number
MDT Managed	402	\$4,000	69A37521300004020MTL	\$0	\$0	\$0	\$1,600	N/A
	405b	\$40,000	69A3752130000405bMTL	\$0	\$0	\$0	0	
	Total	\$44,000					\$1,600	

Project Safety Impacts: Conduct at least 7 National Child Passenger Safety Trainings to certify an additional 70 technicians (ten/class). Conduct regional technician and instructor updates to help ensure certifications do not lapse.

5.5.4 Child Passenger Safety Seats

CHSP Strategy #1

CMW (6.2) (7.2)

Budget: \$25,000

Countermeasure Strategy: CRSIS

MDT will purchase child safety seats for distribution to the child inspection stations throughout the state. Priority will be given to at-risk areas. These seats will be part of the overall Child Passenger Safety Program which is implemented by the state CPS Technicians and Instructors. Seats will be shipped directly to the local permanent inspection stations or to CPS technicians in counties that do not have a permanent inspection station.

This will increase the chances 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.

The funding breakdown is as follows:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Local Match	MOE	Local Benefit	Montana Contract Number
Procurement Process	402	\$10,594	69A37521300004020MTL	\$0	\$0	\$0	\$4,237	TBD
	405b	\$14,406	69A3752130000405bMTL	\$0	\$0	\$0	\$0	
	Total	\$25,000					\$4,237	

Project Safety Impacts: Distribution of child safety seats statewide prioritizing the distribution by risk, as part of the state's CPS program in support of Montana's inspection stations as required in 1300.21, *Occupant Protection Grants, (d) Qualification criteria for a high seat belt use rate state, (3) Child restraint inspection stations.*

5.5.5 OP Assessment

Budget: \$30,000

In accordance with federal regulation, Montana is required to have an assessment of the Occupant Protection Program during FFY2021. MDT will be requesting an assessment through the regional NHTSA office.

Subrecipient	402	Funding Amount	Program Funding Code	Indirect Costs	Local Match	MOE	Local Benefit	Montana Contract Number
Various	\$30,000	\$30,000	69A37521300004020MTL	\$0	\$0	\$0	\$0	N/A

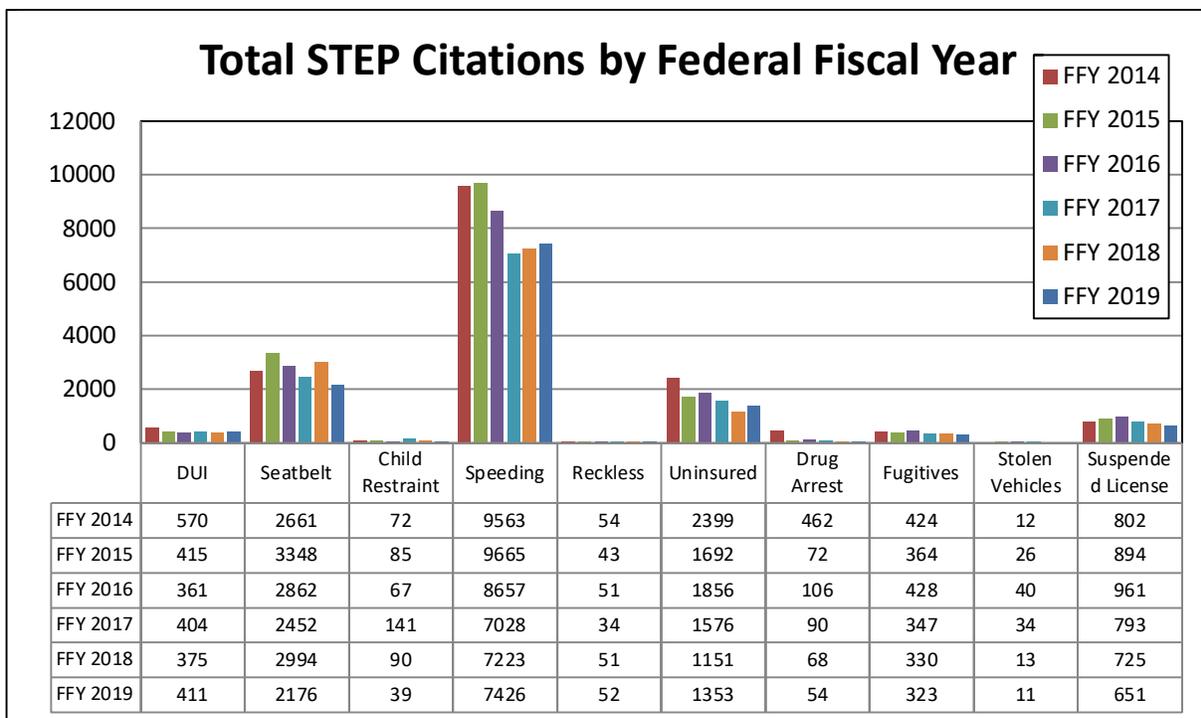
5.6 Funding Summary for Occupant Protection

Activity Title	402	405b	Funding Amount	Indirect Costs	Local Match	MOE	Local Benefit
Buckle Up Montana		\$169,750	\$169,750	\$1,928	\$50,710	\$0	\$0
Buckle Up Montana Mini-Grants		\$25,000	\$25,000	\$0	\$0	\$0	\$0
Child Passenger Safety Seats	\$10,594	\$14,406	\$24,500	\$0	\$0	\$0	\$4,237
CPS Technician & Instructor Development	\$4,000	\$40,000	\$31,500	\$0	\$0	\$0	\$1,600
OP Assessment	\$30,000		\$30,000	\$0	\$0	\$0	\$0
Total	\$44,594	\$249,154	\$280,750	\$1,928	\$50,710	\$0	\$5,837

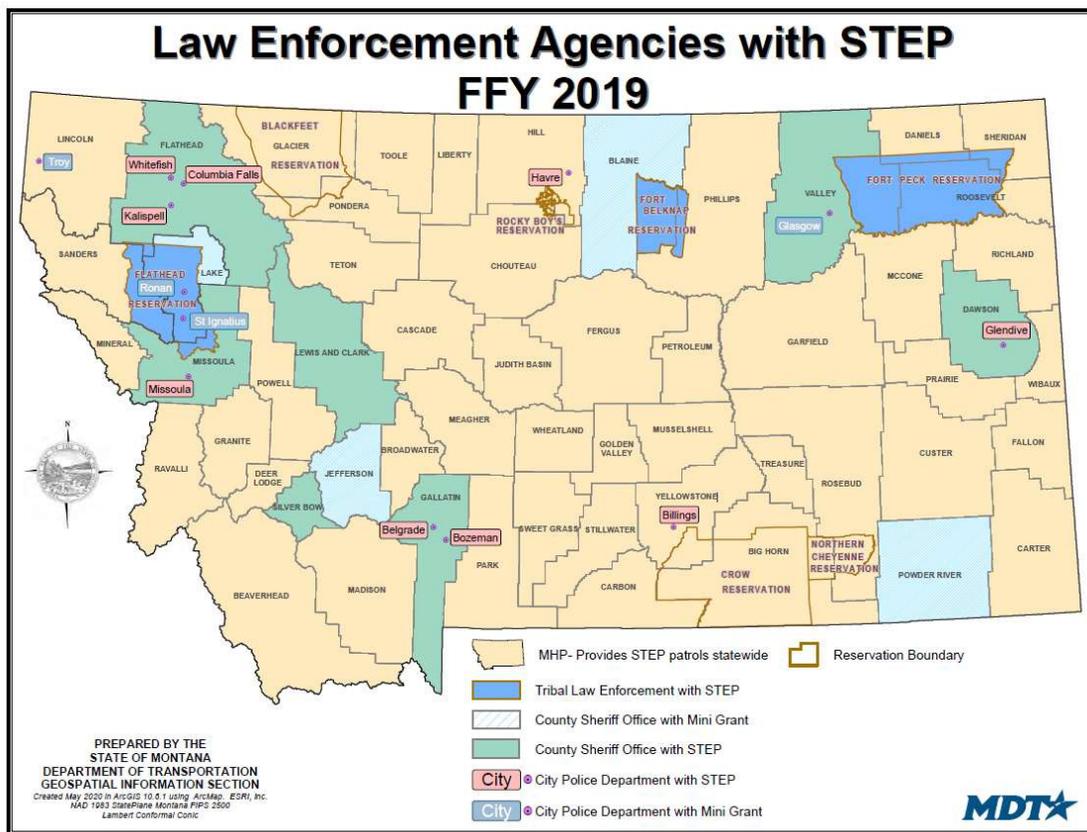
6. Law Enforcement Traffic Services

MDT partners with law enforcement agencies to provide Selective Traffic Enforcement Program project to include state, local and tribal entities. During 2019 there were 27,412 citations issued as compared to 31,904 during 2018. A total of 11,627 hours were worked during 2019, with 2018 have 13,279. Although the hours worked decreased during 2019, the average number of citations per hours remained fairly constant with 2019 being 2.35 and 2018 being 2.4. Law enforcement agencies are critical to supporting the traffic safety objectives of Montana.

Below is a breakdown for the citations for 2014 through 2019.



One hundred percent of Montana’s population is covered by law enforcement STEP programs because of the participation of police, sheriff, tribal and the Montana Highway Patrol. Below shows a map of the participating agencies.



6.1 Mobilizations

Concentrated enforcement activities took place during the national mobilizations in FFY19:

- Winter Holiday: December 14, 2018 – Jan 01, 2019
- Click-it-or-Ticket: May 17 – June 2, 2019
- Labor Day: August 16 – September 2, 2019

Although the media for Click-it-or-Ticket Mobilization focused on seatbelt enforcement and the Winter Holiday and Labor Day enforcement focused on impaired driving, law enforcement used all three mobilizations to address seat belt and impaired driving traffic safety issues. Press releases, radio ads and social media postings were the venues used to increase public awareness.

A total of 7,122 citations and warnings were made during the national mobilizations during FFY 2019.

Citations and Warnings Winter, Holiday, Click it or Ticket and Labor Day Mobilizations FFY19						
DUI Arrests	Seat Belt Citations	Child Restraints	Felony Arrests	Stolen Vehicles	Fugitives	Drug Arrests
83	464	6	43	3	107	13
DRE Evaluations	Uninsured Motorists	Speed Citations	Reckless Driving	Other Citations	Other Arrests	Total
3	361	1,988	15	3,745	108	7,122

A listing of the 19 STEP participating agencies is shown below.

FFY 2019 agencies with STEP contracts

State Agencies

Montana Highway Patrol

City Police Departments

Belgrade	Billings	Bozeman	Columbia Falls	Glendive
Havre	Kalispell	Missoula	Whitefish	

County Sheriff Departments

Butte-Silver Bow	Dawson	Flathead
Gallatin	Lewis & Clark	Missoula
Valley		

Tribal Law Enforcement Agencies**

Confederated Salish-Kootenai Tribal Law & Order	Fort Peck Tribal Law Enforcement
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**See Tribal STEP in the Native American Section of this document.

Because Montana has only a secondary seatbelt law, officers cannot pull over a vehicle solely because of observed seatbelt use. Law enforcement uses speed enforcement as a strategy to identify those seen not wearing their seatbelt and impaired drivers.

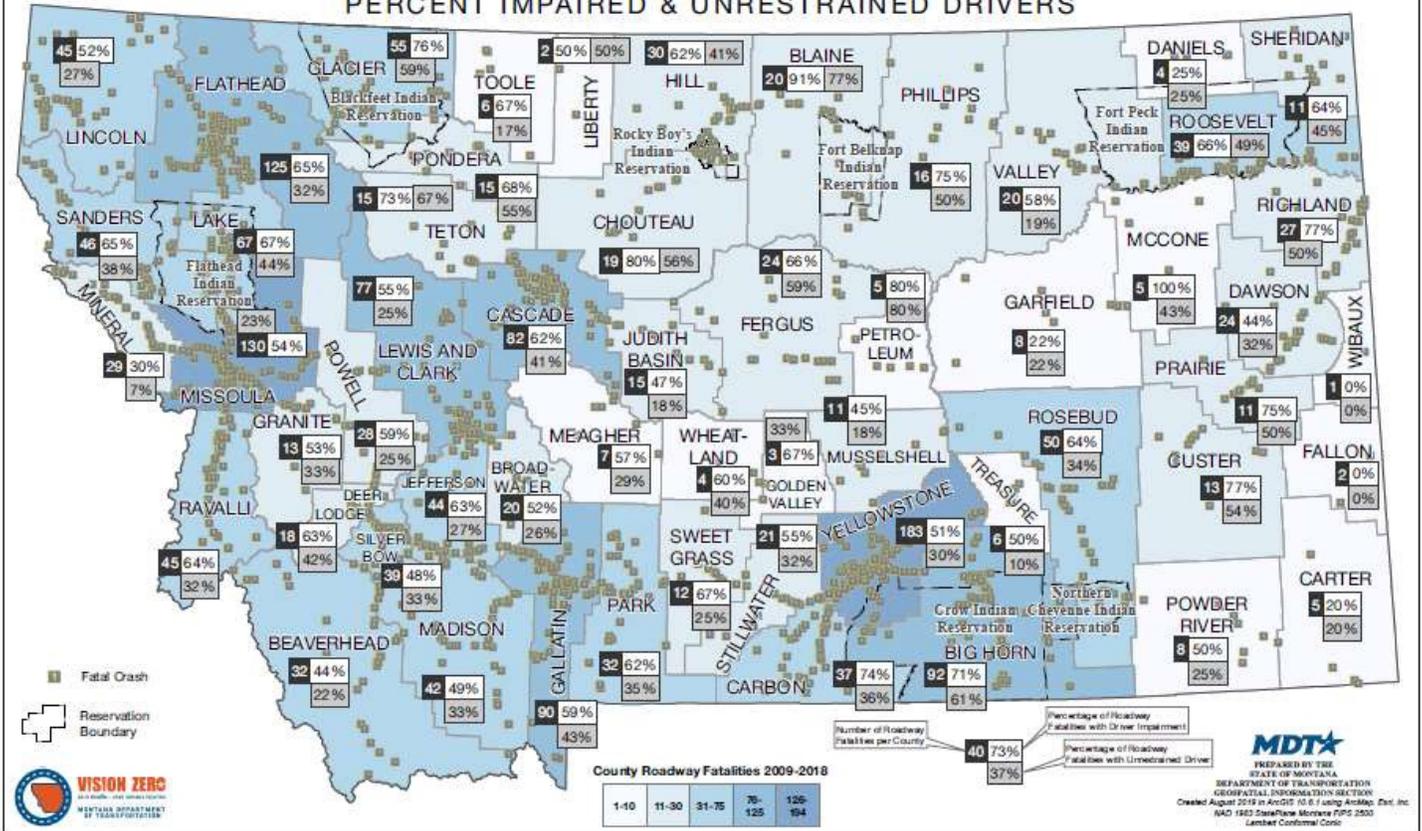
During FFY19, Montana participated in the Winter Mobilization and Labor Day Mobilization for impaired driving and the Click-it-or-Ticket Mobilization using the *Click It or Ticket* model. All STEP participating agencies and two Mini-Grant recipients participated in these events, resulting in 100% high visibility law enforcement coverage for the state.

