

Success through partnerships



Montana Department of
REVENUE



MONTANA

SECTION 402

HIGHWAY SAFETY PLAN

FOR

FEDERAL FISCAL YEAR 2017

Prepared by:

Montana Department of Transportation
State Highway Traffic Safety Section
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Online at <http://www.mdt.mt.gov/visionzero/plans/safetyprg.shtml>



Montana Department
of Transportation



zero deaths | zero serious injuries
on Montana roadways

Montana Department of Transportation

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PO Box 201001
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Michael T. Tooley, Director

Steve Bullock, Governor

June 27, 2016

Chris Murphy, Acting Regional Administrator - Region10
National Highway Traffic Safety Administration
915 Second Avenue, Suite 3140
Seattle, WA 98174-1079

Subject: FFY2017 Section 402 Governor's Highway Safety Plan and Performance Plan

We appreciate the opportunity to submit the FFY 2017 Governor's Highway Traffic Safety Plan (HSP) and FFY 2017 Performance Plan for your review, in accordance with the requirements of 23 CFR Part 1200.10 and 1300.10

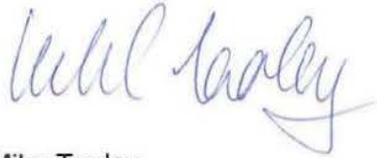
During FFY2016, MDT implemented an Executive Leadership Team to focus on traffic safety issues in Montana. Representation includes, but is not limited to leaders from: corrections, justice, judicial, prosecutorial, health services, transportation, county/municipalities, tribal, revenue and education. The team will set policy for advancing safety strategies by incorporating the 4Es of transportation safety: Engineering, Education, Enforcement and Emergency Medical Services. It is the goal for the group to meet twice per year.

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

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

MDT continues to seek out new countermeasures by collaborating with other traffic safety advocates in the state and in support of the Comprehensive Highway Safety Plan. Our objective is to achieve lasting change that will result in Montana reaching Vision Zero – zero deaths and zero serious injuries on Montana roadways.

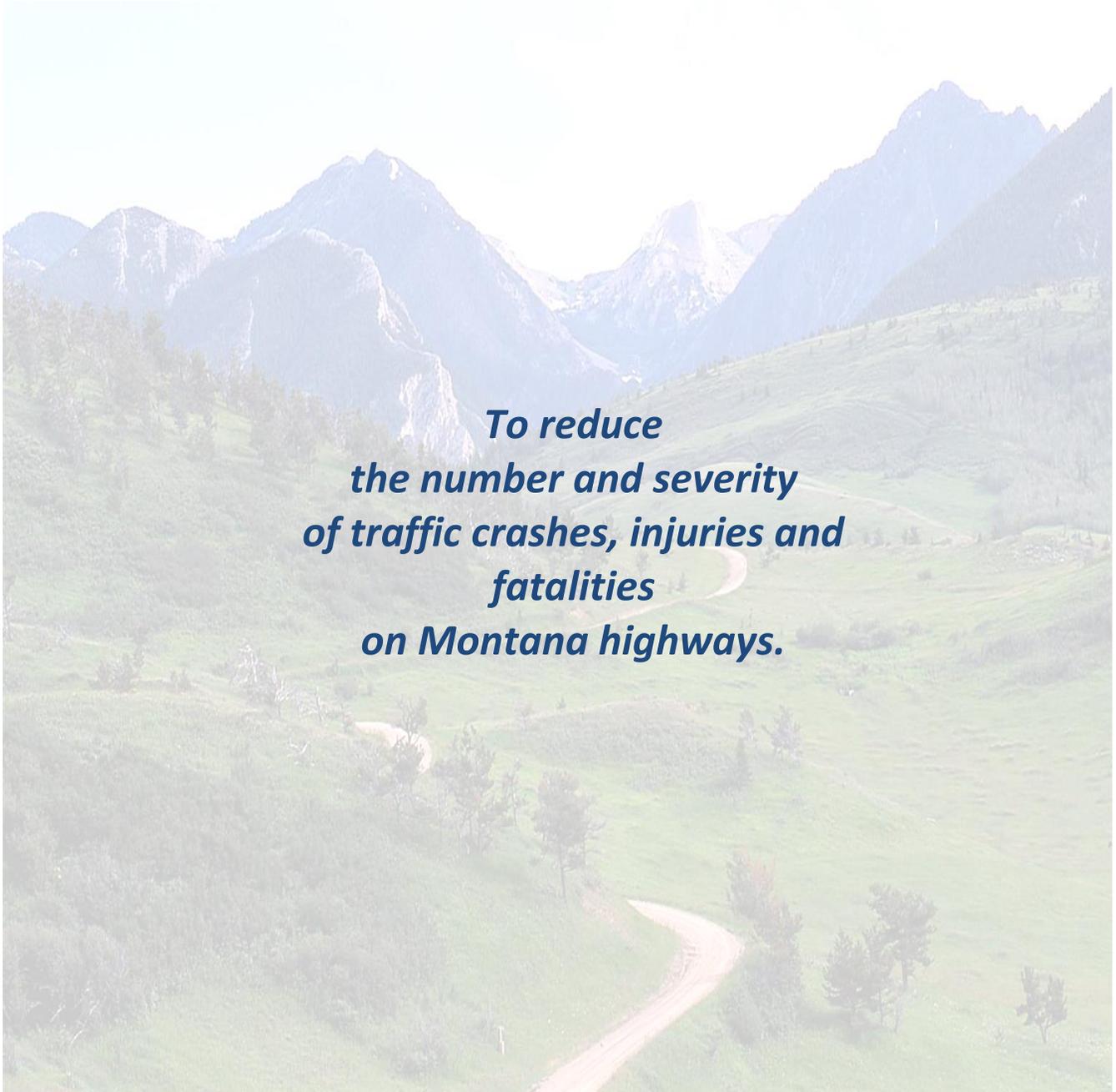
Sincerely,

A handwritten signature in blue ink that reads "Mike Tooley". The signature is written in a cursive, flowing style.

Mike Tooley
Director

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

Mission Statement



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

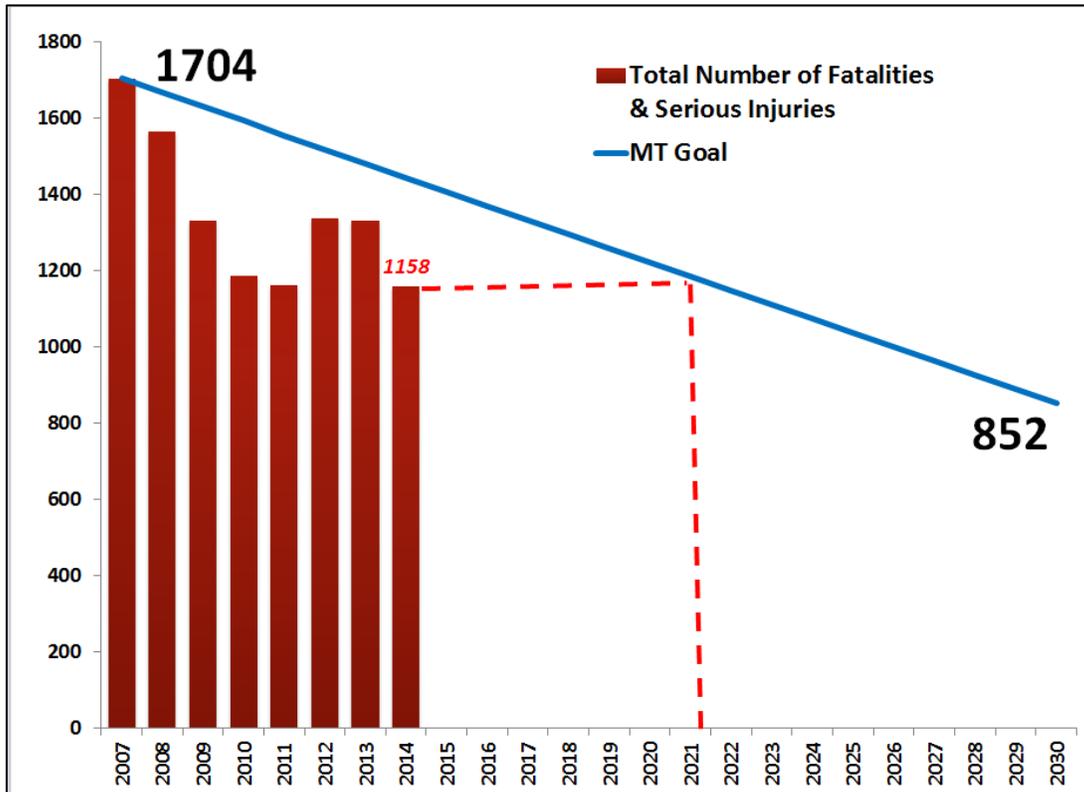
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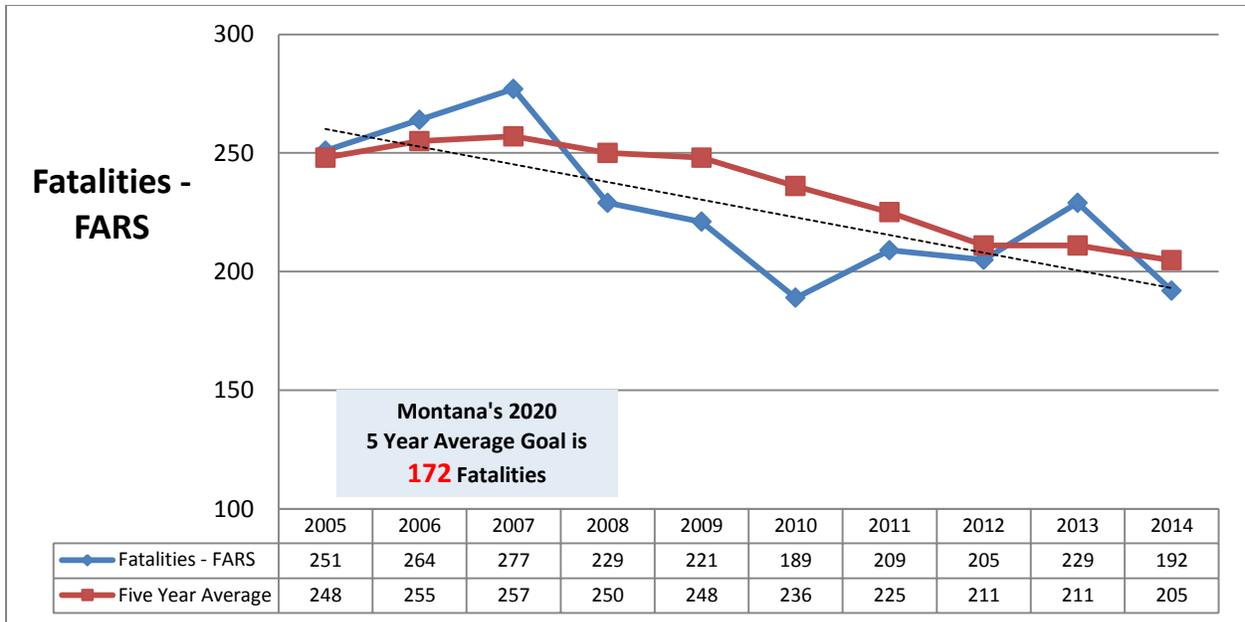
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Executive Summary

During 2014 (the most recent year for which fatality data is available), the State of Montana experienced a decrease in fatal crashes and fatalities compared to 2013. Montana remains on target to reach the overarching goal of the Montana Comprehensive Highway Safety Plan (CHSP). The goal of the CHSP is “to reduce fatalities and incapacitating injuries in the State of Montana by half in two decades, from 1,704 in 2007 to 852 by 2030”. The trend continues downward.