6.2 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.

MONTANA ROADWAY FATALITIES 2009-2018 PERCENT IMPAIRED & UNRESTRAINED DRIVERS



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 and the Law Enforcement Liaisons can recruit non-STEP participating local law enforcement agencies to apply for 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.

6.2.2 Enforcement Plans

Each subrecipient in the STEP program is required to participate in the Holiday Season, Click-it-or-Ticket, and Labor Day Mobilizations. As per the agreement with the sub-recipient, they must also participate in two other state or local activities that are high-risk events. They are encouraged to partner with other local law enforcement agencies and the Montana Highway Patrol when possible.

By October 30 of each year, STEP participants are required to submit a plan for the upcoming year, outlining the other community events for which high visibility enforcement will be conducted. These plans include information on dates, locations and times of the event.

The following is a sample of the plans received. This is a template provided my MDT and all participants must complete.

**HAVRE POLICE DEPARTMENT
STEP Annual Mobilization Plan – FFY 2020**

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 2020 funding cycle.

FFY 2020 STEP Required Mobilizations - National	
Dates	Event
December 15, 2019 – January 01, 2020	Winter Mobilization
Dates TBD	Click-it-or-Ticket Mobilization
Dates TBD	Labor Day Mobilization
FFY 2020 STEP Required Mobilizations – State and/or Local*	
Dates	Event
February/March 2020 TBD	9C Basketball Tournaments
April 2020 TBD	Sweet Grass Society Pow Wow
July3, 2020 – July 6, 2020	4th of July Holiday
July (TBD) 2020	Great Northern Fair

6.2.3 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, social media and other internet-based messaging. Community coalitions such as DUI Task Forces, Buckle Up Montana coalitions, and SOAR Coordinators (in Tribal communities) 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 enforcement activities. 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 for the Click It or Ticket mobilization, 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.

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 releases as part of the media strategy.

6.3 Associated Performance Measure(s)

As required each program area must be associated with a state specific performance measure(s). This program area and the planned activities will assist Montana in meeting the following performance goals.

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2021	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2025	5 Year	92.2
2021	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a VAC of .08 and above (FARS)	2025	5 Year	71.8
2021	C-6) Speed-Related Fatalities	2025	5 Year	64.0

6.4 CHSP Linkage

Law enforcement plays a significant role in Montana's traffic safety program. High visibility enforcement is one of the most important strategies and is heavily emphasized 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.*

The specific strategy each project is supporting is listed by the project names and identified as follows:

- Roadway Departure Emphasis Strategies will be listed as RD#2, RD#5 and RD#7
- Impaired Driving Emphasis Area Strategies will be listed ID#2 and ID#3
- Occupant Project Emphasis Strategy will be listed at OP#2

6.5 Evidence of Effectiveness Based Countermeasures that Work

MDT relies on *NHTSA's 2017 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 Drug-Impaired Driving

- 2.2 High Visibility Saturation Patrols (Deterrence: Enforcement)
- 2.5 Integrated Enforcement (Deterrence: Enforcement)
- 4.4 DWI Offender Monitoring (Deterrence: DWI Offender Treatment, Monitoring, and Control)
- 5.2 Mass-Media Campaigns (Prevention, Intervention, Communications and Outreach)
- 7.1 Enforcement of Drug-Impaired Driving (Drug-Impaired Driving)

Chapter 2: Seat Belts and Child Restraints

- 2.1 Short High-Visibility Belt Law Enforcement (Seat Belts and Child Restraints)
- 2.3 Sustained Enforcement (Seat Belts and Child Restraints)

Chapter 3: Speeding and Speed Management

- 2.2 High Visibility Enforcement (Enforcement)

Chapter 5: Prevention, Intervention, Communications and Outreach

5.1 Alcohol Screening and Brief Interventions

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 2017 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.

6.6 Enforcement Traffic Services Planned Activities

All of the law enforcement traffic services planned activities will support Montana's Highway Safety Plan with the following performance measure for 2021.

C-4 Unrestrained Passenger Vehicle Fatalities: Reduced unrestrained fatalities to a five-year average of 101.5 during 2021.

C-5 Alcohol-Related Fatalities: Reduce alcohol-related fatalities to a five-year average of 73.6 during 2021

C-6 Speed-Related Fatalities: Reduce speed-related fatalities to a five-year average of 65.7 during 2021

The planned activities will be attached to one of the following Countermeasure Strategies and is identified in the project narrative.

- Short-Term, High-Visibility Law Enforcement (HVE)
- Drug Recognition Expert (DRE) Training
- 24/7 Sobriety Program

6.6.1 Selective Traffic Enforcement Program

CHSP Strategies RD#2; ID#2; OP#2

CMW (Ch. 1 2.2, 2.5, 7.1; Ch 2 2.1; 2.3; Ch 3 2.2)

Budget: \$501,800

Countermeasure Strategy: HVE

MDT will continue to provide local, statewide and tribal law enforcement agencies funding to participate in high visibility enforcement activities to enforce impaired driving, seat belt use and speeding (also see Tribal STEP, page 67).

Participating agencies will provide national mobilizations and HVE at local at-risk events. The HVE campaigns are aligned with national and state communications calendars.

MDT proposes to fund 17 agencies including Montana Highway Patrol, to conduct high visibility enforcement throughout the state. All subrecipients are required to participate in the "Click it or Ticket" campaign, the Labor Day Impaired Driving Mobilization, and the Holiday Season Mobilization. In addition to those mobilizations, each participant must conduct two state or local mobilizations of their choice at events that are high-risk in their community and perform three additional sustained enforcement shifts per quarter, as funding allows.

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:

<i>Subrecipient</i>	<i>Funding Source</i>	<i>Funding Amount</i>	<i>Program Funding Code</i>	<i>Indirect Costs</i>	<i>Local Match</i>	<i>MOE</i>	<i>Local Benefit</i>	<i>Montana Contract Number</i>
Belgrade Police	402	\$3,762	69A37521300004020MTL	\$0	\$500	\$0	\$3,762	111202
	405b	\$649	69A3752130000405bMTL					
	405d	\$6,589	69A3752130000405dMTL					
	Grand Total	\$11,000						
Billings Police	402	\$4,104	69A37521300004020MTL	\$0	\$0	\$0	\$4,104	111203
	405b	\$708	69A3752130000405bMTL					
	405d	\$7,188	69A3752130000405dMTL					
	Grand Total	\$12,000						
Bozeman Police	402	\$6,156	69A37521300004020MTL	\$0	\$0	\$0	\$6,156	111204
	405b	\$1,062	69A3752130000405bMTL					
	405d	\$10,782	69A3752130000405dMTL					
	Grand Total	\$18,000						
Butte Silver Bow	402	\$4,617	69A37521300004020MTL	\$0	\$0	\$0	\$4,617	111205
	405b	\$797	69A3752130000405bMTL					
	405d	\$8,086	69A3752130000405dMTL					
	Grand Total	\$13,500						
City of Missoula Police	402	\$13,850	69A37521300004020MTL	\$0	\$0	\$0	\$10,430	11206
	405b	\$2,390	69A3752130000405bMTL					
	405d	\$24,260	69A3752130000405dMTL					
	Grand Total	\$40,500						
Columbia Falls Police	402	\$4,446	69A37521300004020MTL	\$0	\$0	\$0	\$4,446	111207
	405b	\$767	69A3752130000405bMTL					
	405d	\$7,787	69A3752130000405dMTL					
	Grand Total	\$13,000						
Dawson County Sheriff	402	\$2,736	69A37521300004020MTL	\$0	\$0	\$0	\$2,736	111208
	405b	\$472	69A3752130000405bMTL					
	405d	\$4,792	69A3752130000405dMTL					
	Grand Total	\$8,000						
Flathead County Sheriff	402	\$2,668	69A37521300004020MTL	\$0	\$0	\$0	\$2,668	111209
	405b	\$460	69A3752130000405bMTL					
	405d	\$4,672	69A3752130000405dMTL					
	Grand Total	\$7,800						
Gallatin County Sheriff	402	\$6,840	69A37521300004020MTL	\$1,188	\$0	\$0	\$6,840	111210
	405b	\$1,180	69A3752130000405bMTL					
	405d	\$11,980	69A3752130000405dMTL					

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Local Match	MOE	Local Benefit	Montana Contract Number
	Grand Total	\$20,000		\$1,188	\$0	\$0	\$6,840	
Glendive Police	402	\$2,052	69A37521300004020MTL	\$0	\$0	\$0	\$2,052	111211
	405b	\$354	69A3752130000405bMTL					
	405d	\$3,594	69A3752130000405dMTL					
	Grand Total	\$6,000						
Havre Police	402	\$3,420	69A37521300004020MTL	\$0	\$0	\$0	\$3,420	111212
	405b	\$590	69A3752130000405bMTL					
	405d	\$5,990	69A3752130000405dMTL					
	Grand Total	\$10,000						
Kalispell Police	402	\$12,312	69A37521300004020MTL	\$0	\$0	\$0	\$12,312	111214
	405b	\$2,124	69A3752130000405bMTL					
	405d	\$21,564	69A3752130000405dMTL					
	Grand Total	\$36,000						
Lewis and Clark County Sheriff	402	\$5,472	69A37521300004020MTL	\$0	\$0	\$0	\$5,130	111215
	405b	\$944	69A3752130000405bMTL					
	405d	\$9,584	69A3752130000405dMTL					
	Grand Total	\$16,000						
Missoula County Sheriff	402	\$8,550	69A37521300004020MTL	\$0	\$0	\$0	\$5,130	111217
	405b	\$1,475	69A3752130000405bMTL					
	405d	\$14,975	69A3752130000405dMTL					
	Grand Total	\$25,000						
Valley County Sheriff	402	\$5,472	69A37521300004020MTL	\$0	\$0	\$0	\$5,472	111221
	405b	\$944	69A3752130000405bMTL					
	405d	\$9,584	69A3752130000405dMTL					
	Grand Total	\$16,000						
Whitefish Police	402	\$6,840	69A37521300004020MTL	\$0	\$0	\$0	\$6,840	111222
	405b	\$1,180	69A3752130000405bMTL					
	405d	\$11,980	69A3752130000405dMTL					
	Grand Total	\$20,000						
Montana Highway Patrol	402	\$100,250	69A37521300004020MTL	\$18,000	\$0	\$0	\$100,250	111220
	405d	\$149,750	69A3752130000405dMTL					
	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.

Project Safety Impacts: Participate in the Holiday Mobilization, May “Click it or Ticket” mobilization, the Labor Day Impaired Driving Mobilization and two other local high-risk events. Each agency will conduct other sustained enforcement shifts during the year as necessary and funding allows. This project will help Montana reach the goals and targets set for unrestrained, impaired, and speeding fatalities and serious injuries.

6.6.2 STEP Mini-Grants

CHSP Strategies RD#2; ID#2; OP#2

CMW (Ch. 1 2.2, 2.5, 7.1; Ch 2 2.1; 2.3; Ch 3 2.2) Budget: \$70,000

Countermeasure Strategy: HVE

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 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 FFY2021.

Below is the funding breakdown:

<i>Subrecipient</i>	<i>Funding Source</i>	<i>Funding Amount</i>	<i>Program Funding Code</i>	<i>Indirect Costs</i>	<i>Local Match</i>	<i>MOE</i>	<i>Local Benefit</i>	<i>Montana Contract Number</i>
TBD	402	\$23,940	69A37521300004020MTL	\$0	\$0	\$0	\$23,940	TBD
	405b	\$4,130	69A3752130000405bMTL					
	405d	\$41,930	69A3752130000405dMTL					
	Grand Total	\$70,000						

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.*

Project Safety Impacts: Provide high visibility enforcement activity at specific at-risk event in the local community as determined by local law enforcement. This allows Montana to evaluate, modify and strengthen the evidence-based enforcement plan as necessary.