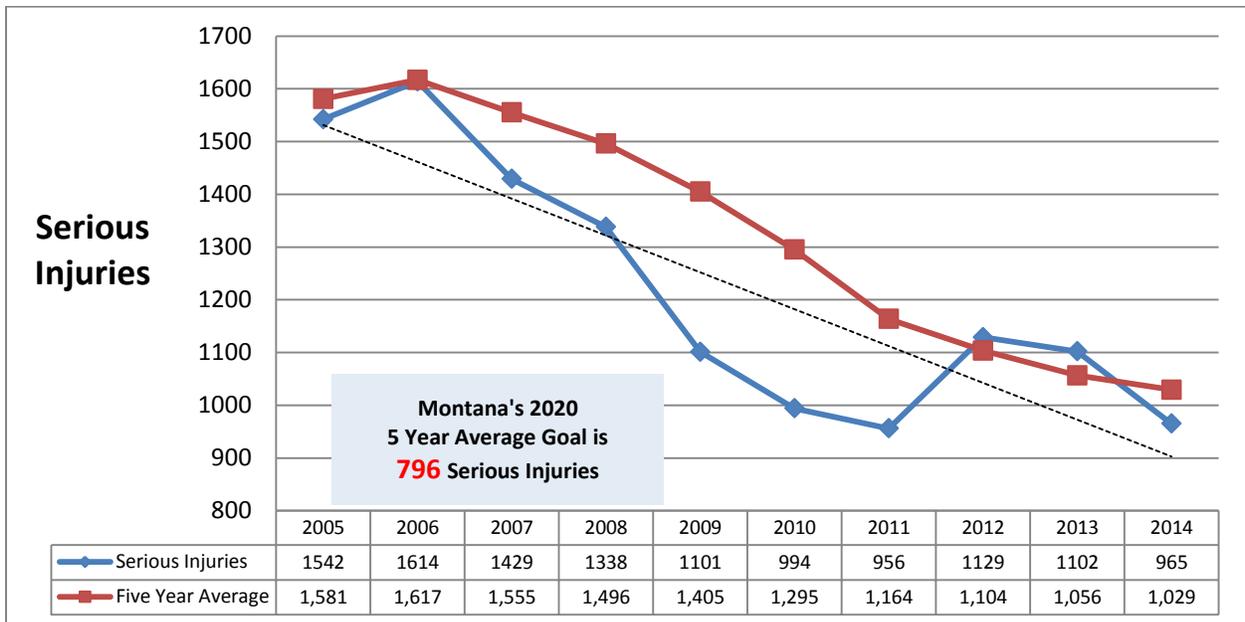


The following chart represents the history of fatalities.



The 2020 goal for the 5-year average number of fatalities statewide is 172. MDT, in an effort to maintain the downward trend and meet the 2020 goal has set a target of 186 for FFY 2017.

The history of serious injuries is below.



Serious injuries in Montana have been steadily declining and the trend indicates that the goal of 796 by 2020 will be met. The target for 2017 is 1,072.

During 2015, MDT along with safety stakeholders and partners throughout the state finalized the update of Montana's Comprehensive Highway Safety Plan (CHSP). The advisory committee, a group made up of individuals with technical expertise and knowledge of Montana's safety issues and who represent the four "E's" of traffic safety (Education, Engineering, Enforcement and Emergency Medical Services) collaborated on the update. The plan continues to be data driven and includes a 10-year crash data trend analysis to determine emphasis areas with the greatest opportunity to reduce crashes.

During FFY2016, MDT implemented an Executive Leadership Team to focus on traffic safety issues in Montana. Representation includes, but is not limited to leaders from: corrections, justice, judicial, prosecutorial, health services, transportation, county/municipalities, tribal, revenue and education. The team will set policy for advancing safety strategies by incorporating the 4E's. It is the goal for the group to meet twice per year.

Montana completed an Impaired Driving Assessment during the week of April 11-15, 2016. The assessment report with recommendations was finalized on May 19th, 2016. Through the Statewide DUI task force, Montana will address all recommendations of the Impaired Driving Assessment and make appropriate adjustments to the approved plan for the FFY18 HSP.

In addition, NHTSA will be conducting a Management Review for federal fiscal years 2014, 2015 and 2016 in August 2016. During the last management review in 2013, there were no findings reported. MDT is confident the upcoming review will be as successful.

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

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

Impaired drivers continue to be a challenge for Montana and the safety program. According to NHTSA data, Montana impaired driving fatalities were 38% of all Montana fatalities for 2014 (most recent data). This rate has been fairly consistent over the last five years and is a priority concern for MDT.

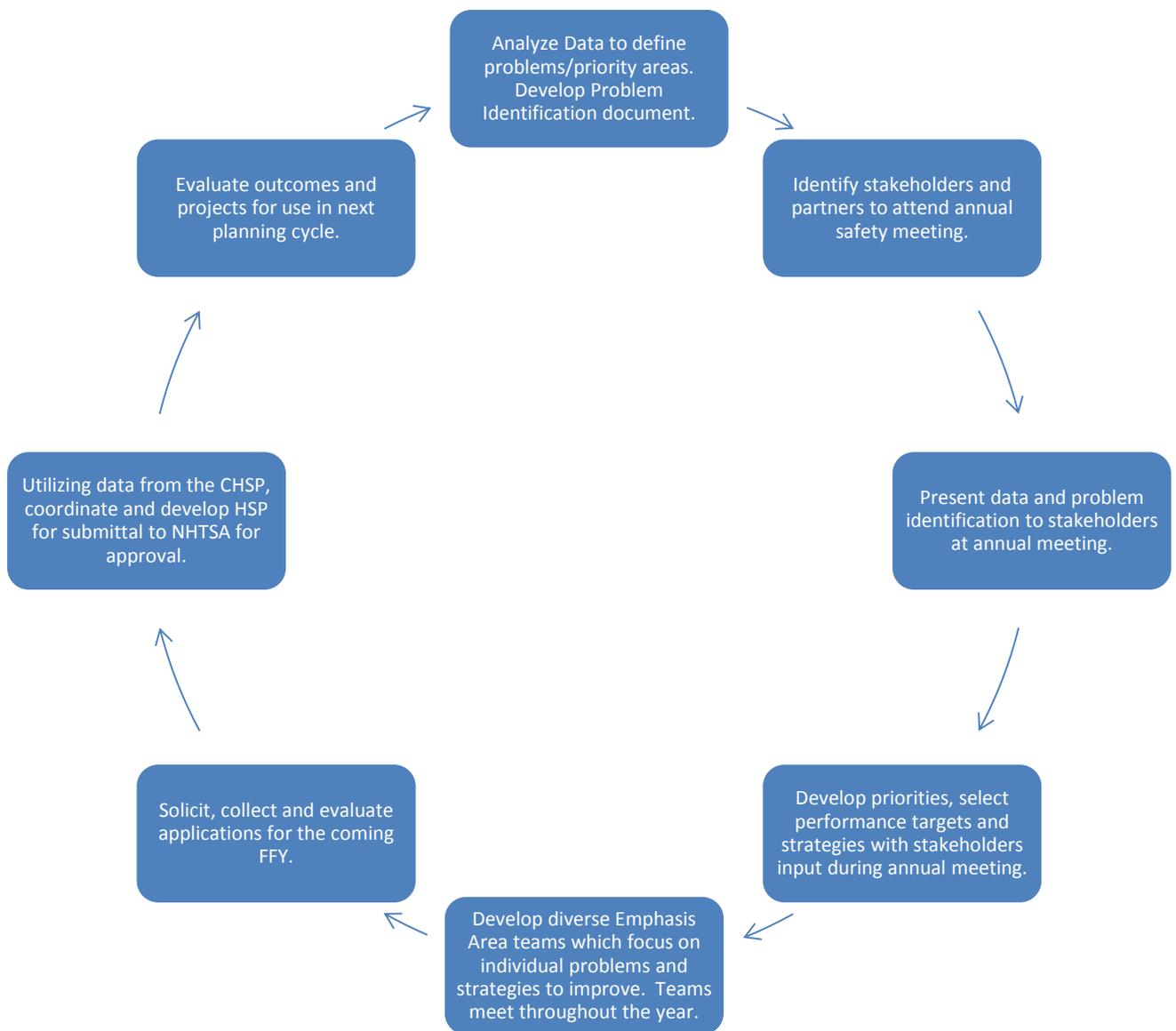
SHTSS continues to work closely with Montana's seven land-based Tribal Nations. Data has shown that this group has been over-represented in fatalities each year over the last ten years. Continuing in FFY 2016, SHTSS staff worked with Tribal safety stakeholders to implement a Northern Tribes DUI Task Force, which is a collaboration between Blackfeet, Chippewa Cree, Fort Belknap and Fort Peck Tribes to reduce impaired driving in their communities.

During Fiscal Year 2017, the Montana State Highway Traffic Safety Section will continue to analyze crash data to develop and implement performance measures that will assist in meeting established goals.

Highway Safety Planning Process

In January 2016 the MDT State Highway Traffic Safety Section (SHTSS) implemented a new web-based electronic application process. Applications for FFY17 were due March 1, 2016, and were required to be submitted through the Montana Grants and Loan System (Webgrants) to be considered. This allows SHTSS to monitor all projects from application to close-out. The system has functions for application reviews, award process, fiscal/programmatic monitoring and close-out. In addition, all communications between the subrecipient and SHTSS can be tracked through the system. While, the system does not significantly impact the process, it streamlines and automates it for better grant monitoring.

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



In addition to the planning process described above, SHTSS provides a grant timeline for subrecipients (see below).

Milestone	Timeline
Application submission deadline for FFY 2017 funding.	March 1, 2016
Application review and assessment. Funding and project recommendations made to the Governor’s Representative (GR) for Highway Traffic Safety.	March 1 – April 30, 2016
Preliminary contract negotiations.	April 30 - May 29, 2016
Draft Annual Highway Safety Plan (HSP) prepared by MDT staff and submitted to the GR for approval.	May 1 - June 30, 2016
Deadline for Annual Highway Safety Plan submission to NHTSA.	July 1, 2016
Deadline for NHTSA to notify state whether or not FFY 2017 Highway Safety Plan is approved.	August 30, 2016
Notification to applicants regarding funding approval or denial.	September 1, 2016
<i>Start of Federal Fiscal Year 2017</i> Contracts are finalized and routed for signatures. Effective date of contract varies; please check with your assigned program manager for details.	October 1, 2016
Annual Highway Safety Planning Meeting.	Fall 2016 – October 12-13 (tentative dates)

Highway Safety Plan (HSP)/Comprehensive Highway Safety Plan (CHSP) Process

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

During FFY2015, MDT completed an update of the CHSP. This update was developed by the Montana Department of Transportation in a cooperative process with local, state, federal, tribal and other safety stakeholders. It continues to be a data-driven, multi-year comprehensive plan that establishes statewide safety targets, objectives, and key emphasis areas and includes the four E’s of highway safety. The CHSP will enable coordination of safety programs and partners to work together to cooperatively address safety issues, align goals, and leverage resources to reduce fatal and serious injuries on Montana’s roadways.

As defined in the update, the CHSP purpose is to:

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

Under the oversight of a multi-agency CHSP leadership committee, the development of the CHSP addressed the following objectives:

- Establish quantifiable safety-related goals, objectives, and performance measures relevant to travel on Montana's highways;
- Address issues at all levels of jurisdiction with specific attention to local and tribal entities;
- Establish a mechanism for interagency coordination and develop the necessary partnering processes;
- Identify candidate safety strategies and evaluate their potential benefits, costs, and ability to attain performance objectives;
- Establish a process for prioritizing identified strategies based on their likely benefits relative to the identified safety goals and objectives; 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.

Through the update process MDT consolidated the 12 emphasis areas into three, with three additional over-arching emphasis concerns. The three over-arching areas of concern 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 three specific emphasis areas established include:

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

In addition, the following traffic safety goals were established in the most current CHSP:

- No more than 172 annual fatalities by 2020, which is an annual reduction of 2.7 percent (5 fewer per year);
- Fatality rate of not more than 1.28 fatalities per 100 million vehicle miles traveled (VMT) by 2020, a reduction of 4.3 percent per year;
- No more than 796 serious injuries by 2020, a 3.5 percent annual reduction; and
- Serious injury rate of 5.9 serious injuries per 100 million VMT, a reduction of 5.1 percent per year.

Also, during the 2015 CHSP update process, a three tiered approach was identified as an effective avenue to implement safety strategies throughout the state. This three tiered approach includes an Executive Leadership Team (ELT), who sets policy; a Technical Advisory Committee, who establishes

strategies based on that policy; and the Emphasis Area Work groups, who lead the grassroots efforts to implement the strategies.

The ELT held its first meeting on March 15, 2016 in Helena. This team consists of leaders from various agencies including: Governor's Office, Office of Indian Affairs, Legislative representatives, Montana Department of Transportation, Attorney General, Montana Highway Patrol, 13th Judicial Court, Department of Corrections, Court Administrator's Office, Montana Sheriff's and Peace Officers Association, Montana County Attorney's Association, Office of the State Public Defender, Montana League of Cities and Towns, Montana Association of Counties, Federal Highway Administration, Office of Public Instruction, Department of Revenue, Department of Health and Human Services and the Montana Tavern Association.

The ELT's role is to prioritize and institutionalize Vision Zero, provide leadership and collaboration in addressing safety needs, identify and remove barriers within and between agencies to achieve Vision Zero, commit personnel and resources to implement safety initiatives, and to incorporate common safety strategies and initiatives into agency plans and policies.

In addition, the State's Annual Transportation Safety Meeting was held on October 29, 2015. Over one hundred safety partners participated in the meeting. This meeting brings safety stakeholders together to assess Montana's progress in transportation safety. Activities included:

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

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

Throughout the year, the Emphasis Area Work Groups also meet to discuss progress on the strategies as defined in the CHSP. Each Emphasis Area - Roadway Departure and Intersection Crashes, Impaired Driving, and Occupant Protection - meets every six weeks. Membership of these work groups consists of a variety of traffic safety stakeholders throughout the state. Membership lists for each are Exhibit 01, Roadway Departure and Intersection Crashes Members; Exhibit 02 – Impaired Driving Members; and Exhibit 03 – Occupant Protection Members.

The Roadway Departure and Intersection Crashes Emphasis Area Work Group met on October 1, 2015, November 29, 2015, January 19, 2016 and March 15, 2016. The minutes from these meeting and the membership list are located at <http://www.mdt.mt.gov/visionzero/plans/roadway-ea.shtml> and attached as Exhibit 04.

The Impaired Driving Emphasis Area Work Group met on December 10, 2016, February 3, 2016, April 6, 2016 and June 1, 2016. The minutes from these meetings can be found at <http://www.mdt.mt.gov/visionzero/plans/impaired-ea.shtml> and attached as Exhibit 05.

Finally, the Occupant Protection Emphasis Area Work Group met on November 10, 2015, January 12, 2016, March 8, 2016, and May 10. Those minutes are available at <http://www.mdt.mt.gov/visionzero/plans/occupant-ea.shtml> and attached as Exhibit 06.

Problem Identification Process, Data Used and Participants

SHTSS' Data Research analyst is responsible for gathering, compiling and analyzing data. Datasets are reviewed to ensure accuracy of the information and it is used to assist in the development of Montana's HSP and the CHSP.

MDT utilizes a wide variety of data sets to identify traffic safety problems in the state. These include:

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

All of the data sets are analyzed for a variety of different issues, however, mainly to determine if there are patterns or trends that indicate traffic safety issues. These patterns and trends are identified in Montana's Problem Identification (Exhibit 08).

Currently, there are some weaknesses in the data available. For instance, MDT does not have access to tribal traffic data, other than what is reported. Therefore, this dataset is not complete and potentially could become a priority area. In addition, EMS data is not well integrated throughout Montana. However, there is currently an effort to update this system at the Department of Health and Human Services.

Once the available data is gathered, it is reviewed by a variety of individuals, groups and committees. In addition, each emphasis area reviews and analyzes the data during periodic meetings throughout the year.

During the Annual Highway Safety Planning Meeting, the data is presented to all attendees which include individuals from other agencies and jurisdictions that have roles in highway safety at the state, local, tribal, and federal levels. The stakeholders and partners that participated in the 2015 Annual Highway Safety Planning meeting include:

Federal Partners

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

MT Dept of Public Health & Human Services

- Chronic Disease & Health Promotion Office
- Emergency Medical Services & Trauma Systems
- Addictive & Mental Disorders Division,

Tribal Governments

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

Other traffic safety advocates

- Child Passenger Safety Techs/Instructors

Chemical Dependency Bureau

- Injury Prevention Program

MT Dept of Justice

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

MT Office of Court Administrator

- State Drug Court Coordinator

MT Office of Public Instruction

- Driver Education
- Montana Behavioral Initiative

MT Department of Corrections

MT Department of Revenue

- Liquor Control and Education

Police & Sheriff's Departments

County Health Departments

- Governor's Office of Indian Affairs
- Insurance Agencies
- Local DUI Task Forces
- Media Contractors
- Montana Association of Counties
- MT Sheriffs & Peace Officers Association
- Mothers Against Drunk Driving
- Motorcycle Rider Safety Representatives
- NHTSA Region 10 Office
- WorkSafeMT
- Universities and Colleges

MT Department of Transportation

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

These stakeholders further reviewed the data and provided input to the strategies and projects that should be developed to address the traffic safety problems identified.

Performance Measure and Target Setting Processes

Performance measures and targets for the annual fatalities, VMT fatalities, serious injuries and VMT serious injuries are also set during the HSP/CHSP meeting. Cambridge Systematics, the contractor that assisted in the development of the CHSP, presented several options for setting these targets. The advisory committee reviewed these options – which were based on various approaches to establish a trend - and considered trends in VMT and population changes. The targets that the group selected from those options are:

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

To establish targets for the other NHTSA Core Performance measures, MDT determined that the most reliable methodology was a five-year rolling average, which is in line with the new FAST Act. To implement this methodology MDT averaged data for each performance measure over the last ten-year period. Using the ten-year average, MDT then weighted each measure based on the slope of the trend line over those years. This resulted in a percentage decline for each year. This percentage is used to set performance measures and long-term targets.

This methodology was presented during the HSP/CHSP meeting to attendees (see Partners list above) who concurred with the process.

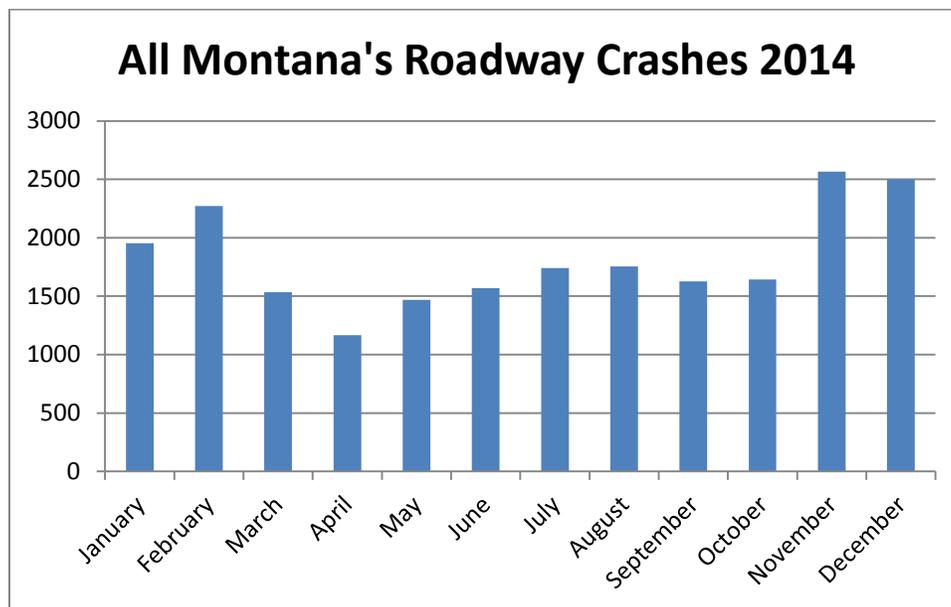
State Demographic Analysis

Montana is geographically located in the Northwest region of the Nation. According to the yearly census estimates through Montana Department of Commerce, Montana had an estimates population of 1,043,653 during 2015. Residents are distributed over 56 counties and 130 municipalities. Approximately 89% of the population is white, 6.5% is Native American, 3.3% is Hispanic and two or more races represent approximately 3%. The remaining population is spread between Asian, African American, Hawaiian and other, however, these represent only slightly over 1%.

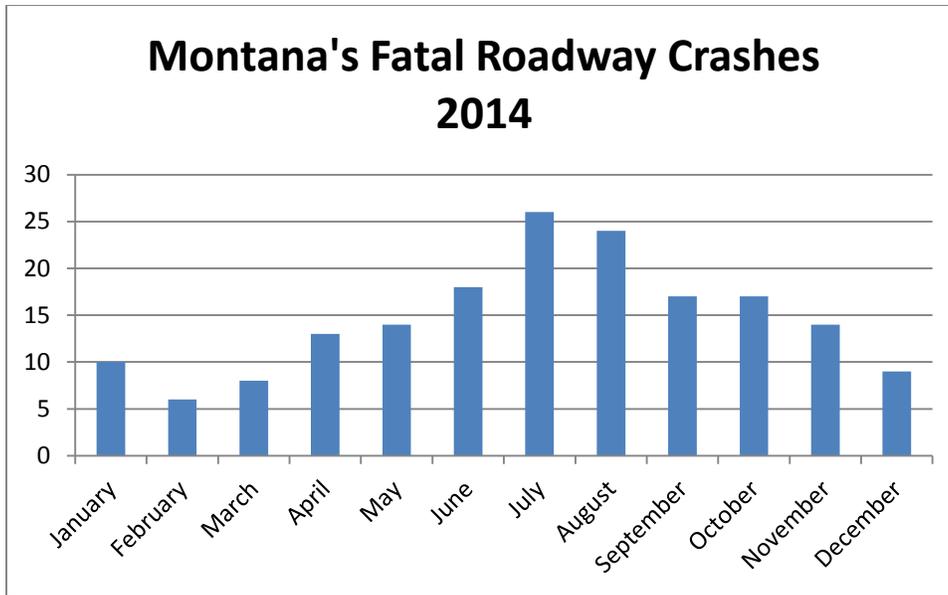
In addition, approximately 23% of Montana residents are under 19 years old, 58% are between 20 and 65 and 19% are over 65.

In 2015, there were 1,747,948 registered vehicles and 721,427 licensed drivers.

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



Although, more crashes occur during winter months, the months of June through October are when most fatalities occur.



Because of the size and low population density of Montana, very few of Montana’s vehicle miles travelled occur in an urban environment. A large percentage of traffic is at high speed and trips tend to involve more time spent on mostly rural roads. NHTSA has recognized the connection between rural roads and speeding, which will increase the likelihood of fatal crashes. Generally, the national urban fatality rate is less than half the rural fatality rate in Montana. Since Montana has the highest percentage of rural vehicles miles travelled in the nation, it would follow that Montana has one of the highest fatality rates. The chart below represents crashes by county indicating the population of each county for 2014.