6.6.3 Law Enforcement Liaison

CHSP Strategies RD#2; ID#2; OP#2

CMW (Ch. 1 2.2, 2.5, 7.1; Ch 2 2.1; 2.3; Ch 3 2.2) Budget: \$10,000

Countermeasure Strategy: HVE

MDT will continue the Law Enforcement Liaison program. The Law Enforcement Liaison (LEL) is responsible for recruiting agencies for participation in the STEP program in an effort to increase seat belt use and reduce impaired driving. The liaisons work to involve STEP participants and non-participants in local high visibility events to increase the productivity of the STEP program. Although Montana is divided into four regions, only one region had an application for a LEL for 2021. SHTSS staff will work to recruit liaisons for the other regions.

Below is the funding breakdown:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Local Match	MOE	Local Benefit	Montana Contract Number
City of Belgrade	402	\$3,420	69A37521300004020MTL	\$0	\$500	\$0	\$3,420	111381
	405b	\$590	69A3752130000405bMTL					
	405d	\$5,990	69A3752130000405dMTL					
	Grand Total	\$10,000		\$0	\$500	\$0	\$3,420	

Project Safety Impacts: Recruit rural law enforcement agencies in the district to participate in STEP events throughout the year and assist in coordination of the high visibility event.

6.6.4. Safety Traffic Enforcement Team (SETT)

CHSP Strategies RD#2; ID#2; OP#2

CMW (Ch. 1 2.2, 2.5, 7.1; Ch 2 2.1; 2.3; Ch 3 2.2) Budget: \$747,600

Countermeasure Strategy: HVE

The MHP SETT is a roving patrol that was established in 2008. The team is dedicated to traffic safety issues with the goal of deterring impaired driving, increasing seatbelt use, speed enforcement and a host of other traffic safety offenses. As appropriate they will also provide education to the motoring public.

In addition to providing sustained enforcement throughout the entire state, the team will partner with local law enforcement agencies during high-risk events in their communities.

Below is the funding breakdown for this program:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Local Match	MOE	Local Benefit	Montana Contract Number
Montana Highway Patrol	402	\$186,900	69A37521300004020MTL	\$46,446	\$64,800	\$0	\$186,900	111219
	405d	\$560,700	69A3752130000405dMTL					
	Grand Total	\$747,600		\$46,446	\$64,800	\$0	\$186,900	

Project Safety Impacts: Participate in all three national mobilizations. Provide sustained enforcement throughout the year. Assist in local at-risk community events as identified:

- Flathead/Whitefish Winter Carnival Festival
- Butte/Silver Bow St. Patrick’s Day Celebration
- 4th of July Celebration (location to be determined)
- Carbon and Yellowstone County Iron Horse Rodeo Celebration

Other events may be added, and some may be removed depending on the event and the need. This project will help Montana reach the goals and targets set for unrestrained, impaired, and speeding fatalities and serious injuries.

6.6.5 Traffic Safety Resource Officer

CHSP Strategy IM#2

CMW (Ch. 5 5.1) Budget: \$181,072

Countermeasure Strategy: DRE

The TSRO project will coordinate and manage the SFST, ARIDE, and DRE training program for the state. This training 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 motor vehicles 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:

<i>Subrecipient</i>	<i>Funding Source</i>	<i>Funding Amount</i>	<i>Program Funding Code</i>	<i>Indirect Costs</i>	<i>Local Match</i>	<i>MOE</i>	<i>Local Benefit</i>	<i>Montana Contract Number</i>
Montana Highway Patrol	405d	\$181,072	69A3752130000405dMTL	\$14,346	\$25,800	\$0	\$0	111218
	Grand Total	\$181,072		\$14,346	\$25,800	\$0	\$0	

Project Safety Impacts: Conduct 10 ARIDE certifications trainings; Maintain DRE certifications for officers who need recertification; Conduct 1 SFST certification training; Complete 1 DRE training by September 30, 2021. The project will ensure officers continue to receive current training on issues important to traffic safety to assist in reaching Montana's goals and targets related to impaired and drugged driving.

6.6.6 Helena Police Traffic Safety Pilot

CHSP Strategies RD#2; ID#2; OP#2

CMW (Ch. 1 2.2, 2.5, 7.1; Ch 2 2.1; 2.3; Ch 3 2.2) Budget: \$88,636

Countermeasure Strategy: HVE

MDT will continue to support the Helena Police Pilot project. This project will fund activities focused specifically on DUI enforcement in the City of Helena. There will be a secondary focus on occupant protection, speeding and enforcement of the city's Distracted Driving (cell phone) Ordinance.

This pilot project will be implemented using a decreasing match ratio. During 2021, the project will be funded with 70% NHTSA funds and 30% City funds. NHTSA funds will decrease by 20% each year after that until the project is fully funded by the City of Helena.

The funding breakdown is as follows:

<i>Subrecipient</i>	<i>Funding Source</i>	<i>Funding Amount</i>	<i>Program Funding Code</i>	<i>Indirect Costs</i>	<i>Local Match</i>	<i>MOE</i>	<i>Local Benefit</i>	<i>Montana Contract Number</i>
City of Helena	402	\$30,314	69A37521300004020MTL	\$8,622	\$37,988	\$0	\$30,314	111213
	405b	\$5,230	69A3752130000405bMTL					
	405d	\$53,092	69A3752130000405dMTL					
	Grand Total	\$88,636		\$8,622	\$37,988	\$0	\$30,314	

Project Safety Impacts: The goal of this project will be to reduce the incidents of impaired drivers and unrestrained occupants through enforcement of traffic laws and education.

6.6.7 24/7 Program

CHSP Strategies RD#7; IM#3

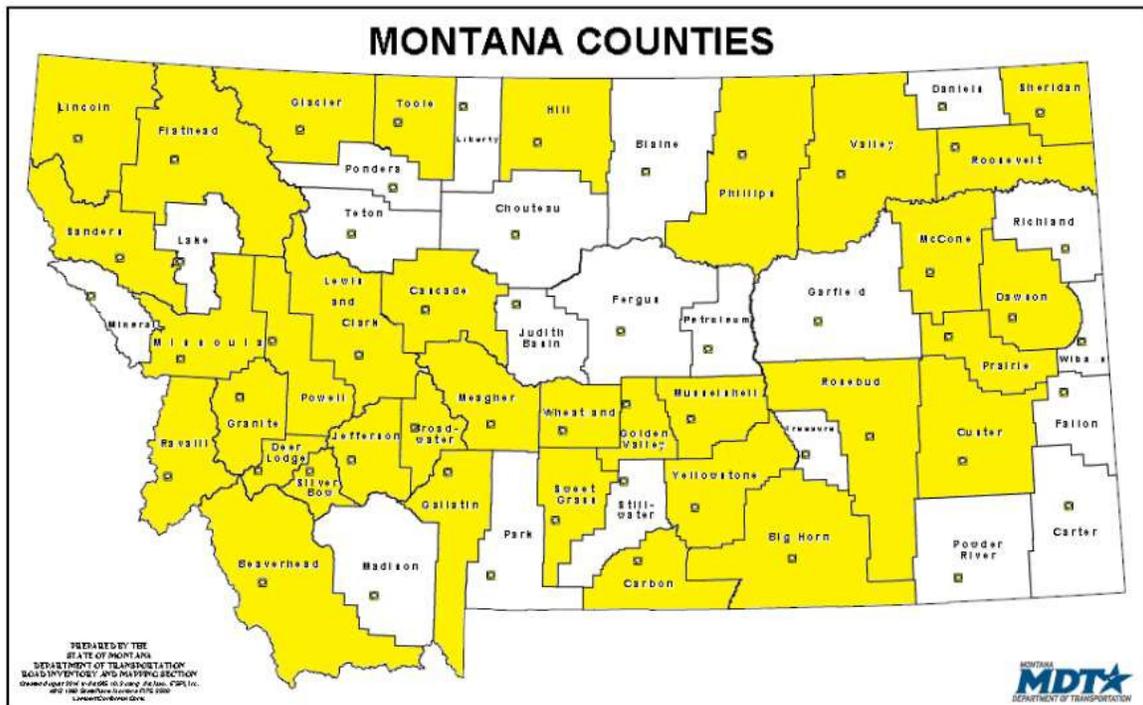
CMW (Ch. 1 4.4)

Budget: \$117,800

Countermeasure Strategy: 24/7 Sobriety Program

Montana will continue the 24/7 program managed through the Montana Highway Patrol. There are currently 37 twice daily test sites statewide. Over 1,377,387 twice daily tests have been administered, with a 99.7% success rate as of 9/1/2019.

Below is a map of the test sites.



The funding summary is as follows:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Local Match	MOE	Local Benefit	Montana Contract Number
Montana Highway Patrol	402	\$58,900	69A37521300004020MTO	\$7,500	\$35,950	\$0	\$23,560	111218
	405d	\$58,00	69A3752130000405dMTH					
	Grand Total	\$117,800		\$7,500	\$35,950	\$0	\$23,560	

Project Safety Impacts: Ensure all programs are being run correctly through on-going assistance. Continue outreach to tribal agencies to implement the program in tribal communities.

6.7 Funding Summary for Law Enforcement Traffic Services Planned Activities

Activity Title	Funding Source	Amount	Program Funding Code	Total Budget	Indirect Costs	Local Match	MOE	Local Benefit
STEP	402	\$193,548	69A37521300004020MTO	\$522,800	\$19,188	\$500	\$0	\$193,548
	405b	\$16,095	69A3752130000405bMTL					
	405d	\$313,157	69A3752130000405dMTH					
STEP Mini-Grants	402	\$23,940	69A37521300004020MTO	\$70,000	\$0	\$0	\$0	\$23,940
	405b	\$4,130	69A3752130000405bMTL					
	405d	\$41,930	69A3752130000405dMTH					
Law Enforcement Liaison	402	\$3,420	69A37521300004020MTO	\$10,000	\$0	\$500	\$0	\$3,420
	405b	\$590	69A3752130000405bMTL					
	405d	\$5,990	69A3752130000405dMTH					
SETT	402	\$186,900	69A37521300004020MTO	\$747,600	\$46,446	\$64,800	\$0	\$18,690
	405d	\$560,700	69A3752130000405dMTH					
TSRO	405d	\$181,072	69A3752130000405dMTH	\$181,072	\$14,346	\$25,800	\$0	\$0
Helena Pilot Project	402	\$30,314	69A37521300004020MTO	\$88,637	\$8,622	\$37,988	\$0	\$30,314
	405b	\$5,230	69A3752130000405bMTL					
	405b	\$53,093	69A3752130000405dMTH					
24/7	405d	\$117,800	69A3752130000405dMTH	\$117,800	\$7,500	\$39,950	\$0	\$0
	Grand Total	\$1,716,908		\$1,716,908	\$96,102	\$169,538	\$0	\$262,729

7. Impaired Driving Program

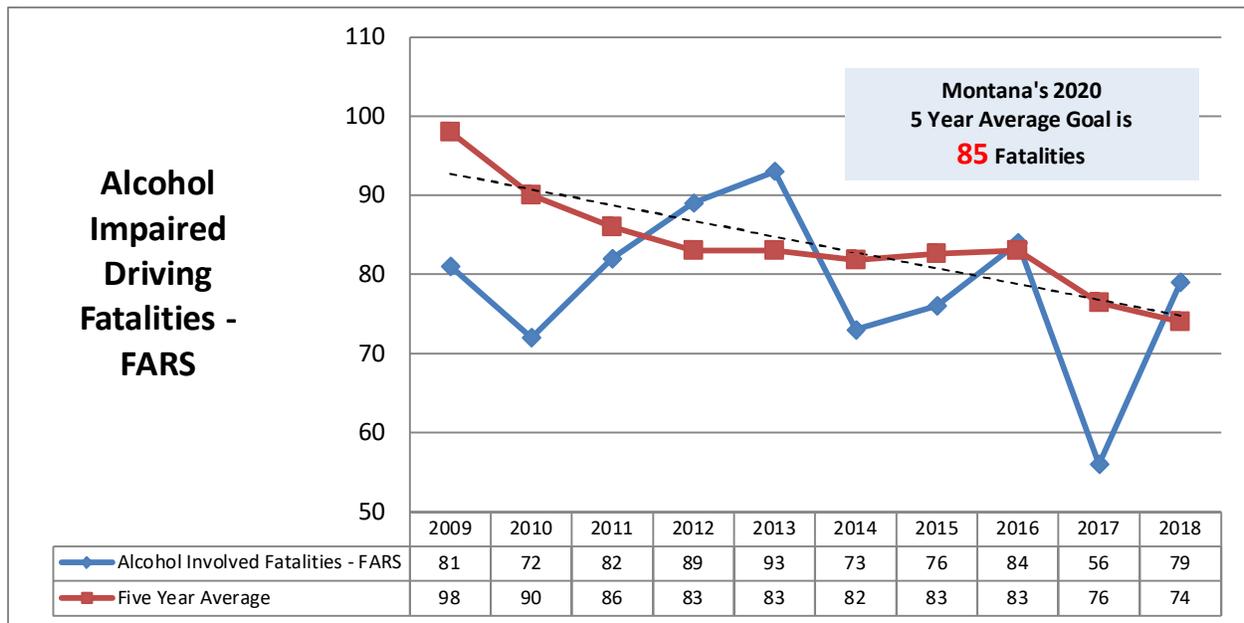
7.1 Overview

Montana remains at the high end of impaired driving fatalities nationwide. During 2018, NHTSA reports that 43% of all Montana traffic fatalities were the result of impaired driving. With the national average at 29% and the best state at 19%, Montana is close to double by comparison. This was a sharp increase from 2017, when only 31% of all fatalities were related to impaired driving.