County	Population	Crash Numbers			Crash Numbers per 100K Population		
		Total Crashes	Fatal Crashes	Total Injuries	Total	Fatal	Injury
BEAVERHEAD	9346	148	0	50	1584	0	535
BIG HORN	13031	160	8	91	1228	61	698
BLAINE	6683	49	3	27	733	45	404
BROADWATER	5756	132	4	48	2293	69	834
CARBON	10127	223	2	81	2202	20	800
CARTER	1177	8	1	5	680	85	425
CASCADE	81723	2030	15	557	2484	18	682
CHOUTEAU	5904	66	1	24	1118	17	407
CUSTER	11888	287	0	76	2414	0	639
DANIELS	1786	21	1	6	1176	56	336
DAWSON	9249	259	0	78	2800	0	843
DEER LODGE	9227	78	1	32	845	11	347
FALLON	3024	31	0	7	1025	0	231
FERGUS	11435	259	1	75	2265	9	656
FLATHEAD	91633	2093	12	720	2284	13	786
GALLATIN	92614	1694	9	543	1829	10	586

GARFIELD	1261	20	1	7	1586	79	555
GLACIER	13711	124	7	61	904	51	445
GOLDEN VALLEY	839	13	0	3	1549	0	358
GRANITE	3109	129	1	34	4149	32	1094
HILL	16366	285	2	67	1741	12	409
JEFFERSON	11401	396	4	138	3473	35	1210
JUDITH BASIN	2024	53	2	16	2619	99	791
LAKE	28986	486	5	182	1677	17	628
LEWIS & CLARK	64876	1690	6	495	2605	9	763
LIBERTY	2392	12	0	4	502	0	167
LINCOLN	19491	265	3	125	1360	15	641
MADISON	1701	198	3	58	11640	176	3410
MCCONE	7733	23	1	14	297	13	181
MEAGHER	1924	41	1	19	2131	52	988
MINERAL	4167	323	1	108	7751	24	2592
MISSOULA	110977	2585	13	880	2329	12	793
MUSSELSHELL	4665	61	1	27	1308	21	579
PARK	15567	318	4	102	2043	26	655
PETROLEUM	511	22	1	9	4305	196	1761
PHILLIPS	4128	72	2	33	1744	48	799
PONDERA	6165	84	0	35	1363	0	568
POWDER RIVER	1763	51	1	16	2893	57	908
POWELL	7096	212	3	61	2988	42	860
PRAIRIE	1157	47	0	19	4062	0	1642
RAVALLI	40617	646	5	208	1590	12	512
RICHLAND	10810	445	3	97	4117	28	897
ROOSEVELT	10927	117	5	72	1071	46	659
ROSEBUD	9396	137	4	52	1458	43	553
SANDERS	11408	196	5	80	1718	44	701
SHERIDAN	3580	36	3	12	1006	84	335
SILVER BOW	34403	698	6	183	2029	17	532
STILLWATER	9195	247	0	66	2686	0	718
SWEET GRASS	3605	155	1	47	4300	28	1304
TETON	6053	94	3	43	1553	50	710
TOOLE	5220	92	0	28	1762	0	536
TREASURE	736	43	2	15	5842	272	2038
VALLEY	7505	84	3	41	1119	40	546
WHEATLAND	2104	38	0	11	1806	0	523
WIBAUX	1057	38	0	15	3595	0	1419
YELLOWSTONE	151882	3599	16	1538	2370	11	1013

As shown there are only five counties that have a populace of over 50,000. Those counties represent approximately 50% of the total state population and all have less than 20 crashes per 100,000 people on average. By comparison, twenty eight smaller communities have over 20 crashes per 100,000 people going as high as 272.

Performance Measures

Performance goals are established by the CHSP team, MDT staff and other traffic safety stakeholders after a review of all data sources. The following performance measures satisfy NHTSA's required core outcome, behavior and activity measures. These measures were reviewed in October 2015 as part of the 2017 planning process and will be reviewed again in October 2016.

The following chart represents where Montana is with regard to the core performance measures established by NHTSA.

Montana Department of Transportation NHTSA Core Outcome Measures								
Core Measure	Description	2010	2011	2012	2013	2014	2017 Target	2020 Goal
C-1*	Number of Fatalities <i>5-Year Moving Average</i>	189 236	209 225	205 211	229 211	192 205	186	172
C-2*	Number of Serious Injuries <i>5-Year Moving Average</i>	994 1,295	956 1,164	1,129 1,104	1,102 1,056	965 1,029	1,072	796
C-3*	Fatalities/VMT	1.69	1.79	1.72	1.90	1.58	1.84	1.28
C-4	Unrestrained Passenger Vehicle Occupant Fatalities <i>5-Year Moving Average</i>	90 119	109 112	113 106	108 104	99 104	109	98
C-5	Alcohol Impaired Fatalities <i>5-Year Moving Average</i>	72 90	82 86	89 83	93 83	73 82	89	82
C-6	Speed-Related Fatalities <i>5-Year Moving Average</i>	68 87	75 79	88 78	76 79	52 72	81	74
C-7	Motorcyclist Fatalities <i>5-Year Moving Average</i>	25 30	20 29	30 27	35 27	23 27	30	28
C-8	Un-helmeted MC Fatalities <i>5-Year Moving Average</i>	14 17	10 17	21 17	22 17	12 16	19	17
C-9	Fatalities Involving Drivers Age 20 or Less <i>5-Year Moving Average</i>	30 34	24 32	28 31	24 29	26 26	27	24
C-10	Pedestrian Fatalities <i>5-Year Moving Average</i>	8 12	15 13	8 11	24 14	10 13	14	13
C-11	Bicycle Fatalities <i>5-Year Moving Average</i>	0 2	1 2	1 1	1 1	2 1	1	1
Core Behavior Measure								
		2011	2012	2013	2014	2015	2017 Target	2020 Goal
B-1	Observed Seat Belt Use	77%	76.9%	74.0%**	74.0%	77.0%	77.6%	77.7%
Core Activity Measures								
		2010	2011	2012	2013	2014	2017 Target	2020 Goal

Montana Department of Transportation NHTSA Core Outcome Measures								
Core Measure	Description	2010	2011	2012	2013	2014	2017 Target	2020 Goal
A-1	Seat Belt Citations Issued During Grant-Funded Activities	2,552	2,374	1,975	2,610	2,661	N/A	N/A
A-2	Impaired-Driving Arrests Made During Grant-Funded Activities	993	496	468	361	570	N/A	N/A
A-3	Speeding Citations Issued Grant-Funded Activities	12,734	11,332	10,117	9,842	9,563	N/A	N/A
Other MDT Outcome Measures								
O-1	Native American Fatalities	34	30	23	40	37		
	5-Year Moving Average	37	36	31	31	33	33	32

*These goals are set through the annual CHSP process. All others set by MDT SHTSS.

**Beginning in 2013, NHTSA implemented an updated methodology for observed seat belt use.

Standardized Target Statement

The standardized target statements are as follows:

Performance Measure Identifier	Core Performance Measure and Targets
C-1) Traffic Fatalities (FARS)	To decrease traffic fatalities 2.1% from the 2010-2014 five year rolling average of 211 to 172 by December 31, 2020.
C-2) Serious Traffic Injuries (State Crash Data Files)	To decrease the serious traffic injuries 6.7% from the 2010-2014 five year rolling average of 1,029 to 796 by December 31, 2020.
C-3) Fatalities/VMT (FARS/FHWA)	To decrease the fatalities/VMT from the 2010-2014 five year rolling average of 1.8 to 1.28 by December 31, 2020.
C-3a Rural Fatalities/VMT	To decrease rural fatalities/VMT from the 2010-2014 five year rolling average of 2.43 to 2.42 by December 31, 2020.
C-3b Urban Fatalities/VMT	To decrease the urban fatalities/VMT from the 2010-2014 five year rolling average of 0.33 to 0.22 by December 31, 2020.
C-4) Unrestrained Passenger Vehicle Occupant Fatalities (FARS)	To decrease unrestrained passenger vehicle occupant fatalities in all seating positions from the 2010-2014 five year rolling average of 104 to 98 by December 31, 2020.
C-5) Alcohol Impaired Driving Fatalities (FARS)	As trend data indicates a rise in alcohol impaired driving fatalities, MDT hopes to maintain alcohol fatalities at the 2010-2014 five year rolling average of 82 through December 31, 2020. This would be a reduction in the overall trend.
C-6) Speeding Related Fatalities (FARS)	To decrease speed-related fatalities 5.0% from the 2010-2014 five year rolling average of 78 to 74 by December 31, 2020.
C-7) Motorcyclist Fatalities (FARS)	In response to the increasing trend line, MDT hopes to maintain motorcyclist fatalities at the current 2010-2014 five year rolling average of

Performance Measure Identifier	Core Performance Measure and Targets
	28 through December 31, 2020.
C-8) Unhelmeted Motorcyclist Fatalities (FARS)	In response to the increasing trend line, MDT hopes to maintain unhelmeted motorcyclist fatalities at the 2010-2014 five year rolling average of 17 through December 31, 2020.
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	To decrease drivers age 20 or younger involved in fatal crashes 9.8% from the 2010-2014 five year rolling average of 27 to 24 by December 31, 2020.
C-10) Pedestrian Fatalities (FARS)	To decrease pedestrian fatalities 3.5% from the 2010-2014 five year rolling average of 14 to 13 by December 31, 2020.
C-11) Bicyclist Fatalities (FARS)	To decrease bicyclist fatalities 0.0% from the 2010-2014 five year rolling average of 1 to 1 by December 31, 2020.
B-1) Seat Belt Use Rate (Observed Seat Belt Use Survey)	To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles .7% percentage points from a rate of 77% in 2015 to 77.7% by December 31, 2020.
O-1) Native American Fatalities	To decrease Native American fatalities 3% from the 2010-2014 five year rolling average of 33 to 32 by December 31, 2020.

Throughout the year, MDT staff and CHSP champions continue working together to refine performance measures and annual targets. This information is shared with other stakeholders at the annual HSP/CHSP meeting and helps guide them in the development of their traffic safety related applications for submission to MDT for review. Once these applications are approved, the information from these documents is integrated in the following year's Highway Safety Plan (HSP) as countermeasures. These countermeasures are also cross referenced in the CHSP under the appropriate traffic safety emphasis areas.

Performance Report

The following is a performance report outlining MDT's progress on the current goals.