The following goal has been established for impaired driving program in Montana.

- Reduce the five-year average number of alcohol-impaired fatalities from a five-year average of 74 in 2018 to 71.8 by 2025

The following represents the progress Montana has made in combating this traffic safety issue through 2018 (most recent FARS data available):



During 2018, there were 79 impaired driving fatalities. This was an increase of 13 or 23% over 2017. However, 2017 was the lowest year for impaired driving fatalities over the last ten years by a significant amount. At 79, 2018 is fairly consistent with other years and in some cases much lower. In addition, the trend line shows a steady decline and Montana is on track to meet the 2020 five-year average goal of 85.

7.2 Problem Identification

During the last five years almost 38% of all fatalities were impaired. For the first time, Montana was designated as a mid-range state for impaired driving with a rate of .57. According to NHTSA, during 2017 (data used for determination) Montana’s alcohol-impaired driving fatalities per 100 million VMT were .45 as compared to .34 for the national average. However, that was an improvement over 2016, when that rate was .67. While this is an improvement, Montana continues to rank in the top five for the highest rate of impaired driving fatalities in the nation.

As shown below, males are more likely to be involved in impaired driving crashes, fatalities crashes and serious injury crashes.

Driver Gender	All Crashes Number of Impaired Driver Involved	Fatal Crashes Number of Impaired Driving Involved	Serious Injury Crashes Number of Impaired Driving Involved
Female	583	37	70
Male	1,333	85	193

Males drivers accounted for more than double of all impaired driver crashes, fatalities and serious injuries. Montana’s target audience for countermeasures to combat impaired driving continues to focus on males.

Although impaired drivers exist across all age groups, the majority are occurring between the ages of 14 and 40, representing approximately 45% of all impaired driving fatalities.

Montana 2018 Impaired Driving Involvement Driver's Age				
Driver Age Range	All Crashes All Drivers	All Crashes Number of Impaired Driver Involved	Fatal Crashes Number of Impaired Driver Involved	Serious Injury Crashes Number of Impaired Driver Involved
14-20	4,643	190	14	19
21-25	3,775	351	20	35
26-30	3,408	343	12	28
31-35	3,086	226	15	22
36-40	2,662	190	5	27
41-45	2,209	134	8	15
46-50	2,173	143	9	15
51-55	2,144	118	14	16
56-60	2,284	90	9	9
61-65	2,029	71	1	5
66-70	1,545	45	2	3
71+	2,353	27	5	3

Based on the data available, Montana's will continue to focus on males aged 18 to 34 as the target audience.

7.3 Associated Performance Measure(s)

As required, each program area must be associated with a state specific performance measure(s). This program area and the planned activities will assist Montana in meeting the following performance goals.

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2021	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a VAC of .08 and above (FARS)	2025	5 Year	71.8
2021	O-1) Native American Fatalities	2025	5 Year	34.9

7.4 CHSP Linkage

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 #3 – Reduce impaired road users through prevention education

Implementation steps:

- *Develop public education campaigns on a range of impaired driving topics.*

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).*

The specific strategy each activity is supporting is listed by the activity and identified as follows:

- Impaired Driving CHSP Emphasis Strategy #3 will be listed as CHSP Strategy ID#3
- Impaired Driving CHSP Emphasis Area Strategy #4 will be listed as CHSP Strategy ID#4
- Roadway Departure and Intersection Crashes Strategy #7 will be listed as CHSP Strategy RD#7

7.5 Evidence of Effectiveness/Countermeasures that Work

When selecting projects for impaired driving strategies, MDT relied on *NHTSA’s 2017 Countermeasures that Work*, specifically, 1.3 Deterrence: Prosecution Adjudication, 3.3 Court Monitoring, and 5. Prevention, Intervention, Communications and Outreach. 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 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 2017 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.

7.6 Alcohol-Impaired Driving Planned Activities

All the law enforcement traffic services planned activities will support Montana’s Highway Safety Plan with the following performance measure for 2021.

C-5 Alcohol-Related Fatalities: Reduce alcohol-related fatalities to a five-year average of 73.6 during 2021

The planned activities will be attached to one of the following Countermeasure Strategies and is identified in the project narrative.

- DWI Courts
- Impaired Driving Task Force
- Prosecutor Training
- Public Information and Education ID (PI&E ID)

7.6.1 DUI Courts

CHSP Strategy ID#4

CMW (Ch. 1 3.1)

Budget: \$575,011

Countermeasure Strategy: DWI Courts

MDT intends to provide funding to five DUI courts located through the state including the 12th, 13th and 7th Judicial District DUI Courts; Butte-Silverbow County DUI Court and Missoula County DUI Court.

DUI Courts are a proven strategy to reduce impaired driving recidivism for those who are not typically persuaded through education, public safety efforts, or 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.

The funding break-down is as follows:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Local Match	MOE	Local Benefit	Montana Contract Number
7th Judicial Court	402	\$3,668	69A37521300004020MTO	\$543	\$0	\$0	\$14,673	111228
	164a1	\$33,014	69A3752130000164aMTA					
	Grand Total	\$36,682		\$543	\$0	\$0	\$14,673	
Butte Silverbow Court	402	\$120,000	69A37521300004020MTO	\$0	\$0	\$0	\$48,000	111129
	Grand Total	\$120,000						
Missoula County Court	402	\$11,833	69A37521300004020MTO	\$0	\$0	\$0	\$47,332	1112130
	164a1	\$106,496	69A3752130000164aMTA					
	Grand Total	\$118,329		\$0	\$0	\$0	\$47,332	
12th Judicial Court	402	\$12,000	69A37521300004020MTO	\$5,381	\$0	\$0	\$48,000	111227
	164a1	\$108,000	69A3752130000164aMTA					
	Grand Total	\$120,000		\$5,381	\$0	\$0	\$48,000	
Yellowstone County Court – 13 th Judicial Court	402	\$18,000	69A37521300004020MTO	\$7,200	\$0	\$0	\$72,000	111233
	164a1	\$162,000	69A3752130000164aMTA					
	Grand Total	\$180,000		\$7,200	\$0	\$0	\$230,005	

Project Safety Impacts: Fund five DUI courts to serve approximately 50 new offenders statewide and continue treatment for those currently enrolled. DUI Courts will increase the accountability of DUI offenders and reduce recidivism through a judicially-monitored program, emphasizing frequent and random, observed drug and alcohol testing.

7.6.2 DUI Court Training

CHSP Strategy ID#4

CMW (Ch. 1 3.1)

Budget: \$8,000

Countermeasure Strategy: DWI Courts

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:

<i>Subrecipient</i>	<i>Funding Source</i>	<i>Funding Amount</i>	<i>Program Funding Code</i>	<i>Indirect Costs</i>	<i>Local Match</i>	<i>MOE</i>	<i>Local Benefit</i>	<i>Montana Contract Number</i>
TBD	405d	\$8,000	69A3752130000405dMTL	\$0	\$0	\$0	\$0	TBD
	Grand Total	\$8,000		\$0	\$0	\$0	\$0	

Project Safety Impacts: Assist with training expenses for a DUI Court. This will better prepare the court when processing DUI arrests and convictions.

7.6.3 Traffic Safety Resource Prosecutor

CHSP Strategies ID#4; RD#7

CMW (Ch. 1 3.1)

Budget: \$85,000

Countermeasure Strategy: Prosecutor Training

MDT will contract with the Montana Department of Justice, Attorney General’s Office for Traffic Safety Resource Prosecutor services to conduct training on DUI adjudication. Training will enhance the consistent identification, arrest, prosecution and sentencing of traffic safety violations.

The funding breakdown is as follows:

<i>Subrecipient</i>	<i>Funding Source</i>	<i>Funding Amount</i>	<i>Program Funding Code</i>	<i>Indirect Costs</i>	<i>Local Match</i>	<i>MOE</i>	<i>Local Benefit</i>	<i>Montana Contract Number</i>
Montana Dept of Justice	402	\$85,000	69A37521300004020MTO	\$0	\$0	\$0	\$0	TBD
	Grand Total	\$85,000		\$0	\$0	\$0	\$0	

Project Safety Impacts: To decrease impaired driving crashes by providing viable training opportunities to a variety of stakeholders on DUI Law. Raise the level of knowledge, skill, and efficiency of stakeholders, including law enforcement, prosecution, and the judiciary in the areas of traffic safety and impairment-related law enforcement, prosecution, and adjudication. Create and disseminate additional training and reference materials for stakeholders to reference and learn from as they practice traffic safety and impaired driving-related law. Identify and incorporate traffic safety and impaired driving adjudication statistics to inform training, law enforcement, judicial, and prosecution training needs throughout Montana.

7.6.4 Impaired Driving Mini-Grants

CHSP Strategy ID#3

CMW (Ch. 1 5)

Budget: \$25,000

Countermeasure Strategy: PI&E ID

Montana will fund up to \$5,000 to communities to implement programs aimed at educating on the dangers of impaired driving. These mini-grants are intended for projects with limited time frame, demonstrate collaboration and are tied to community events that are at-risk for increased alcohol use. Application will be taken and awarded throughout the year.

The funding breakdown is as follows:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Local Match	MOE	Local Benefit	Montana Contract Number
TBD	405d	\$25,000	69A3752130000405dMTL	\$0	\$0	\$0	\$0	TBD
	Grand Total	\$25,000		\$0	\$0	\$0	\$0	

Project Safety Impacts: Fund local impaired driving projects that address specific needs and are aimed at reducing impaired driving fatalities and serious injuries in support of Montana’s HSP.

7.6.5 DUI Task Force Training

CHSP Strategy ID#3

CMW (Ch. 1 3.1)

Budget: \$5,000

Countermeasure Strategy: Impaired Driving Task Force

MDT will facilitate a statewide training for County DUI TF. MDT serves as the funding pass-through conduit agency for the DUI Task Forces across the state. The Governor’s Representative for Highway Traffic Safety reviews and approves the county annual task force plans. Having viable training for County DUI Task Forces will provide valuable state highway traffic safety information and promote networking and collaboration opportunities.

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Local Match	MOE	Local Benefit	Montana Contract Number
Managed In-House	405d	\$5,000	69A3752130000405dMTL	\$0	\$0	\$0	\$0	TBD
	Grand Total	\$5,000		\$0	\$0	\$0	\$0	

Proposed Project Outcome: Participation by County DUI Task Forces in Statewide Training facilitated by MDT

7.7 Funding Summary for Impaired Driving Projects and Activities

Activity Title	Funding Source	Total	Program Funding Code	Total	Indirect Costs	Local Match	MOE	Local Benefit
DUI Courts	405d	\$165,501	69A3752130000402OMTH	\$575,011	\$13,124	\$0	\$0	\$0
	164	\$409,510	69A3752130000164OMTA					
DUI Court Training	405d	\$8,000	69A3752130000405dMTH	\$8,000	\$0	\$0	\$0	\$0
TSRP	402	\$85,000	69A3752130000405dMTH	\$85,000	\$0	\$0	\$0	\$0
Impaired Driving Mini-Grants	405d	\$25,000	69A3752130000405dMTH	\$25,000	\$0	\$0	\$0	\$0
DUI Task Force Training	405d	\$5,000	69A3752130000405dMTH	\$5,000	\$0	\$0	\$0	\$0
	Grand Total	\$698,011		\$698,011	\$13,124	\$0	\$0	\$0

8. 24/7 Program

8.1 Overview

Impaired driving has been one of the top factors in Montana often cited in death and serious injuries on our roadways, and the state is consistently ranked nationally at or near the top of DUI-related traffic fatalities. With the adoption of the "Montana 24-7 Sobriety Program Act" in 2011, Montana is working to curb those numbers and reduce recidivism.

As of June 2017, 55 of 56 counties are utilizing the 24/7 program. MDT provides funding for a statewide coordinator to assist counties with implementing and maintaining the program.

8.1 NHTSA Qualifying Criteria

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 is 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) Primary testing methods for alcohol include twice-a-day, in-person breath testing at a central location and other methodologies approved by the department. Primary testing methodologies must utilize devices that are capable of determining alcohol concentrations below an equivalent breath alcohol concentration of 0.010 grams per 210 liters of breath. If the primary testing methodology is a breath alcohol analysis, the device utilized must be listed on the most recent conforming products list for evidential breath alcohol measurement devices as published by the national highway traffic safety administration.

(c) 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. Hardship testing methodologies include the use of transdermal alcohol monitoring devices, remote breath test devices, and other methods approved by the department. A hardship testing methodology may be used if the court or agency determines that hardship factors, including but not limited to distance from or lack of access to a primary testing method site, prevent the reasonable use of a primary testing method.

(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) All alcohol or drug testing ordered by a court must utilize the data management technology plan provided for in **44-4-1204(4)**. All alcohol or drug testing ordered by a court must utilize the data management technology system in accordance with the data management technology plan provided for in **44-4-1204(4)**. The data is owned by the state and maintained by the department. Approved testing methodologies, whether designated as primary or hardship, must be capable of electronically transferring data directly into the data management technology system through a department-approved interface.

(7) In order to provide a more complete record of drug and alcohol testing results, any alcohol or drug testing required by other state or local agencies may utilize the data management technology system.

8.3 Associated Performance Measure(s)

As required each program area must to associated with a state specific performance measure(s). This program area and the planned activities will assist Montana in meeting the following performance goals.

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2021	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a VAC of .08 and above (FARS)	2025	5 Year	71.8

8.4 CHSP Linkage

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).*

8.5 Evidence Based Countermeasures that Work

To implement the 24-7, MDT relies on *NHTSA’s 2017 Countermeasures that Work*, Chapter 1 Alcohol and Drugged Driving, 4.4 DWI Offender Monitoring to ensure projects funded are proven to be effective.

8.6 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.

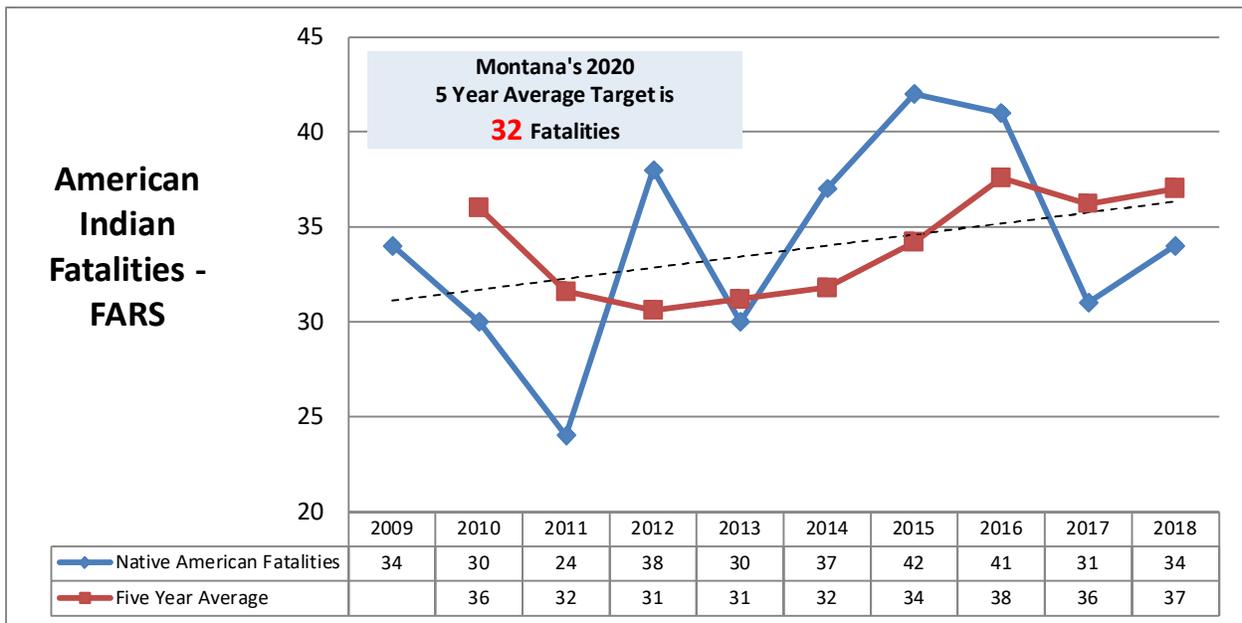
9. Native American Traffic Safety Program

9.1 Overview

Native American are a high-risk population in Montana. Representing only 6.7% of the population, the total fatalities have averaged 17% of the total each year. Montana has coordinated a Native American Traffic Safety Program since 2006. This is an at-risk group in our state and is used as a qualifying criterion for Occupant Protection funding, *1300.21 Occupant Protection Grants, Qualification criteria for a lower seat belt use rate State., (4) High risk population countermeasure programs.*

National data shows that Native American continue to be a high-risk population nationwide and this is consistent with Montana data. The goal of this program is to reduce the five-year rolling average number of fatalities to from 37 in 2018 to 34.9 by 2025.

The chart below shows the ten-year history of Native American fatalities and Montana’s progress toward meeting the goal through 2018 (most recent FARS data available):



The trendline depicts a slight increase in the five-year average over the ten years. Meeting the long-range goal of 32 by 2020 will be challenging for this performance area. MDT will continue to work through SOAR coordinators, Northern Tribes DUI Task Force and Tribal STEP programs to improve traffic safety in Tribal communities.

9.2 Problem Identification

As stated, Native Americans make up 6.7% of Montana's population and between 15% and 20% of the total fatalities each year. Reducing these fatalities has been a strategy for MDT for several years. The following chart represents impaired and unrestrained Native American fatalities compared to statewide fatalities.

Native American Fatalities					
Year	Total	Impaired	Unrestrained	% Impaired	%Unrestrained
2014	37	24	25	65%	68%
2015	42	22	30	52%	71%
2016	41	24	31	59%	76%
2017	31	15	20	48%	65%
2018	34	20	23	59%	68%

Montana Fatalities Statewide					
Year	Total	Impaired	Unrestrained	% Impaired	%Unrestrained
2014	192	73	99	38%	52%
2015	224	76	114	34%	51%
2016	190	84	94	44%	49%
2017	186	56	86	30%	46%
2018	182	79	85	43%	47%

As compared to statewide fatalities, Native Americans have greater instances of impaired and unrestrained driving. Unrestrained fatalities have been fairly consistent during the last five years. Impaired driving fatalities had been

declining in recent years, however, increased back to 59% during 2018. Generally, Native Americans have over 33% more impaired driving and unrestrained fatalities than the general Montana population.

9.3 Associated Performance Measure(s)

As required each program area must to associated with a state specific performance measure(s). This program area and the planned activities will assist Montana in meeting the following performance goals.

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2021	O-1) Native American Fatalities	2025	5 Year	34.9

9.4 CHSP Linkage

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.*

The specific strategy each activity is supporting is listed by the activity and identified as follows:

- Roadway Departure and Intersection Crashes Emphasis Area Strategies will be identified as RD#2 and RD#3;
- Impaired Driving CHSP Emphasis Strategies will be listed as CHSP Strategy ID#2 and ID#3
- Occupant Protection Emphasis Area Strategies will be identified as OP#1 and OP#2

9.5 Evidence of Effectiveness/Countermeasures that Work

MDT relies on *NHTSA's 2017 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

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

SOAR coordinators partner with law enforcement during high-visibility enforcement activities, 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 2017 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.

9.6 Native American Planned Activities

All of the Native American planned activities will support Montana's Highway Safety Plan with the following performance measure for 2021.

O-1) Native American Fatalities: Reduce Native American Fatalities to a five-year average of 35.8 in 2021.

The planned activities will be attached to one of the following Countermeasure Strategies and is identified in the project narrative.

- Impaired Driving Task Force
- Public Information and Education Impaired Driving/Occupation Protection (PI&E ID/OP)
- Short-Term, High-Visibility Enforcement (HVE)

9.6.1 Safe On All Roads (SOAR)

CHSP Strategies RD#3; ID#3; OP#1; OP#2

CMW (Ch. 1 5.2) (Ch. 2.3.1, 3.2, 6.1, 6.2)

Budget: \$348,532

Countermeasure Strategies: PI&E ID/OP

Montana has been coordinating the SOAR program for almost 15 years. Montana proposes to continue the SOAR program for 2021. The program focus is targeted Native American education and outreach efforts. All seven land-based Tribes will be participating during 2021. In addition, SHTSS has reached out to the recently recognized Little Shell Tribe in an effort to partner with that tribe during FFY2021.

Each reservation will have a local coordinator working in the community. They will continue to partner with local traffic safety stakeholders to promote safe driving practices. They are required to have, or secure upon hire, the child passenger safety seat technician certification. The focus of this project will be to provide outreach and education on occupant protection, impaired driving and child passenger safety.



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	Local Match	MOE	Local Benefit	Montana Contract Number
Blackfeet Nation	402	\$29,988	69A37521300004020MTL	\$7,676	\$10,000	\$0	\$11,995	111235
	405d	\$29,988	69A3752130000405dMTL					
	Grand Total	\$59,976						
Chippewa Cree/Rocky Boy	402	\$19,000	69A37521300004020MTL	\$10,693	\$50,444	\$0	\$7,600	111236
	405d	\$19,000	69A3752130000405dMTL					
	Grand Total	\$38,000						
Confederated Salish & Kootenai	402	\$44,199	69A37521300004020MTL	\$11,913	\$0	\$0	\$17,679	111237
	405d	\$44,197	69A3752130000405dMTL					
	Grand Total	\$88,396						
Crow Tribe	402	\$17,516	69A37521300004020MTL	\$5,834	\$0	\$0	\$7,006	111238
	405d	\$17,515	69A3752130000405dMTL					
	Grand Total	\$35,031						
Fort Belknap Community	402	\$18,424	69A37521300004020MTL	\$5,706	\$0	\$0	\$7,370	111239
	405d	\$18,424	69A3752130000405dMTL					
	Grand Total	\$36,848						

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Local Match	MOE	Local Benefit	Montana Contract Number
Fort Peck Community College	402	\$25,025	69A37521300004020MTL	\$11,550	\$26,500	\$0	\$10,010	111240
	405d	\$25,025	69A3752130000405dMTL					
	Grand Total	\$50,050		\$11,550	\$26,500	\$0	\$10,010	
Northern Cheyenne	402	\$20,115	69A37521300004020MTL	\$6,310	\$0	\$0	\$8,046	111241
	405d	\$20,115	69A3752130000405dMTL					
	Grand Total	\$40,230		\$6,310	\$0	\$0	\$8,046	

Project Safety Impacts: Provide culturally relevant education for tribal communities on the dangers of driving impaired, not wearing a seat belt and not using appropriate child passenger restraints. Coordinators are required to participate in four or more community events each quarter promoting the program and assist in at least one child passenger safety check-up event. These efforts will contribute to meeting the overall goal of a five-year average of 34.9 fatalities by 2025.

9.6.2 Tribal STEP

CHSP Strategies RD#2; ID#2; ID#3; OP#2

CMW (Ch. 1 2.2/2.5/7.1) (Ch. 2 2.1/2.3

Budget: \$47,000

Countermeasure Strategy: HVE

Tribal law enforcement agencies will continue to be funded to participate in year-round sustained enforcement 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 passenger restraint systems. These checkpoints are also used as an opportunity to educate motorists about seatbelt and child safety seat use. In addition, three tribal communities have primary seat-belt laws for better enforcement of occupant protection.

This project is also 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	Local Match	MOE	Local Benefit	Montana Contract Number
Flathead (CS&K) Law Enforcement	402	\$13,680	69A37521300004020MTL	\$0	\$0	\$0	\$13,680	111244
	405b	\$2,360	69A3752130000405bMTL					
	405d	\$23,960	69A3752130000405dMTL					
	Grand Total	\$40,000		\$0	\$0	\$0	\$13,680	
Fort Peck Law Enforcement	402	\$3,655	69A37521300004020MTL	\$1,087	\$0	\$0	\$3,762	111245
	405b	\$631	69A3752130000405bMTL					
	405d	\$6,402	69A3752130000405dMTL					
	Grand Total	\$10,688		\$1,087	\$0	\$0	\$3,762	

Proposed Safety Impacts: Participate in the Holiday Mobilization, Click-it-or-Ticket Mobilization, Labor Day Mobilization and two other high-risk events. Each agency will conduct sustained enforcement as necessary and as funding allows. These efforts will assist to reduce Native American fatalities by promoting seat belt use and discourage impaired driving.

9.6.3 Northern Tribes DUI Task Force

CHSP Strategy ID#3

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

Budget: \$5,000.00

Countermeasure Strategy: Impaired Driving Task Force

MDT continues to assist with travel and training for members of this task force. Membership of this task force is comprised of a diverse group of traffic safety stakeholders including members from Tribal Transportation Planning, Health Departments, Law Enforcement Agencies, Community Colleges, and members of Tribal council. Currently four of Montana’s tribes participate in the task force, however, the remaining three have been invited to join the group and will participate during FFY21.



Impaired Driving Summer Campaign

The group has adopted by-laws, created a strategic plan and elected officers. Funding provided is used to assist with costs associated with quarterly trainings and meetings.

Below is the funding breakdown:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Local Match	MOE	Local Benefit	Montana Contract Number
Managed In-House	405d	\$5,000	69A3752130000405dMTL	\$0	\$0	\$0	\$0	N/A
	Grand Total	\$5,000		\$0	\$0	\$0	\$0	

Project Safety Impacts: Reduce impaired driving in Indian country in Montana in an effort to reach Montana’s impaired driving fatality goal for Native Americans.