Core Measure	Description	2014 Goal	Status	Comments
C-1	Number of Fatalities	202	Goal Not Met: The five year average for fatalities was 205 for 2014.	Although the five-year average goal was not met, during 2014, there were only 192 fatalities in Montana which will impact the five-year rolling average for future goal setting.
C-2	Number of Serious Injuries	1,110	Goal Was Met: The five-year average for serious injuries was 1,029.	The goal was met this year and serious injuries continue to decline. The actual number of serious injuries during 2014 was 965
C-3	Fatalities/VMT	1.45	Goal Not Met:	MDT has struggled to decrease

Core Measure	Description	2014 Goal	Status	Comments
			According to 2014 data, the VMT for 2014 was 1.58.	Fatalities/VMT for many years. Due to the rural nature of Montana and increase in average VMT this is difficult.
C-4	Unrestrained Passenger Vehicle Fatalities	109	Goal Was Met: The five-year average number of unrestrained fatalities was 104 for 2014.	The five-year average goal was met and with three less fatalities. MDT continues its downward trend for unrestrained occupant fatalities.
C-5	Alcohol Impaired Fatalities	81	Goal Not Met: According to 2014 data Montana had a five year average for alcohol-related fatalities of 82 during 2014.	The goal was not met this year and has increased in recent years. MDT hopes to maintain the current five year base average of 82.
C-6	Speed-Related Fatalities	74	Goal Was Met: The five-year average for speed-related fatalities was 72.	Data indicates that speed-related fatalities declined significantly during 2014. There were 52 speed fatalities compared to 76 during 2013, a 32% decrease.
C-7	Motorcyclist Fatalities	26	Goal Not Met: The data indicates that the five year average for motorcycle fatalities was 28.	During 2014 Montana had 23 motorcycles fatalities. This is the lowest number in two years and a reduction of 33% from 2013.
C-8	Un-helmeted MC Fatalities	15	Goal Not Met: The five year average for un-helmeted fatalities was 16.	During 2014 there were 12 un-helmeted fatalities. This was a reduction of 52% from 2013.
C-9	Fatalities Involving Drivers Age 20 or Less	31	Goal Was Met: The five-year average for the period ending in 2014 was 27.	After peaking in 2009 at 41, MDT has seen fatalities involving young drivers decrease over the last few years.
C-10	Pedestrian Fatalities	11	Goal Not Met: Pedestrian fatalities five-year average was 14 for the period of 2010-2014.	Although this goal was not met, 2014 data indicates there were 10 pedestrian fatalities during 2014. This is a reduction of 59% from 2013.
C-11	Bicycle Fatalities	1	Goal Was Met: The five-year average for bicycles fatalities was 1.	Historically, MDT reports 0 or 1 fatality per year in the area.
B-1	Observed Seat Belt Use	85%	Goal Not Met: The observed seat belt use rate was 74%	MDT continues to work toward increasing seat belt use. The 2015 observed seat belt survey showed a usage rate of 77% which is a 3% increase over 2014.

Core Measure	Description	2014 Goal	Status	Comments
Other Performance Targets Tracked				
O-1	Native American Fatalities	31	Goal Not Met: The 5-year average (ending 2014) was 33.	During 2014 there were actually 37 Native American Fatalities. This was a decrease over 2013 by 3 or 8%.

Areas Tracked But No Targets Set				
			2013 Data	2014 Data
A-1	Seat Belt Citations Issued During Grant-Funded Activities		2,610	2,661
A-2	Impaired-Driving Arrests Made During Grant-Funded Activities		361	570
A-3	Speeding Citations Issued Grant-Funded Activities		9,842	9,563

Youth Risk Behavior Survey

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

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

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

QN12: Percentage of students who texted or e-mailed while driving a car or other vehicle (on at least 1 day during the 30 days before the survey, among students who had driven a car or other vehicle during the 30 days before the survey)

55.8

54.6

Research Project – Media Evaluation

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

May Mobilization

MDT implemented a paid and earned media campaign from May 18 through May 31, 2015. The theme of the campaign utilized the national model called “Click It Or Ticket.” Following that campaign, a survey was conducted through the Department of Motor Vehicles in Billings, Bozeman, and Helena from June 3 through June 12, 2015.

There were a total of 229 surveys completed, with 59% representing males and 41% representing females. 50% of all respondents were between 21 and 36 years old. Most of the respondents considered themselves to be Caucasian (86%), 5% listed Latino and 5% indicated they were American Indian.

The findings regarding seat belt attitudes and perceptions included:

- 64% of the respondents indicated that they “always” wear a seat belt, while 7% stated “rarely” or “never”
- 57% felt they would be likely to “always” or “most of the time” receive a ticket while not wearing a seat belt, a 19% point increase over the 2013 survey
- 9% said they had received a ticket for not using a seat belt with an additional 2% indicating it happened more than once
- The number who said they know Montana’s current seat belt laws, dropped from 50% in 2013 to 42% in 2015
- When asked about the penalties for seat belt use, 57% said they thought they were “about right”

When asked about their exposure to public messages and media campaigns, responses included:

- 20% indicated they had heard seat belt messages more often than usual
- 60% noted they saw or heard ads about the consequences of a crash without a seat belt during the past 30 to 45 days, and 28% reported seeing a television ad
- 41% had seen, heard or read something about seat belt law enforcement by police and other officers; over half of those indicated they learned of it through an ad or public service announcement on radio, television or a billboard
- 92% of the respondents were aware of the “Click It Or Ticket” message

- “Life Shattered” was recognized by 13% of respondents

Labor Day

The Labor Day campaign used the national Labor Day Law Enforcement Crackdown message “Drive Sober or Get Pulled Over.” Following the campaign, surveys were distributed through the Department of Motor Vehicles in Billings, Bozeman and Missoula from September 10 through September 21, 2015.

A total of 422 interviews were completed, with at least 140 per market. Of the respondents, 53% were males and 47% were female. Twenty nine percent were between the ages of 26 and 34 and 87% indicated they were Caucasian and 6% were American Indian, which reflects to Montana’s overall population.

Highlights regarding the attitudes/behaviors and perceptions of enforcement and drunk driving include:

- 75% of all respondents reported they have not driven a motor vehicle within two hours after drinking an alcoholic beverage in the past 60 days
- 40% indicated they designate a sober driver every time they plan to drink. This was a significant increase from 29% in 2013
- 82% of all respondents said they think Montana’s drinking laws are enforced “somewhat strictly” (48%) or “very strictly” (34%). This compares to 71% of respondents in 2013.
- 52% of the respondents said penalties for alcohol-impaired driving in Montana are “not strict enough” compared to 34% in 2013.
- The number of respondents who think drunk driving in Montana is “a significant problem” or “one of our worst problems” increased to a total of 53% in 2015 compared to 46% in 2013.

Results regarding the measured public exposure and awareness of MDT’s media campaigns or other campaigns were:

- 20% said the level of public messages about DUI enforcement and not drinking and driving was “more than usual”
- Half of those surveyed said they had seen, heard or read about additional drunk driving enforcement in the past 30 days
- “Buzzed Driving is Drunk Driving” had the highest recognition of any of the listed slogans given to the interview subjects (78%)
- “Life Shattered”, MDT’s Vision Zero campaign, was recognized by 27% of respondents. Awareness of the slogan/headline has doubled from the May Mobilization survey.

MDT will utilize these surveys to determine the direction of future media and educational campaigns.

Highway Safety Strategies and Projects

Overview

Process for Project Selection and Development

When determining which strategies and projects to implement and fund, MDT considers a number of factors. Some of these include:

- Are the projects required under Federal guidelines to receive safety funding?
- Does the request for funds address an identified highway safety problem and help meet the goals and objectives of the HSP/CHSP?
- Will the countermeasures proposed assist in solving the problem?
- Are the objectives achievable and measurable?
- Is the amount of funding requested reasonable?
- Are proposed expenses allowable within the guidelines set forth in the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR 200)?

For the upcoming FFY 2017, MDT State Highway Traffic Safety Section (SHTSS) implemented a new electronic application process. This system, the Montana Grants and Loan System (webgrants) allows SHTSS to monitor all projects from application to close-out. This includes application reviews, award process, fiscal/programmatic monitoring and close-out. While the system does not significantly impact the process, it streamlines and automates it for better grant monitoring. SHTSS staff provided training at the Grants Workshop October 28, 2015 and a webinar session which was recorded in January 2016 to assist applicants in the new webgrants system prior to applying.

To notify potential applicants of the funding opportunity, SHTSS provided information via emails to known traffic safety stakeholders. In addition, information was provided in the MDT *Newsline*, a quarterly newsletter provide to transportation stakeholders and published on-line. Applications were due by March 1, 2016.

After the March 1 deadline, SHTSS staff reviewed and scored all the applications and conducted several meetings to discuss the proposals. Projects were evaluated based on their ability to advance strategies within the CHSP, whether or not there is research to support their potential effectiveness, and projected funding levels for FFY 2017. The summary and staff recommendations were presented to the Governor's Representative, Mike Tooley.

After the GR approves the plan, SHTSS staff will start contract negotiations with successful applicants with the understanding that funding is dependent upon NHTSA approval of the HSP. All applicants will be informed of grant status by letter.

The final list of proposed projects for FFY 2017 is presented in this Highway Safety Plan, as reviewed and approved by Governor's Representative, Director of MDT, Mike Tooley for further review and approval by the NHTSA Regional Office.

Occupant Protection

Overview

CHSP Coordination - The following represents the ways that the SHTSS Occupant Protection Program coordinates 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.*

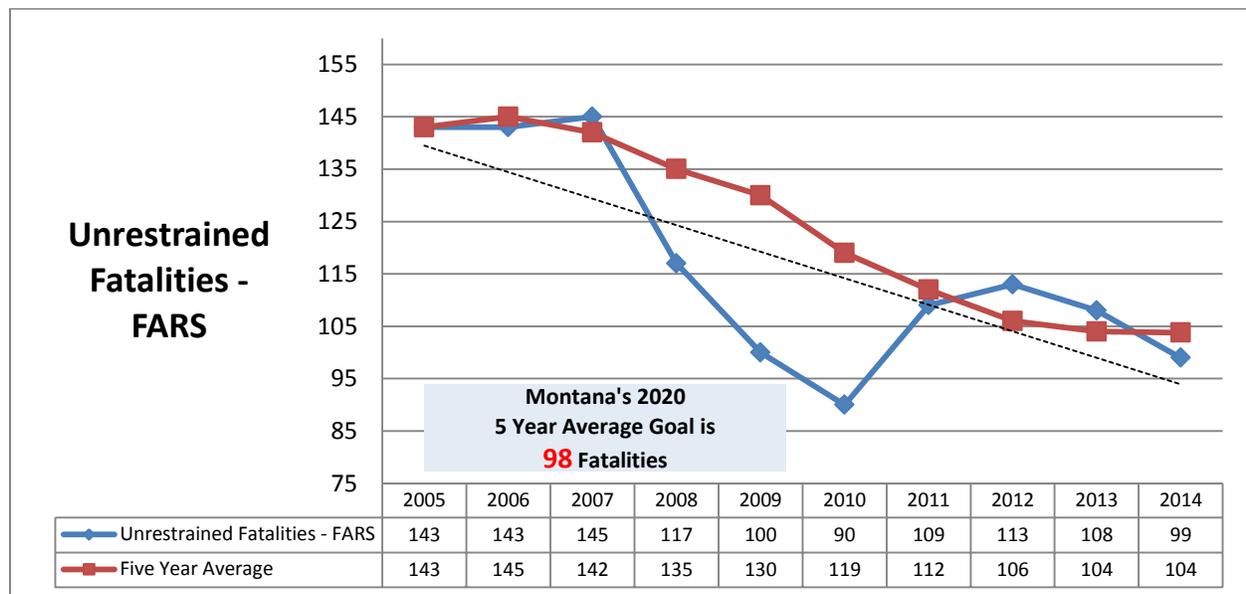
Montana has a secondary law for seat belt use, meaning there must be another reason for stopping a vehicle other than noncompliance with seat belt laws before a citation can be issued. Although many attempts have been made to pass legislation making seat belt use a primary offense, those have consistently failed.