9.7 Funding Summary for Native American Traffic Safety Activities

Activity Title	Funding Source	Total	Program Funding Code	Total Budget	Indirect Costs	Local Match	MOE	Local Benefit
SOAR	402	\$174,266	69A37521300004020MTO	\$348,532	\$59,682	\$86,944	\$0	\$69,706
	405d	\$174,266	69A3752130000405dMTH					
STEP	402	\$17,335	69A37521300004020MTO	\$50,687	\$1,087	\$0	\$0	\$17,335
	405b	\$2,990	69A3752130000405bMTL					
	405d	\$30,362	69A3752130000405dMTH					
Northern Tribes DUI Task Force	405d	\$5,000	69A3752130000405dMTH	\$5,000	\$0	\$0	\$0	\$0
	Grand Total	\$404,219		\$404,219	\$60,769	\$86,944	\$0	\$87,041

10. Montana Motorcycle Rider Safety

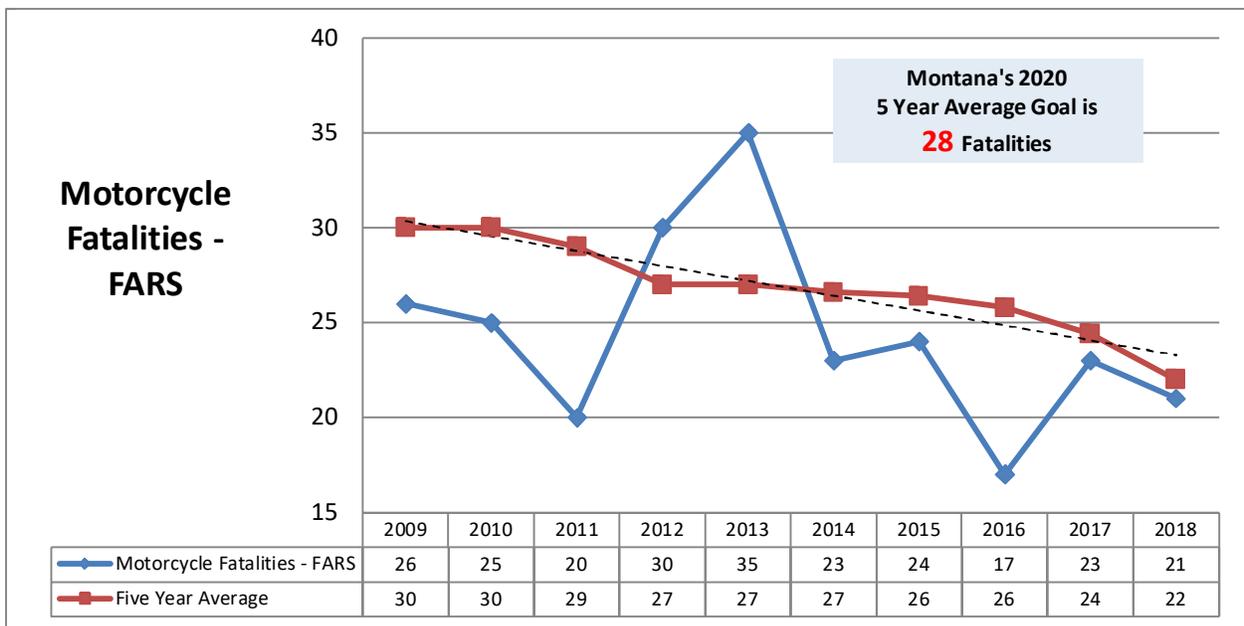
10.1 Overview

Motorcyclists represented about 11% of all fatalities over the last five years. MDT has been monitoring some trends in these fatalities specifically the age of the rider. Over 40% of all motorcycle fatalities are aged 55 or over during the last five years. Some efforts have been made to target these older riders.

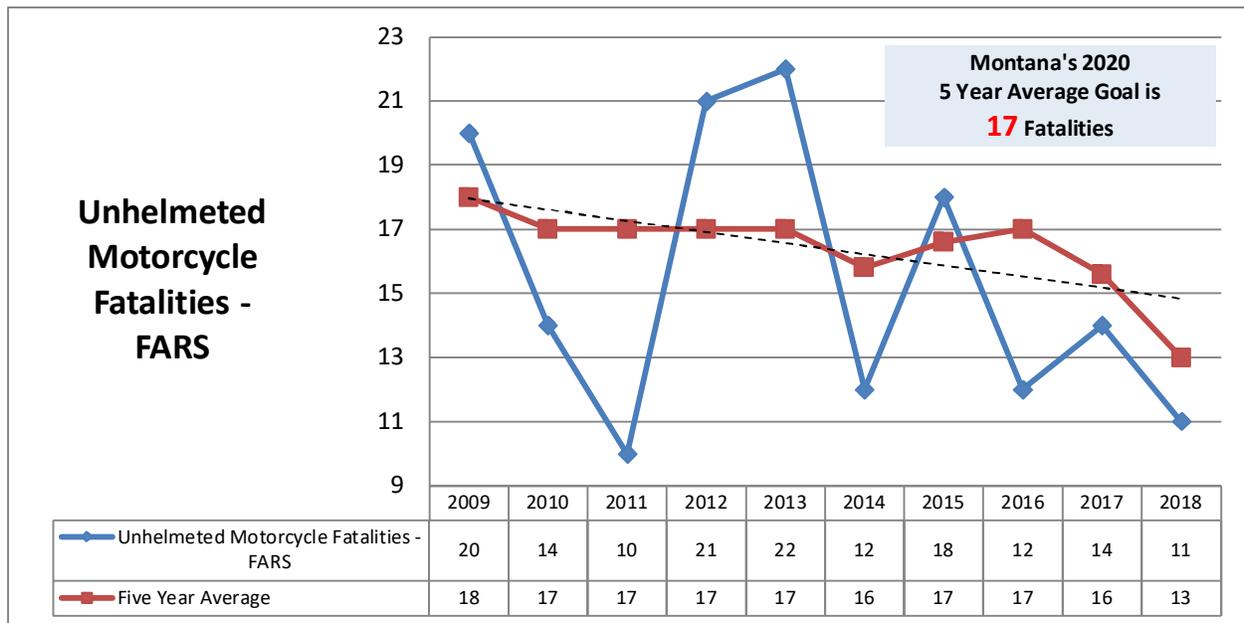
SHTSS set the following goals for Motorcycle Crashes and Fatalities:

- Decrease motorcyclist fatalities from the five-year rolling average of 22 in 2018 to 21.3 by 2025
- Decrease unhelmeted motorcycle fatalities from the five-year rolling average of 22 in 2018 to 21.3 by 2025

The following represents the history of Montana’s motorcycle traffic safety issues through 2018 (most recent FARS data available):



During 2018 there were 21 motorcycle fatalities, down from 23 in 2017. This is the second lowest year for motorcycle fatalities during the last ten years. After a sharp increase during 2013, these fatalities have continued to decline. Because of these decreases, Montana expects to meet the 2020 five-year average goal of 28.



There were 11 unhelmeted motorcycle fatalities during 2018, the lowest number during the last five years and the second lowest over the last ten years. This represented 52% of all motorcycle fatalities. One of the challenges for Montana is the lack of a universal helmet law. Current law only requires helmets for riders under 18. During legislative sessions, there have been bills introduced for a primary seat belt law, however, a helmet law for 18 years and older has never been considered.

10.2 Problem Identification

Montana's motorcycle fatalities continue to represent approximately 11% of all fatalities over the last five years. This is significant given that most years there are only five to six months available to ride motorcycles because of weather. As shown below, there are very few fatalities during the months of January, February, November and December.

MC Fatalities	2014	2015	2016	2017	2018	2019	Total
January	0	0	0	0	0	0	0
February	0	0	0	0	0	0	0
March	1	3	1	1	0	0	6
April	2	1	1	0	1	0	5
May	2	2	3	6	1	4	18
June	2	2	2	1	4	4	15
July	2	5	1	8	7	3	26
August	7	7	6	3	2	7	32
September	6	0	3	3	2	3	17
October	0	2	0	0	2	1	5
November	1	3	0	0	0	0	4
December	0	0	0	0	2	0	2
Total	23	25	17	22	21	22	130

Most fatalities occur from May through September, representing 83% of all fatalities during the last five years.

In addition, there has been a trend in shown for older motorcycle riders. Riders older 40 account for almost 68% of all fatalities show below.

Motorcyclist Fatalities by Age							
Age Range	2014	2015	2016	2017	2018	Total	
0 9	0	0	0	0	0	0	
10 19	0	1	1	1	0	3	
20 29	6	3	0	1	3	13	
30 39	2	3	4	8	2	19	
40 49	5	1	1	1	4	12	
50 59	7	11	6	3	8	35	
60 69	2	6	4	6	2	20	
70 +	1	0	1	2	2	6	

Montana has been providing some outreach to older motorcycle riders. The Montana Motorcycle Riders’ Safety (MMRS) director has been targeting student recruitment on older riders that potentially have less riding experience.

In addition, Montana does not have a universal helmet law. The current law applies to only riders under 18. These riders are not at most-risk and not MDT’s target audience. Unfortunately, there have been no efforts through Montana’s legislature to enact a helmet law and has little support from the majority of the motorcycle community.

10.3 Associated Performance Measure(s)

As required each program area must to associated with a state specific performance measure(s). This program area and the planned activities will assist Montana in meeting the following performance goals.

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2021	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a VAC of .08 and above (FARS)	2025	5 Year	71.8
2021	C-7) Number of motorcyclist fatalities (FARS)	2025	5 Year	21.3
2021	C-8) Number of unhelmeted motorcyclist fatalities	2025	5 Year	12.6

10.4 CHSP Linkage

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*

The specific strategy each activity is supporting is listed by the activity and identified as follows:

- Roadway Departure and Intersection Crashes Strategies will be listed as CHSP Strategy RD#2 and RD#3
- Impaired Driving CHSP Emphasis Area Strategy #3 will be listed as CHSP Strategy ID#4

10.5 Evidence of Effectiveness/Countermeasures that Work

MDT relies on *NHTSA’s 2017 Countermeasures that Work* to ensure projects funded are proven 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 2017 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.

10.6 Motorcycle Planned Activities

All of the Motorcycle planned activities will support Montana’s Highway Safety Plan with the following performance measure for 2021.

C-7) Motorcycle Fatalities: Reduce the number of motorcycle fatalities to a five-year average of 21.9 in 2021.

C-8) Unhelmeted Motorcycle Fatalities: Reduce the number of unhelmeted motorcycle fatalities to a five-year average of 12.9 during 2021.

The planned activities will be attached to one of the following Countermeasure Strategies and is identified in the project narrative.

- Motorcycle Rider Training
- Public Information and Education – Motorcycles (PI&E)

10.6.1 Purchase of a Mobile Training Unit

CHSP Strategy RD#3; ID#3

CMW (5 3.2)

Budget: \$30,000

Countermeasure Strategy: Motorcycle Rider Training

MMRS has been having challenges in securing training locations. The purchase of a Mobile Training Unit with a classroom, will allow the program to be offered in a number of locations in an effort to provide training to a broader

audience, to include more rural areas. Because of the small amount of funding Montana receives for this program, the cost of this unit will be split between this grant and MMRS. Below is the funding breakdown for this project:

<i>Subrecipient</i>	<i>Funding Source</i>	<i>Funding Amount</i>	<i>Program Funding Code</i>	<i>Indirect Costs</i>	<i>Match</i>	<i>MOE</i>	<i>Local Benefit</i>	<i>Montana Contract Number</i>
MSU-Northern	405f	\$30,000	69A3752130000405fMTO	\$0	\$30,000	N/A	\$0	TBD

Proposed Safety Impacts: This grant will provide greater training opportunities for Montana’s residents in an effort to decrease motorcycle fatalities.

10.6.2 Motorcycle Awareness Campaign

CHSP Strategy RD#3

CMW (5 4.2)

Budget: \$20,000

Countermeasure Strategy: PI&E

MDT will develop a motorcycle awareness campaign educating motorists. A variety of venues will be used to include radio, billboards and social media.

Below is the funding breakdown for this project:

<i>Subrecipient</i>	<i>Funding Source</i>	<i>Funding Amount</i>	<i>Program Funding Code</i>	<i>Indirect Costs</i>	<i>Match</i>	<i>MOE</i>	<i>Local Benefit</i>	<i>Montana Contract Number</i>
Wendt Agency	405f	\$20,000	69A3752130000405fMTO	\$0	\$0	N/A	\$0	TBD

Proposed Safety Impacts: Develop an effective campaign to educate drivers regarding motorcycle awareness issues.

10.7 Funding Summary for Motorcycle Safety Projects

<i>Activity Title</i>	<i>405f</i>	<i>Funding Amount</i>	<i>Program Funding Code</i>	<i>Indirect Costs</i>	<i>Local Match</i>	<i>MOE</i>	<i>Local Benefit</i>
Mobile Training Unit	\$30,000	\$30,000	69A3752130000405fMTO	\$0	\$30,000	N/A	\$0
Motorcycle Awareness Campaign	\$20,000	\$20,000	69A3752130000405fMTO	\$0	\$0	N/A	\$0
Total	\$50,000	\$50,000		\$0	\$30,000		\$0

11. Emergency Medical Services

11.1 Overview

Motor vehicle collisions, to include motorcycle and pedestrian collisions continue to be the leading cause of traumatic injury and death in Montana. The Montana EMS and Trauma Care System works to improve outcomes and reduce death for patients with traumatic injury. One of the focus areas for improved outcomes is trauma education for Montana's rural EMS providers and trauma response entities including Dispatch, Law Enforcement/Fire, EMS, local hospital ER and ancillary staff, Physicians/Mid- level providers and any other interested parties who are responsible for the care of trauma patients. These providers play a critical role in the survivability of crashes.

11.2 Problem Identification

Montana has one of the highest trauma death rates in the nation. Ten years of Montana death certificate data (from 2008 to 2017) were compiled to obtain sufficient data for county-specific injury death rates. The top three unintentional injury causes in Montana include: motor vehicle crashes, falls and poisonings.

Education 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 their time or personal expenses associated with volunteering. The requests for trauma education continue to be greater than the availability.

Rural trauma care in Montana is further complicated by geographic isolation, time between injury and discovery, extrication issues, distance to immediate healthcare and local health care resource availability. Due to the vast distances between health care facilities in Montana, all pre-hospital providers and even some rural clinics must be prepared to provide initial care to injured patients while simultaneously expediting their transfer to definitive care.

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.

Considerable efforts have been made statewide to maintain development and delivery of continuing trauma education for all levels of providers. MDT will continue to support these efforts.

11.3 Associated Performance Measure(s)

As required each program area must be associated with a state specific performance measure(s). This program area and the planned activities will assist Montana in meeting the following performance goals.

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2021	C-1) Number of traffic fatalities (FARS)	2025	5 Year	TBD*
2021	C-2) Number of serious injuries in traffic crashes (State crash data files)	2025	5 Year	TBD*

*Will be set during 2020 with the update of the Comprehensive Highway Safety Plan.