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

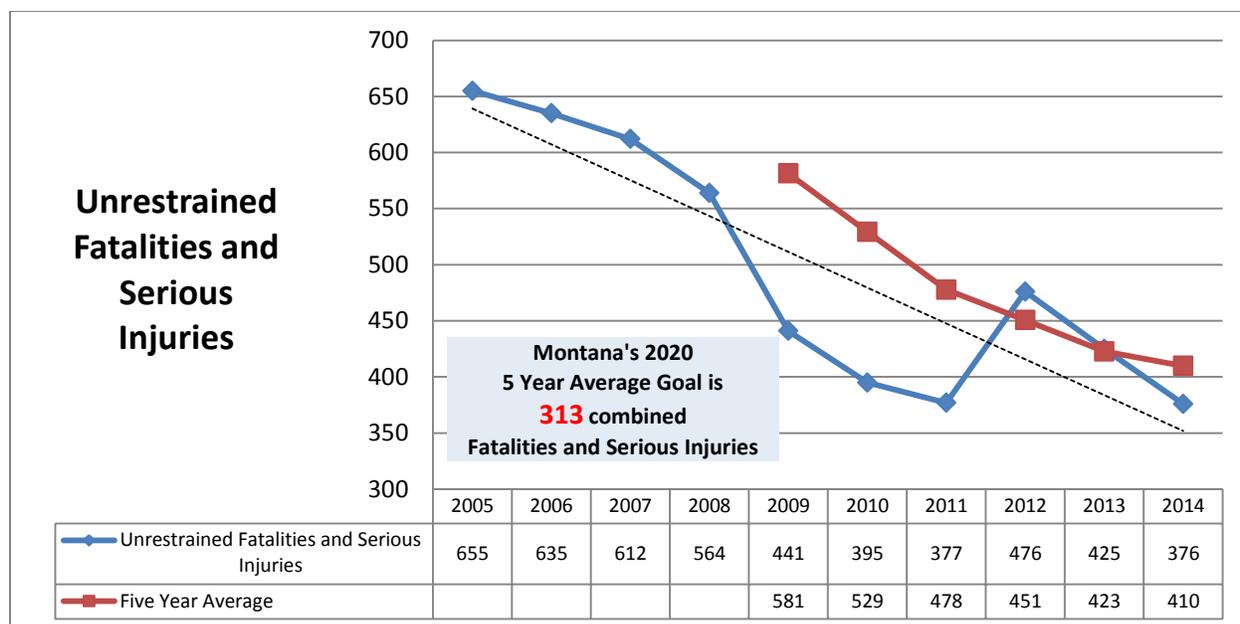
SHTSS has established three goals for seat belt use as follows:

- Reduce unrestrained vehicle occupant fatalities from the 2010-2014 five year rolling average of 104 to 98 by 2020.
- Reduce unrestrained vehicle occupant fatalities and incapacitating injuries from the 2010-2014 five year rolling average of 410 to 313 by 2020.
- Increase the annual statewide seat belt use for front seat passenger vehicle occupants from 77% in 2015 to 77.7% by 2020.

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



As shown, during 2014, unrestrained fatalities declined from 108 in 2013 to 99. The current five-year average for unrestrained fatalities is 104 and the 2020 goal is 98. If the trend continues, MDT will be successful in meeting the long-range goal.



Montana continues the dramatic decline in unrestrained fatalities and serious injuries, declining by approximately 43% during the last ten years. During the three most recent years, these have dropped by around 50 each year. If the trend continues, Montana will be on track in meeting the 2020 goal.

The 2015 observed use of seat belts increased slightly over 2014 to 77.0% for all roads after remaining stagnant for the previous two years. MDT's 2020 goal for seat belt use is 77.7% (five-year average) which is obtainable if the current trend continues.

The National Highway Traffic Safety Administration (NHTSA) has issued new Uniform Criteria for State Observational Surveys of Seat Belt Use. The final rule was published in Federal Register Vol. 76 No. 63, April 1, 2011, Rules and Regulations, pp. 18042 – 18059. Montana modified the methodology in 2013 for the seat belt survey based on this new rule and is now fully compliant with the Uniform Criteria.

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

Seat Belt Usage Rates							
Year	Interstate	Primary	City	Other	All Roads		
2008	92.1%	81.7%	66.6%	70.7%	79.3%		
2009	82.9%	83.8%	64.9%	75.6%	79.2%		
2010	87.0%	81.2%	64.7%	74.1%	78.9%		
2011	84.4%	80.9%	67.7%	68.8%	76.9%		
2012	82.8%	80.1%	65.7%	70.5%	76.3%		
New Categories as of 2013	Interstate	Primary	Secondary	Other	National Highway System	Urban	All Roads (NHTSA weighted)
2013	82.0%	67.8%	78.0%	61.3%	76.6%	67.6%	74.0%
2014	84.0%	62.0%	71.0%	74.0%	74.0%	68.0%	74.0%
2015	86.5%	65.9%	74.3%	71.1%	80.3%	70.6%	76.8%
Chg 1 Yr	3.0%	6.3%	4.6%	-3.9%	8.5%	3.8%	3.8%

Source: Montana Department of Transportation Observational Study

The 2015 observed use of restraints increased slightly over 2014 to 76.8% (total for all roads). This increase comes after remaining constant at 74% for the two previous years. If Montana can continue to see these increases annually, the 2020 goal of 78% usage will be easily achieved.

Problem Analysis: Data indicates that there were 99 unrestrained fatalities during 2014. This equates to over 50% of all fatalities were either not wearing a seat belt or wearing it improperly. However, there was a reduction in unrestrained fatalities and serious injuries. There were a total of 376 unrestrained fatalities and serious injuries, which is 36% of the Montana's total. Montana has tracked the seat belt use across Montana through annual observational seat belt counts through methodology approved by NHTSA. The count is of front seat occupants only. As shown, for the last three years (2013-2015) on average, 75% of the travelling public is observed to be wearing restraints, which leaves 25% of the population observed not using occupant restraints in automobiles. By comparison, on a national level the average is 87%.

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

Chapter 2. Seat Belts and Child Restraints

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

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

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

Occupant Protection Projects and Strategies

Project Title: Buckle Up Montana (BUMT) CMW (2.1) (2.3) (3.1) (5.1) (6.1) (6.2) Budget: \$146,500
(7.1) (7.2)

Grassroots coalitions will be provided funding to promote seat belt use. These coalitions will implement local public information and education programs that reach various demographics to encourage seat belt use and child passenger safety seat use. Priority for funding is BUMT's that have an active CPS program and certified CPS instructors. The four BUMT coalitions will cover Cascade, Flathead, Lewis and Clark, Jefferson, Broadwater, Missoula and Granite Counties. Also, these four will be a resource for statewide CPS training and outreach.

All of the subrecipients will be paid from 405b funding, under the program funding code of M3DA-2016-85-25-16. The funding breakdown is as follows:

Subrecipient	Funding Amount	Indirect Costs	Match	Local Benefit	Montana Contract Number
Cascade County	\$35,000	\$3,500.00			109135
Flathead County	\$38,500		\$21,770		109136
Missoula City-County Health	\$35,000				109137
Tri-County (Lewis & Clark, Jefferson, Broadwater)	\$38,000	\$1,900	\$23,759		109138

Project Title: Occupant Protection Mini-Grants *CMW (2.1) (2.3) (3.1) (5.1) (6.1) (6.2) (7.1) (7.2)* Budget: \$25,000

Mini-grants will be provided to communities to provide education and outreach regarding the importance of seat belt use and child passenger safety. These grants allow communities to receive funding to assist them with events, media, brochures, etc. to encourage attendees to buckle up. Applications will be accepted throughout the fiscal year. The subrecipients will be selected in FFY2017.

Project Title: Child Car Seats *CMW (7.2)* Budget: \$24,999

MDT will purchase child passenger safety seats for distribution to low income families. Seats will be shipped directly to local permanent CPS inspection stations and also to CPS technicians in counties that don't have inspection stations. This will increase the chance that children will be properly restrained, every trip, every time. Also, it provides an opportunity to educate parents about overall child passenger safety and the importance of every occupant in the vehicle being properly restrained. MDT estimated the amount for this project based on 405b money received in FFY16, ensuring the 5% cap is not surpassed. To purchase these, SHTSS will follow the state purchasing requirements.

Project Title: CPS Technician & Instructor Development *CMW (6.2) (7.2)* Budget: \$25,000

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

Funding Summary for Occupant Protection Projects

Project Title	Funding Source				
	402	405B	Total Budget	Local Benefit	Local Match
Buckle Up Montana		\$146,500	\$146,500		\$45,528
Buckle Up Montana Mini-Grants		\$25,000	\$25,000		
Child Passenger Safety Seats	\$7,499	\$17,500	\$24,999	\$3,000	
CPS Technician & Instructor Development		\$25,000	\$25,000		
Total	\$7,499	\$214,000	\$221,499	\$3,000	\$45,528

Law Enforcement Traffic Services

Overview

CHSP Coordination - The following represents the ways that the SHTSS Law Enforcement Program coordinates with the CHSP.

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.*

Nearly 36,000 citations were written during the 20,343 hours of overtime as a result of the Selective Traffic Enforcement Program in FFY 2015. FFY 2016 is currently on track with the citations written in 2015. During the first reporting period for FFY 2015, 4,693 citations were written in the first 3,548 overtime enforcement hours worked.

Evidence Based Traffic Safety Enforcement Program

When determining where to provide resources for high visibility enforcement, data is reviewed to establish the at-risk dates, locations, and times. In addition, consideration is given to entities that have the capacity to provide extra enforcement.

Montana Highway Patrol is given priority consideration as this agency is able to provide coverage to the entire state. Through the Safety Enforcement Traffic Team (SETT), MHP assists local law enforcement agencies with high visibility enforcement at large events that have proven to result in a higher level of impaired drivers, crashes and fatalities, such as rodeos, fairs, and sporting events.

Areas with higher populations, resulting in more crashes and fatalities, are also given a priority. These areas generally have more events that are known to be alcohol related and well attended.

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

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

Enforcement Plan

All participants are required to participate in the Click It or Ticket It Mobilization and the Labor Day Impaired Driving Mobilization and the Holiday season mobilization. In addition, by October 30 of each year, participating agencies are required to provide a plan for the upcoming year that includes other community events for which high visibility enforcement will be provided. These plans include information on proposed locations and times for enforcement and are available for review at MDT.

The following represents a sample of the plans received. All plans must follow this format. Below is the plan for the City of Missoula for FFY16.

**City of Missoula Police Department
STEP Annual Mobilization Plan – FFY 2016**

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 2016 funding cycle.

FFY 2016 STEP Required Mobilizations - National	
Dates	Event
December 16, 2015 – January 02, 2016	Winter Mobilization
May 16 – May 30, 2016	Memorial Day Mobilization
August 17 – August 31, 2016	Labor Day Mobilization
FFY 2016 STEP Required Mobilizations – State and/or Local*	
Dates	Event
10/10/15	Home Grizzly Football game DUI patrol
10/16/15	Brew Fest Caras Park DUI patrol
10/24/15	Home Grizzly Football game Dui patrol
10/30-31/15	Halloween weekend DUI extra patrols
11/14/15	Home Grizzly football game DUI patrol
11/26-28/15	Thanksgiving weekend DUI patrols
12/18/15 to 1/3/15	Holiday DUI extra patrols
2/7/15	Super Bowl Sunday DUI patrol
2/16/15	Mardi Gras DUI patrol
2/20/15	Home Griz/Lady Griz MSU basketball DUI patrol
3/17/15	Saint Patrick Day DUI patrol
5/5/15	Cinco de Mayo DUI patrol
5/7-8/15	Maggot Fest Rugby tournament DUI patrol
7/2-4/15	July 4th weekend DUI patrols
June 16	Extra patrols for high vacation travel volume
8/9-14/15	Western Montana Fair DUI patrols
September 2016	Extra patrols for Grizzly Home football games

High Visibility Enforcement Strategies to Support National Mobilizations

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

MHP SETT is required to support national mobilizations with additional patrols. The SETT team will support and work with local law enforcement agencies in areas where there has been higher rates of impaired driving during the 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 the Labor Day crackdown, including outreach to the media, and their efforts are supported at the state level by a media campaign. SHTSS includes before, during, and after news release as part of the media strategy.