11.4 CHSP Linkage

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 Planned Activities).

11.5 Evidence of Effectiveness/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.

11.6 EMS Planned Activities

All the EMS planned activities will support Montana’s Highway Safety Plan with the following performance measure for 2021.

C-1) Number of Fatalities: Reduce the number of fatalities to a five-year average of 182.7 in 2021.

C-2) Number of Serious Injuries: Reduce the number of serious injuries to a five-year average of 652.5 during 2021.

The planned activities will be attached to one of the following Countermeasure Strategies and is identified in the project narrative.

- EMS Training

11.6.1 Trauma Education for Rural EMS Providers

CHSP Overarching Strategy EMS

Budget: \$45,024

Countermeasure Strategy: EMS Training

Montana’s Department of Public Health and Human Services will provide a combination of 16-hour Prehospital Trauma Life Support (PHTLS) courses and 8 hour PHTLS refresher courses. These will be offered in rural communities throughout Montana allowing rural community volunteers to avoid the expense of long-distance travel. A total of six to eight courses will be provided depending on the size of the class and funding availability. A team of instructors and the mobile simulation lab will also travel to communities during the training.

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.

The funding breakdown is as follows:

<i>Subrecipient</i>	<i>Funding Source</i>	<i>Funding Amount</i>	<i>Program Funding Code</i>	<i>Indirect Costs</i>	<i>Match</i>	<i>MOE</i>	<i>Local Benefit</i>	<i>Montana Contract Number</i>
DPHHS	402	\$45,024	69A37521300004020MT0	\$3,795	\$4,895	N/A	\$18,010	111242

Project Safety Impacts: Provide training to rural EMS providers in an effort to improve the survivability of a crashes and reduce fatalities and serious injuries in Montana.

11.6.2 Together Everyone Achieves More (TEAM) Training

CHSP Overarching Strategy EMS

Budget: \$26,395

Countermeasure Strategy: EMS Training

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. This course invites participation 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.

This training will allow community participants to implement and use trauma team activation methodology appropriately within their system to achieve better trauma outcomes.

Below is the funding breakdown for this project:

<i>Subrecipient</i>	<i>Funding Source</i>	<i>Funding Amount</i>	<i>Program Funding Code</i>	<i>Indirect Costs</i>	<i>Match</i>	<i>MOE</i>	<i>Local Benefit</i>	<i>Montana Contract Number</i>
DPHHS	402	\$26,395	69A37521300004020MTO	\$2,395	\$0	N/A	\$10,666	111243

Project Safety Impacts: Provide training to rural communities to improve first responder trauma care.

11.7 Funding Summary for EMS

<i>Activity Title</i>	<i>Funding Source</i>	<i>Total</i>	<i>Program Funding Code</i>	<i>Total Budget</i>	<i>Indirect Costs</i>	<i>Local Match</i>	<i>MOE</i>	<i>Local Benefit</i>
Rural EMS	402	\$45,024	69A37521300004020MTO	\$45,024	\$3,795	\$4,895	\$0	\$18,010
TEAM Training	402	\$26,395	69A37521300004020MTO	\$26,395	\$2,395	\$0	\$0	\$10,558
	Grand Total	\$71,419		\$71,419	\$6,190	\$4,895	\$0	\$28,568

12. Teen Peer-to-Peer Traffic Safety Program

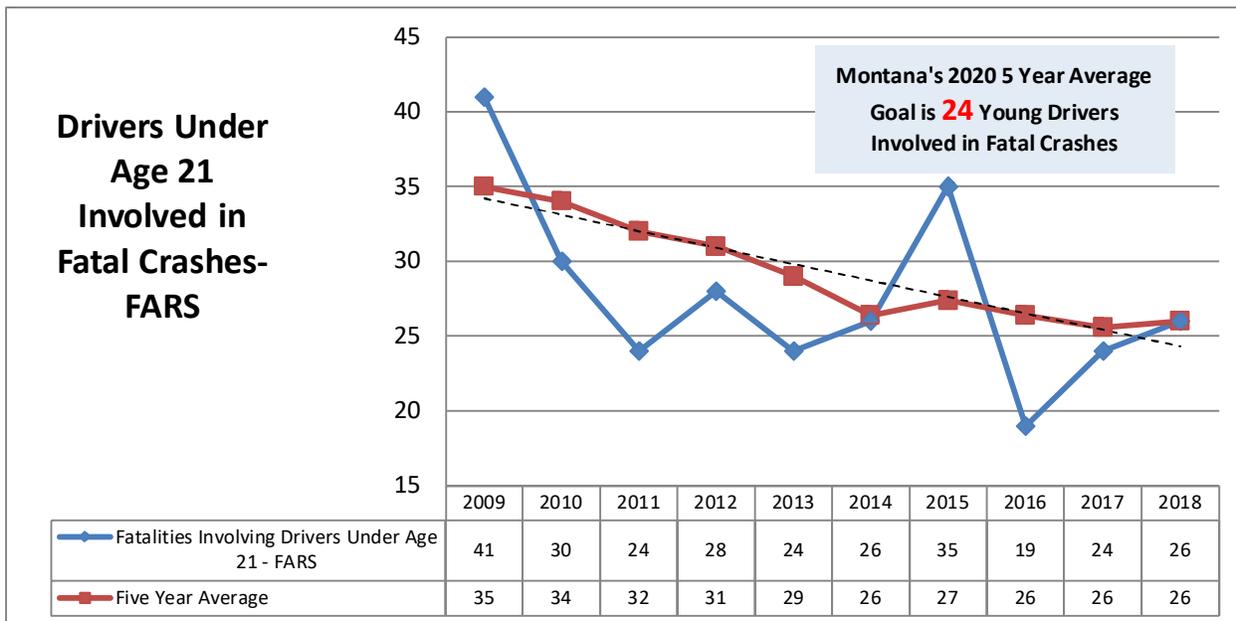
12.1 Overview

Teen drivers represented 14% of all Montana fatalities during 2018. There were 26 teen fatalities, up from 24 during 2017. However, after a sharp increase in 2015, these fatalities have remained consistent with a five-year average of 26 over the last three years.

Currently MDT's goal for Young Drivers is:

- Because of the trend in these fatalities, Montana hopes to maintain drivers age 20 or younger involved in fatal crashes at the 2014-2018 five-year rolling average of 26 through December 31, 2025.

The following represents the progress being made to reach those goals through 2018 (most recent FARS data available):



As stated 2018 saw 26 teen fatalities. This was an increase of 2 or 8% from 2017. The trend line continues down and because of this, Montana expects to reach the 2020 goal of a five-year average of 24.

12.2 Problem Identification

While tremendous strides have been made to reduce young driver fatalities and serious injuries, this group remains over-represented in statewide fatalities. Over the last five years, there have been 132 occupant fatalities involving drivers under 20 years old. This represents 13% of all fatalities, yet these drivers only account for 4.7% of all licensed drivers in Montana. In addition, with over 22,000 thousand crashes in the last five years, this group of drivers was responsible for approximately 20% of all crashes.

Also, the rates for impaired driving and unrestrained fatalities for younger drivers are higher than the statewide averages. During the last five years impaired driving teen fatalities represented 48% of all teen fatalities versus 38% for the state and 56% of teen fatalities were unrestrained compared to the state at 49%. MDT will continue to work with young drivers through a peer-to-peer traffic safety program to lower fatalities and serious injuries.

12.3 Associated Performance Measure(s)

As required each program area must be associated with a state specific performance measure(s). This program area and the planned activities will assist Montana in meeting the following performance goals.

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2021	C-5) Number of fatalities involving drivers age 20 or less	2025	5 Year	71.8

12.4 CHSP Linkage

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.*

12.5 Evidence of Effectiveness/Countermeasures that Work

Montana relies on NHTSA's 2017 *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) recidivism

In addition to NHTSA's 2017 *Countermeasures that Work*, MDT utilizes NHCRP 500, Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Volume 22: A Guide for Addressing Collisions Young Drivers.

12.6 Teen Traffic Safety Planned Activities

All the Teen Traffic Safety planned activities will support Montana's Highway Safety Plan with the following performance measure for 2021.

C-9) Number of Fatalities Involving Drivers Age 20 or Less: Reduce the number of fatalities involving drivers age 20 or less a five-year average of 26.0 in 2021.

The planned activities will be attached to one of the following Countermeasure Strategies and is identified in the project narrative.

- Young Drivers

12.6.1 Teen Peer-to-Peer Safety Projects

CSHP Strategy RD#3

CMW (1 6.1, 7.1)

Budget: \$10,000

Countermeasure Strategy: Young Drivers

Since 2016, MDT has partnered with Family, Career and Community Leaders of American (FCCLA) to promote teen traffic safety. There are more than 1,095 FCCLA members in 67 chapters throughout the state.

During FFY2019, because of FCCLA's outstanding work, they were nominated and received the national Peter K. O'Rourke Special Achievement Award. This is a Governors Highway Safety Association (GHSA) award that recognizes notable achievements in the field of highway safety. Megan Vincent, as the state FCCLA coordinator, accepted this award during the GHSA Annual Meeting on August 27 in Anaheim, CA.

FCCLA chapters and members have worked tirelessly promoting teen traffic safety over the last five years. The teens developed new and creative approaches to teen traffic safety more relevant to their peers and their community. The peer to peer and community projects targeted seat belt usage, distracted driving, drowsy driving and impaired driving. Montana FCCLA has provided more traffic safety outreach to rural schools than any other project in the state.

During FFY2021, MDT will continue its partnership with FCCLA and continue to seek out other funding sources available to leverage the program.

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	69A37521300004020MT0	TBD	TBD	N/A	\$10,000	TBD

Proposed Safety Impacts: Work with FCCLA to reduce teen crashes, fatalities and serious injuries through outreach and education at a peer-to-peer level to assist Montana in reaching the 2020 goal of a five-year average of 24 fatalities for this demographic.

12.6.2 Youth Risk Behavior Survey

CHSP Strategy: RD#3

CMW (1 6.1, 7.1)

Budget: \$5,000

Countermeasure Strategy: Young Drivers

The Office of Public Instruction conducts the Montana Youth Risk Behavior Survey (YRBS) every two years. This survey 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	69A37521300004020MT0	\$0	\$0	N/A	\$2,000

Proposed Safety Impacts: Provide the Office of Public Instruction funding to assist with the costs of conducting the survey. The results will be used by MDT to analyze trends and determine traffic safety issues for teens.

12.7 Funding Summary for Teen Traffic Safety

Activity Title	402	Total Budget	Program Funding Cost	Indirect Costs	Local Match	MOE	Local Benefit
FCCLA Chapters	\$10,000	\$10,000	69A37521300001402OMT	TBD	TBD	N/A	\$10,000
Office of Public Instruction	\$5,000	\$5,000	69A37521300001402OMT	\$0	\$0	N/A	\$2,000
Total	\$15,000	\$15,000		\$0	\$0	N/A	\$12,000

13. State Traffic Safety Information System Improvements

13.1 Overview

Traffic records is the backbone of Montana's highway traffic safety program. The data collected from existing datasets and others updated and created through the traffic records program determine the highway safety challenges in the

state. Analysis of these datasets allows Montana to set performance measures; determine project activities and strategies; and target the audience with the riskiest driving behaviors.

13.2 CHSP Linkage

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.

13.3 Associated Performance Measure(s)

As required each program area must be associated with a state specific performance measure(s). This program area and the planned activities will assist Montana in meeting the following performance goals.

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2021	C-1) Number of traffic fatalities (FARS)	2025	5 Year	TBD*
2021	C-2) Number of serious injuries in traffic crashes (State crash data files)	2025	5 Year	TBD*
2021	C-3) Fatalities/VMT			
2021	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2025	5 Year	92.2
2021	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a VAC of .08 and above (FARS)	2025	5 Year	71.8
2021	C-6) Speed-Related Fatalities	2025	5 Year	64.0
2021	C-7) Number of motorcyclist fatalities (FARS)	2025	5 Year	21.3
2021	C-8) Number of unhelmeted motorcyclist fatalities	2025	5 Year	12.6
2021	C-9) Fatalities involving drivers age 20 or less	2025	5 Year	12.7
2021	C-10) Pedestrian Fatalities	2025	5 Year	12.7
2021	C-11) Bicycle Fatalities	2025	5 Year	1.7
2021	O-1) Native American Fatalities	2025	5 Year	34.9

*Will be set during 2020 with the update of the Comprehensive Highway Safety Plan.

13.4 Evidence of Effectiveness/Countermeasures that Work

MDT utilizes NHCRP 500, Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Volume 22: Safety Data and Analysis in Developing Emphasis Area Plans. This analysis assists in determining the CHSP emphasis areas and selection of projects that will target Montana’s traffic safety issues.

13.5 Traffic Records Coordinating Committee

Montana’s Traffic Records Coordinating Committee is a multi-modal group with members representing transportation, enforcement, court and judicial, emergency response. Montana’s Department of Justice (DOJ), Health and Human Services (DPHHS), and Transportation (MDT), as well as NHTSA and FHWA, work to improve the collection, management, and analysis of Montana’s traffic safety data. For more information on the TRCC; the meeting minutes; members name, title, organization and core safety database represented; and the strategic plan click [here](#).