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

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

Chapter 1: Alcohol and Drugged Driving

2.2 High Visibility Saturation Patrols (Deterrence: Enforcement)

5.2 Mass-Media Campaigns (Prevention, Intervention, Communications and Outreach)

7.1 Enforcement for Drugged Driving (Drugged Driving)

Chapter 2: Seat Belts and Child Restraints

2.1 Short High-Visibility Belt Law Enforcement

2.3 Sustained Enforcement

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

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

Law Enforcement Traffic Services Projects and Strategies

Project Title: Law Enforcement Liaison Program CMW (Ch.1 2.2) (Ch. 2 2.1/2.3) Budget \$50,000

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

Below is the funding breakdown for each subrecipient.

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Match	Local Benefit	Montana Contract Number
City of Missoula	402	\$4,870	SE-2016-85-08-16	\$0	\$1,948	109135
	405b	\$2,620	M3D-2016-85-25-16			
	405d	\$2,510	M4HVE-2016-85-16-16			
	Grant Total	\$10,000				
City of Belgrade	402	\$4,870	SE-2016-85-08-16	\$500	\$1,948	109136
	405b	\$2,620	M3D-2016-85-25-16			
	405d	\$2,510	M4HVE-2016-85-16-16			
	Grant Total	\$10,000				
Montana Sheriff and Peace Officers Association	402	\$14,610	SE-2016-85-08-16	\$0	\$5,844	109136
	405b	\$7,860	M3D-2016-85-25-16			
	405d	\$7,530	M4HVE-2016-85-16-16			
	Grant Total	\$30,000				

Project Title: Selective Traffic Enforcement Program (STEP)

CMW (Ch.1 2.2) (Ch. 2 2.1/2.3) Budget \$508,000

During FFY17, MDT will continue to work with city, county, and state law enforcement to address impaired driving, occupant protection, speed, and distracted driving. MDT proposes to fund 19 agencies, including Montana Highway Patrol, to conduct high visibility enforcement throughout the state. Participants are required to participate in the “Click It or Ticket It” mobilization and the Impaired Driving Labor Day Mobilization. In addition, MDT will require participation in the Holiday Season (Christmas and New Year’s) mobilization, as well as two local mobilizations of their choice, such as 4th of July, rodeos or pow-wows. STEP participants are required to perform three additional shifts per quarter based on local high-risk events and times. A shift is considered to be a four-hour patrol.

Below is the funding breakdown for each subrecipient.

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Match	Indirect Costs	Local Benefit	Montana Contract Number
City of Belgrade	164al	\$3,409	164AL-2016-90-62-16	\$0	\$0	\$703	109097
	402	\$1,757	SE-2016-85-08-16				
	405b	\$1,834	M3D-2016-85-25-16				
	Grant Total	\$7,000					
City of Billings	164al	\$3,409	164AL-2016-90-62-16	\$0	\$0	\$703	109098
	402	\$1,757	SE-2016-85-08-16				

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Match	Indirect Costs	Local Benefit	Montana Contract Number
	405b	\$1,834	M3D-2016-85-25-16				
	Grant Total	\$7,000					
City of Bozeman	164al	\$5,260	164AL-2016-90-62-16	\$0	\$0	\$1,084	109099
	402	\$2,710	SE-2016-85-08-16				
	405b	\$2,830	M3D-2016-85-25-16				
	Grant Total	\$10,800					
Butte-Silver Bow	164al	\$6,575	164AL-2016-90-62-16	\$0	\$0	\$1,355	109100
	402	\$3,388	SE-2016-85-08-16				
	405b	\$3,537	M3D-2016-85-25-16				
	Grant Total	\$13,500					
City of Columbia Falls	164al	\$6,818	164AL-2016-90-62-16	\$0	\$0	\$1,406	109101
	402	\$3,514	SE-2016-85-08-16				
	405b	\$3,668	M3D-2016-85-25-16				
	Grant Total	\$14,000					
Dawson County	164al	\$4,383	164AL-2016-90-62-16	\$0	\$0	\$904	109102
	402	\$2,259	SE-2016-85-08-16				
	405b	\$2,358	M3D-2016-85-25-16				
	Grant Total	\$9,000					
Flathead County	164al	\$5,844	164AL-2016-90-62-16	\$0	\$0	\$1,205	109103
	402	\$3,012	SE-2016-85-08-16				
	405b	\$3,144	M3D-2016-85-25-16				
	Grant Total	\$12,000					
Gallatin County	164al	\$11,201	164AL-2016-90-62-16	\$0	\$0	\$2,309	109104
	402	\$5,773	SE-2016-85-08-16				
	405b	\$6,026	M3D-2016-85-25-16				
	Grant Total	\$23,000					
City of Glendive	164al	\$4,675	164AL-2016-90-62-16	\$0	\$0	\$964	109105
	402	\$2,410	SE-2016-85-08-16				
	405b	\$2,515	M3D-2016-85-25-16				
	Grant Total	\$9,600					
City of Havre	164al	\$3,117	164AL-2016-90-62-16	\$0	\$0	\$643	109106
	402	\$1,606	SE-2016-85-08-16				
	405b	\$1,677	M3D-2016-85-25-16				
	Grant Total	\$6,400					
City of Helena	164al	\$7,695	164AL-2016-90-62-16	\$2,100	\$1,580	\$1,586	109107
	402	\$3,965	SE-2016-85-08-16				
	405b	\$4,140	M3D-2016-85-25-16				
	Grant Total	\$15,800					
City of Kalispell	164al	\$15,584	164AL-2016-90-62-16	\$0	\$0	\$3,213	109108
	402	\$8,032	SE-2016-85-08-16				
	405b	\$8,384	M3D-2016-85-25-16				
	Grant Total	\$32,000					
Lewis and Clark County	164al	\$4,675	164AL-2016-90-62-16	\$0	\$0	\$964	109109
	402	\$2,410	SE-2016-85-08-16				
	405b	\$2,515	M3D-2016-85-25-16				
	Grant Total	\$9,600					
City of Missoula	164al	\$19,724	164AL-2016-90-62-16	\$0	\$0	\$4,066	109110
	402	\$10,165	SE-2016-85-08-16				
	405b	\$10,611	M3D-2016-85-25-16				
	Grant Total	\$40,500					
Missoula County	164al	\$6,234	164AL-2016-90-62-16	\$0	\$0	\$1,285	109111

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Match	Indirect Costs	Local Benefit	Montana Contract Number
	402	\$3,212	SE-2016-85-08-16				
	405b	\$3,354	M3D-2016-85-25-16				
	Grant Total	\$12,800					
City of Ronan	164al	\$3,653	164AL-2016-90-62-16	\$0	\$0	\$753	109112
	402	\$1,882	SE-2016-85-08-16				
	405b	\$1,965	M3D-2016-85-25-16				
	Grant Total	\$7,500					
Valley County	164al	\$6,575	164AL-2016-90-62-16	\$0	\$0	\$1,355	109113
	402	\$3,388	SE-2016-85-08-16				
	405b	\$3,537	M3D-2016-85-25-16				
	Grant Total	\$13,500					
City of Whitefish	164al	\$6,818	164AL-2016-90-62-16	\$0	\$0	\$1,406	109115
	402	\$3,514	SE-2016-85-08-16				
	405b	\$3,668	M3D-2016-85-25-16				
	Grant Total	\$14,000					
Montana Highway Patrol	164al	\$121,750	164AL-2016-90-62-16	\$0	\$19,575	\$25,100	109116
	402	\$62,750	SE-2016-85-08-16				
	405b	\$65,500	M3D-2016-85-25-16				
	Grant Total	\$250,000					

Project Title: MHP Traffic Safety Resources Officer (TSRO)

CMW (Ch.1 2.2) (Ch. 2 2.1/2.3) Budget \$174,719

During FFY17, MDT will fund a TSRO to assist in maintaining and improving the quality of Montana’s impaired driving programs. The TSRO will focus training on impaired driving issues to include Standard Field Sobriety Testing (SFST), Drug Recognition Expert (DRE), MIDAC and ARIDE. 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 by subrecipient.

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Match	Indirect Costs	Local Benefit	Montana Contract Number
Montana Highway Patrol	164al	\$87,360	164AL-2016-90-62-16	\$36,600	\$8,733	\$0	109118
	405d	\$87,360	M40T-2016-85-24-16				
	Grand Total	\$174,719					

Project Title: MHP Selective Enforcement Traffic Team (SETT)

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

Montana Highway Patrol (MHP) started their strategic traffic enforcement team, initially known as Roving Patrols in FFY 2008. The team’s initial focus was to move around the state to known high-crash corridors to show a presence of high visibility enforcement in these areas. The high crash corridors were identified by Montana Department of Transportation staff using historical crash data. These data identified corridors with higher than average numbers of crashes and fatalities caused by impaired

driving, non-seatbelt usage, and speeding. The SETT Team constantly evaluates and adjusts the enforcement plan based on updated data as part of the strategy.

During FFY17, The MHP Safety Enforcement Traffic Team (SETT) will provide an enhanced ability to decrease impaired driving fatality and serious injury crashes. The team will maximize the number of impaired drivers identified and arrested through the use of strategically deployed, aggressive, high visibility interagency enforcement patrols.

SETT participates in the National mobilizations: Click It or Ticket It to increase seatbelt use and Labor Day Mobilization to counter impaired driving and MDT’s mobilizations during major holidays (Christmas, New Year’s) and other targeted enforcement time periods and events unique to Montana (Evil Knievel days – Butte, etc.).

Below is the funding breakdown by subrecipient.

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Match	Indirect Costs	Local Benefit	Montana Contract Number
Montana Highway Patrol - SETT	164al	\$63,462	164AL-2016-90-62-16	\$64,800	\$39,542	\$179,392	109117
	402	\$448,479	SE-2016-85-08-16				
	405d	\$171,559	M4OT-2016-85-24-16				
	Grant Total	\$683,500					

Project Title: STEP Mini-Grants

CMW (Ch.1 2.2) (Ch. 2 2.1/2.3) Budget \$60,000

Mini-grants will be available for Non-STEP participating agencies for local high visibility enforcement events. Agencies can apply for overtime mini-grants and priority will be given to those with an evidenced based need. Applications will be accepted throughout the fiscal year. The subrecipients will be selected in FFY2017.

Project Title: 24/7 Coordinator

CMW (Ch.1 2.2) (Ch. 2 2.1/2.3) Budget \$106,125

The primary objective of the Coordinator will be to assist local law enforcement agencies with implementation of a 24/7 program in their community. Successful management of the program will produce a quantifiable reduction of alcohol/drug related traffic crashes and assist in the treatment of the individual offender.

Below is the funding breakdown by subrecipient.

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Match	Indirect Costs	Local Benefit	Montana Contract Number
Montana Highway Patrol – 24/7	164al	\$106,125	164AL-2016-90-62-16	\$33,000	\$6,975		109133

Project Title: Impaired Driving Training

CMW (Ch.1 2.2) (Ch. 2 2.1/2.3) Budget \$30,000

The State of Montana Department of Transportation’s State Highway Traffic Safety Section, in conjunction with The Montana Highway Patrol’s TSRO Program, proposes to use \$30,000 to host Montana’s first Drug Impaired Driving Conference. The conference will provide two days of training opportunities led by nationally known speakers for 100 Montana Law Enforcement Officers and will include travel scholarships for up to 20 officers to attend.