13.6 State Traffic Safety Information System Improvement Planned Activities

13.6.1 Web-Based CRASH Trainer

Budget: \$26,872

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:

<i>Subrecipient</i>	<i>Funding Source</i>	<i>Funding Amount</i>	<i>Program Funding Code</i>	<i>Indirect Costs</i>	<i>Match</i>	<i>MOE</i>	<i>Local Benefit</i>	<i>Montana Contract Number</i>
MHP	405c	\$25,360	69A3752130000405cMT0	\$1,600	\$55,000	\$0	\$0	110817

Proposed Project Outcome: Coordinate the successful transfer and validation of data from Billings PD, Missoula PD, Bozeman PD, Helena PD, Great Falls PD, Kalispell PD. Reduce paper reporting to 3% of users and encourage other law enforcement agencies, with a emphasis on Tribal LE, to utilize the web-based crash reporting system.

13.6.2 Justice Court Reporting System (JCRS)

The JCRS collects traffic violation disposition information from the Office of Court Administrator (OCA) for reporting to the Motor Vehicle Division. These dispositions are loaded against the driver’s record. MHP will require an update to its database transfer system with the OCA’s 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). This project is contingent on a larger project currently underway at the Department of Justice. Once that project is complete, this project will be implemented.

Performance Measures

Driver Database Model Performance Measure – Integration – D-I-1

- JCRS will establish a direct data link between the driver’s information from MVD and the individual’s citation adjudication data.

Below is the funding breakdown for this project

<i>Subrecipient</i>	<i>Funding Source</i>	<i>Funding Amount</i>	<i>Program Funding Code</i>	<i>Indirect Costs</i>	<i>Match</i>	<i>MOE</i>	<i>Local Benefit</i>	<i>Montana Contract Number</i>
DOJ-MVD	405c	\$10,000	69A3752130000405cMT0	\$0	\$0	\$0	\$0	110769
DOJ-OCA	405c	\$30,000	69A3752130000405cMT0	\$0	\$0	\$0	\$0	110750
Total	405c	\$40,000		\$0	\$0	\$0	\$0	

Project Safety Impacts: Accurately capture all traffic violation data related to drivers or vehicles from FullCourt Enterprise and update the Driver Control System in real time.

13.6.3 Montana Traveler Information System

Budget: \$327,729

MDT’s Traveler Information System was developed in the 1970’s and is used to provide the traveling public information on roadway conditions. This system is manually operated and supported, and currently disseminates data on a variety of areas pertinent to the roadway user: Winter road reports; Summer construction reports; Load and speed restrictions for motor carrier; Rest area locations, etc. This information is provided via phone and web access to the public.

This project will upgrade the MDT Traveler Information System by implementing a new automated roadway information data collection system to better report roadway conditions to the travelling public. The information will be provided in “real time”; provide more accurate reporting of the road conditions and eliminate the manual processing of field conditions reports.

Performance Measures

Montana Roadway Database Completeness and accuracy Performance Measure – annually reviewing seasonal performance, average number of daily roadway condition changes input into the Roadway Information Systems reporting data base. Winter conditions will be reported. Historic data of manual reporting is available and will be used as a metric of the new automated system, once in place, and a season of reporting has been completed.

1. Baseline: MDT’s historic seasonal average number of daily roadway conditions reports is 1.3. (2016-2018).
2. The measure is the computed roadway system seasonal average number of daily roadway condition reports input into Roadway Information Systems reporting data base.
3. Target is an increase in the seasonal average number of daily roadway condition reports input in the database compared to historic reporting to two (2).

The funding breakdown for this project is as follows:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	\$0	Local Benefit	Montana Contract Number
MDT	405c	\$327,729	69A3752130000405cMTO	\$0	\$0	N/A	\$0	110337

Proposed Project Outcome: Update Montana’s roadway information data collection system by purchasing a federally eligible and acceptable software product.

14.6 Funding Summary for Traffic Records

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit
MDT	405c	\$327,729	69A3752130000405cMTO	\$0	\$0	\$0	\$0
MHP	405c	\$26,872	69A3752130000405cMTO	\$1,600	\$55,000	\$0	\$0
DOJ-MVD	405c	\$10,000	69A3752130000405cMTO	\$0	\$0	\$0	\$0
DOJ-OCA	405c	\$30,000	69A3752130000405cMTO	\$0	\$0	\$0	\$0
Total		\$394,601		\$1,600	\$55,000	\$0	\$0

14. Media

14.1 Overview

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 to highlight enforcement activities. Certain campaigns will coincide with Click it or Ticket and Labor Day National Mobilizations.



MDT launched a new media campaign in the spring of 2014 entitled “Vision Zero-zero deaths, zero serious injures”. This is a multipronged initiative with the ultimate goal of eliminating deaths and injuries on Montana Highways. MDT will update this campaign and continue to use it for FFY2021.

MDT will continue to provide media during the national mobilizations in support of law enforcement. These campaigns included a variety of media efforts to include TV, radio, and press releases. MDT will recruit a law enforcement officer to record the statewide radio messaging and local STEP law enforcement messages are recorded for mobilizations for a local voice.

In addition, MDT plans to provide year-long impaired driving messages. This will provide a larger focus on impaired driving, one of the most challenging traffic safety issues for Montana to make strides to lower these fatalities.

Media will be provided to support CPS clinics and events throughout the year and during Child Passenger Safety Week. These events will be advertised and promoted to ensure success.

Finally, media will be provided for the Native American Traffic Safety programs. These campaigns will focus all traffic safety issues to include impaired driving, unrestrained occupants and child passenger safety. The annual campaigns include a basketball season buckle up campaign, a summer impaired driving campaign and a back-to-school child passenger safety campaign.

14.2. CHSP Linkage

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*

14.3 Associated Performance Measure(s)

As required each program area must to associated with a state specific performance measure(s). This program area and the planned activities will assist Montana in meeting the following performance goals.

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2021	C-1) Number of traffic fatalities (FARS)	2025	5 Year	TBD*
2021	C-2) Number of serious injuries in traffic crashes (State crash data files)	2025	5 Year	TBD*
2021	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2025	5 Year	92.2
2021	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a VAC of .08 and above (FARS)	2025	5 Year	71.8
2021	C-7) Number of motorcyclist fatalities (FARS)	2025	5 Year	21.3
2021	C-8) Number of unhelmeted motorcyclist fatalities	2025	5 Year	12.6
2021	O-1) Native American Fatalities	2025	5 Year	34.9

*Will be set during 2020 with the update of the Comprehensive Highway Safety Plan.

14.4 Evidence of Effectiveness/Countermeasures that Work

Montana relies on NHTSA’s 2017 *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 2017 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

14.5 Funding Summary for Media Projects

<i>Activity Title</i>	<i>Funding Source</i>	<i>Total</i>	<i>Program Funding Code</i>	<i>Total Budget</i>	<i>Indirect Costs</i>	<i>Local Match</i>	<i>MOE</i>	<i>Local Benefit</i>
Labor Day Campaign	405d	\$135,250	69A3752130000405dMTH	\$135,250	\$0	\$0	\$0	\$0
Click-it-or-Ticket Campaign	402	\$135,250	69A37521300004020MTO	\$135,250	\$0	\$0	\$0	\$54,100
SOAR Campaigns	402	\$90,000	69A37521300004020MTO	\$90,000	\$0	\$0	\$0	\$36,000
Motorcycle	405f	\$20,000	69A3752130000405fMTO	\$20,000	\$0	\$0	\$0	\$0
Impaired Driving Year-Round Messaging	405d	\$100,000	69A3752130000405dMTO	\$100,000	\$0	\$0	\$0	\$0
OP Year-Round Messaging	405b	\$125,000	69A3752130000405bMTO	\$125,000	\$0	\$0	\$0	\$0
CPS	402	\$52,000	69A37521300004020MTO	\$52,000	\$0	\$0	\$0	\$20,800
ID Summer Campaign	405d	\$100,000	69A3752130000405dMTO	\$100,000	\$0	\$0	\$0	\$0
High Visibility Events	402	\$72,750	69A37521300004020MTO	\$122,500	\$0	\$0	\$0	\$29,100
	405d	\$49,750	69A3752130000405dMTO					
Total				\$880,000	\$0	\$0	\$0	\$140,000

15. Project Administration and Management

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.

15.2 2020 Expenditures

15.2.1 Staff Salaries and Benefits

Budget: \$925,000

<i>Description</i>	<i>Budget</i>
Planning and Administration	\$400,000
Project Administration	\$525,000

15.2.2 Program and Operational Costs

Budget \$50,000

<i>Description</i>	<i>Budget</i>
Program Operational Costs	\$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.

15.2.3 Indirect Costs,

Budget \$481,217

<i>Description</i>	<i>Budget</i>
Indirect Costs	\$481,217

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 2019 was 10.49%.

Effective July 1, 2020, the approved indirect rate for the State Fiscal Year 2020 will be 10.99%.

15.3 Funding Summary for Planning Administration and Management Programs

<i>Description</i>	<i>402</i>	<i>405b</i>	<i>405c</i>	<i>405d</i>	<i>405f</i>	<i>164</i>	<i>Total</i>
Staff Wages and Benefits	\$700,000	\$0	\$105,000	\$105,000	\$15,000	\$0	\$925,000
Operational Costs	\$50,000						\$50,000
Indirect Costs	\$82,425	\$0	\$11,540	\$11,540	\$1,649	\$0	\$107,154
Total	\$832,425	\$0	\$116,540	\$116,540	\$16,649	\$0	\$1,082,154

16. Financial Summary

During FFY 2020, Montana successfully applied for and received funding from the National Highway Traffic Safety Administration (NHTSA). These grant monies include FAST Act funding for 23 USC Chapter 4, Section §402, Highway Safety Programs, and for Section §405 National Priority Safety Programs including: Section §405b (Occupant Protection), Section §405c (State Traffic Safety Information System Improvements), Section §405d (Impaired Driving Countermeasures), and §405f (Motorcyclist 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 \$5,143,163 into FFY 2021 from funding received in FFY 2020. This amount excludes carry forward amounts dedicated to the Traffic Records Coordinating Committee, \$895,000. Montana anticipates again qualifying for Section §402 and Section §405 funds in FFY 2021.

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

Program Area	FAST Act Project	Current Fiscal Year Funds	Carry Forward Funds	State Share	Share to Local
Sec. 402. Highway Safety Programs					
NHTSA 402					
Planning and Administration					
	PA-2020-90-64-20	400,000	500,000	\$682,278	\$0
Alcohol					
	AL-2020-90-65-20	453,949	95,689	114,577	267,918
Emergency Medical Services					
	EM-2020-90-66-20	\$79,268	40,851	25,040	58,551
Occupant Protection					
	OP-2020-90-67-20	599,694	745,232	280,362	655,577
Police Traffic Services					
	PT-2020-90-68-20	100,000	123,850	46,664	109,114
Child Restraint					
	CS-2020-90-69-20	-	-	-	-
Speed Enforcement					
	SC-2020-90-70-20	281,699	423,885	147,086	343,933
Paid Advertising					
	PM-2020-90-71-20	\$416,213	732,114	239,379	559,746
Teen Safety					
	TSP-2020-90-72-20	\$11,462	12,989	5,097	11,919
NHTSA 402 Total		2,342,285	2,674,611	\$1,540,483	\$2,006,758
Sec. 164 Minimum Penalties for Repeat Offenders for DWI or DUI					
164 AL					
	164AL-2020-90-62-20	454,515	-	-	45,005
164 HSIP Total		454,515	-	-	\$45,005

Program Area	Project	Current Fiscal Year Funds	Carry Forward Funds	State Share	Share to Local
Sec. 405. National Priority Safety Programs					
405 Occupant Protection					
	M2HVE-2020-93-20-20	\$27,642	59,031	\$21,668	-
	M2TR-2020-93-21-20	-	-	\$0	-
	M2PE-2020-93-22-20	442,018	250,793	\$173,203	-
	M2CPS-2020-93-23-20	44,396	24,478	\$17,218	-
	M2CSS-2020-93-24-20	15,989	-	\$3,997	-
405 Occupant Protection Total		\$530,045	\$334,301	\$216,087	-
405 Impaired Driving					
	M4HVE-2020-93-25-20	\$709,206	-	\$177,301	-
	M4IDC-2020-93-26-20	105,000	106,079	\$52,770	-
	M4CS-2020-93-27-20	27,748	631,809	\$164,889	-
	M4PEM-2020-93-28-20	427,312	-	\$106,828	-
	M4TR-2020-93-29-20	215,401	200,000	\$103,850	-
	M4SP-2020-93-31-20	65,373	-	\$16,343	-
	M4OT-2020-93-32-20	198,967	246,235	\$111,301	-
405 Impaired Driving Total		\$1,749,006	1,184,123	\$733,282	-
405 ID - 24/7 Program					
	M4HVE-2020-93-33-20	-	-	\$0	-
	M4IDC-2020-93-34-20	-	-	\$0	-
	M4PEM-2020-93-35-20	-	-	\$0	-
	M4SP-2020-93-36-20	-	-	\$0	-
	F24*OP-2020-97-69-20	75,000	-	\$18,750	-
	F24*CR-2020-97-70-20	10,593	-	\$2,648	-
405 ID - 24/7 Total		85,593	-	\$21,398	-
405 Data Program					
	M3DA-2020-90-73-20	\$ 179,221	\$895,000	\$268,555	-
		\$179,221	\$895,000	\$268,555	-
405 Motorcyclist Safety					
	M9MT-2020-93-37-20	\$ 30,000	19,337	\$12,334	-
	M9MA-2020-93-38-20	20,000	35,791	\$13,948	-
		\$50,000	\$55,128	\$26,282	-
NHTSA Total		5,390,665	5,143,163	\$2,806,088	\$2,051,763

State Match

For FAST Act 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%
FAST Act 402	80% - 20%	82.75% - 17.25%
FAST Act 405	80% - 20%	