Funding Summary for Law Enforcement Traffic Services

Funding Source for Law Enforcement Projects							
Project Title	164al	402	405b	405d	Total Budget	Local Benefit	Local Match
Law Enforcement Liaison Program		\$24,350	\$13,100	\$12,550	\$50,000	\$9,740	\$500
Selective Traffic Enforcement Program	\$247,396	\$127,508	\$133,096		\$508,000	\$51,003	\$2,100
MHP Traffic Safety Resources Officer	\$87,360			\$87,360	\$174,719		\$36,600
Selective Enforcement Traffic Team (SETT)	\$54,757	\$448,479		\$171,558	\$683,500	\$179,392	\$64,800
STEP Mini-Grants		\$30,000		\$30,000	\$60,000	\$12,000	
24/7 Coordinator	\$106,125				\$106,125		\$33,000
Impaired Driving Training		\$30,000			\$30,000	\$12,000	
Total	\$495,638	\$660,337	\$146,196	\$301,468	\$1,612,344	\$264,135	\$137,000

Impaired Driving Program – Prosecution & Adjudication

Overview

CHSP Coordination

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

CHSP Emphasis Area: Impaired Driving

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

Implementation Steps:

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

CHSP Emphasis Area: Roadway Departure and Intersection Crashes

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

Implementation Steps:

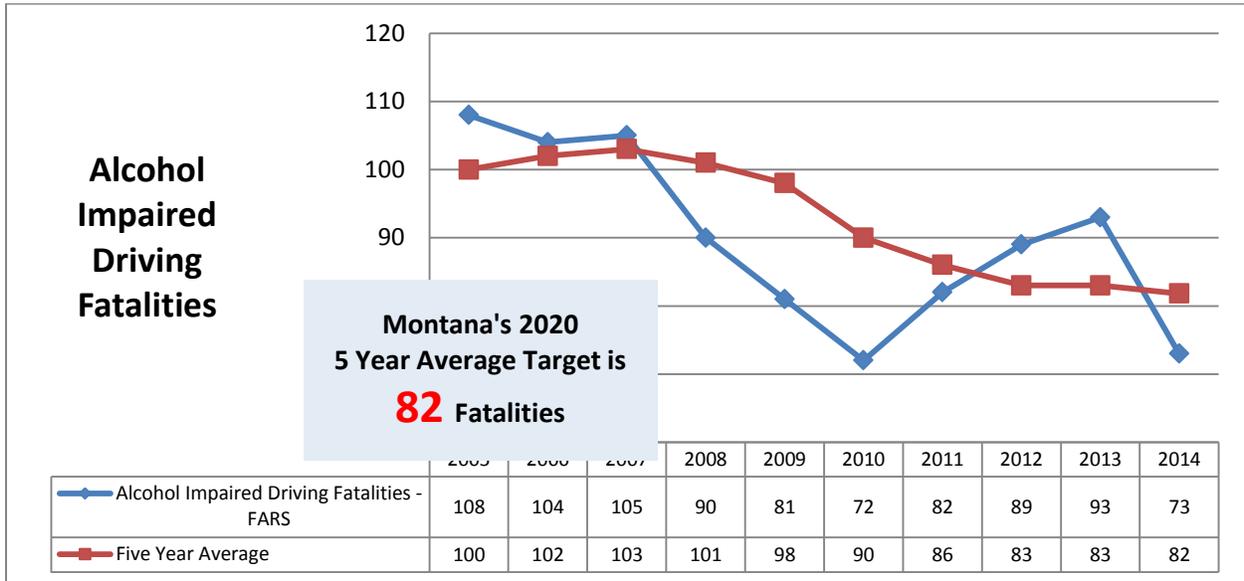
- *Increase education and training for law enforcement, prosecutors, and the judiciary to ensure consistent citing and adjudication of traffic offenses and consideration of alternative sentencing (i.e., safety education).*

Montana continues to lead the nation in the number of deaths that resulted from an impaired driver. During 2014, there were 73 alcohol impaired driving related fatalities, or approximately 38% of the total fatalities. This is down from 2013, when impaired drivers represented 40% of all fatalities.

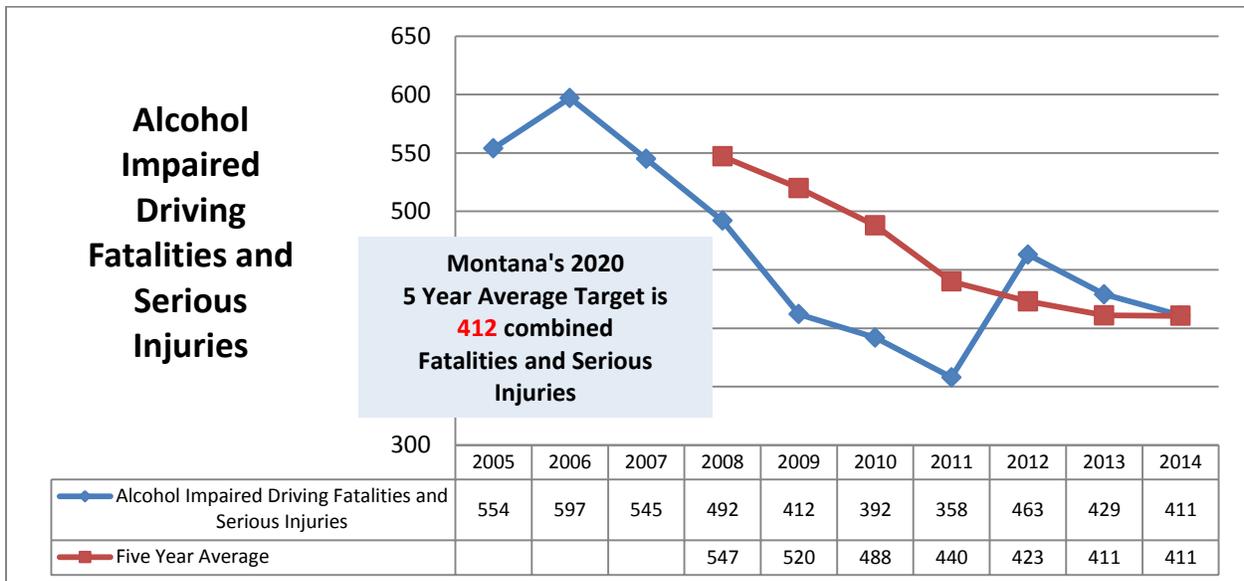
Using the weighted methodology as discussed previously in this document, MDT SHTSS has developed the following two goals for alcohol impaired driving:

- As trend data indicates a rise in alcohol impaired driving fatalities, MDT hopes to maintain alcohol fatalities at the 2010-2014 five year rolling average of 82 through December 31, 2020. This would be a reduction in the overall trend.
- Reduce the number of fatalities and incapacitating injuries in crashes involving a driver or motorcycle operators with a BAC 0.01+ or evidence of alcohol and/or drugs from the 2010-2014 five year rolling average of 419 to 412 by 2020.

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



As stated, MDT hopes to maintain the current five-year average of 82 fatalities through 2020. If the trend continues as shown in this graph, that goal is attainable.



MDT is on track to obtain the 2020 five-year average goal of 412. Although impaired driving fatalities and serious injuries increased sharply between 2011 and 2012, there has been a steady decline in recent years and MDT is confident that this will continue with our efforts and those of our partners.

Problem Analysis: Over the last five years, impaired drivers represented approximately 40% of all fatalities and 40% of all serious injuries. Montana is a high-range state under NHTSA guidelines and the second highest alcohol-impaired driving fatality rate among all states. While the trend has shown improvement, Montana’s alcohol-impaired driving fatality rate is almost double the national average and more than triple the best state rate.

When selecting projects for impaired driving strategies, MDT relied on *NHTSA’s 2015 Countermeasures that Work*, specifically, 1.3 Deterrence: Prosecution Adjudication. DUI Courts have proven to be effective for reducing recidivism. In addition, other projects funded support the impaired driving program specifically, 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 *Countermeasures that Work* and the section of the chapter that support the strategy.

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

Impaired Driving (Deterrence) Projects and Strategies

Project Title: DUI Courts

CMW (Ch.1 2.2) (Ch. 2 2.1/2.3) Budget \$417,878

The DUI court program is designed to change the behavior of hardcore DUI offenders by providing intensive supervision and treatment for willing, eligible impaired driving offenders. Upon choosing to join the program, participants come under the Court’s supervision and are required to attend assigned treatment sessions, undergo frequent and random alcohol/drug testing using advanced alcohol testing and monitoring equipment, appear before the judge and DUI court team on a scheduled basis (usually weekly).

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

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

Below is the funding breakdown by subrecipient.

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Match	Indirect Costs	Local Benefit	Montana Contract Number
7 th Judicial DUI Court – Sanders County	164a1	\$104,888	164AL-2016-90-62-16	\$0	\$4,234		109129
Butte Silver Bow DUI Court	164a1	\$82,800	164AL-2016-90-62-16	\$0	\$0		109130

Yellowstone County DUI Court – 13 TH Judicial	164al	\$146,358	164AL-2016-90-62-16	\$0	\$6,208		109131
Hill County DUI Court	164al	\$83,832	164AL-2016-90-62-16	\$45,726	\$0		109132

Project Title: Impaired Driving Assessment for DUI Offenders *CMW (Ch.1 2.2) (Ch. 2 2.1/2.3)* Budget \$52,127

MDT proposes to fund Montana Department of Corrections (MDOC) to implement a comprehensive risk and needs assessment for DUI offenders on community supervision. The Impaired Driving Assessment (IDA) was developed by the American Probation and Parole Association (APPA) with funding from the National Highway Traffic Safety Administration (NHTSA) to develop a tool to increase the effectiveness of identifying persons who are most likely to drive impaired, or continue to drive impaired. The results of the assessment will be used to analyze results and build specialized supervision strategies and treatment options to address the specific needs of offenders with DUI, and other alcohol related offenses, leading to a decreased risk of injury, property loss, or death caused by alcohol related crashes.

Below is the funding breakdown by subrecipient.

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Match	Indirect Costs	Local Benefit	Montana Contract Number
Department of Corrections	405d	\$52,127	M40T-2016-85-24-16	\$0	\$3,131	\$0	109134

Project Title: Traffic Safety Resource Prosecutor (TSRP) *CMW (Ch.1 2.2) (Ch. 2 2.1/2.3)* Budget \$5,000

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

Project Title: Judicial Outreach Liaison *CMW (Ch.1 2.2) (Ch. 2 2.1/2.3)* Budget \$5,000

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

Project Title: DUI Court Training *CMW (Ch.1 2.2) (Ch. 2 2.1/2.3)* Budget \$5,000

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

Funding Summary for Impaired Driving Deterrence: Prosecution and Adjudication

Funding Source For Impaired Driving Deterrence							
Project Title	164al	402	405b	405d	Total Budget	Local Benefit	Local Match
DUI Courts	\$417,878				\$417,878		\$113,969
Impaired Driving Assessment for DUI Offenders				\$52,127	\$52,127		
Traffic Safety Resource Prosecutor	\$5,000				\$5,000		
Judicial Outreach Liaison		\$5,000			\$5,000	\$2,000	
DUI Court Training				\$5,000	\$5,000		
Total	\$422,878	\$5,000	\$0	\$57,127	\$485,005	\$2,000	\$113,969

24/7 Program

Overview

CHSP Coordination - The following represents the ways that the 24/7 Program coordinates with the CHSP.

CHSP Emphasis Area: Impaired Driving

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

Implementation Steps:

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

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

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

As of June 2015, 21 counties are running the program and more are in the planning stages of program implementation. MDT recently provided funding for a State-wide 24/7 Coordinator to bring counties into the implementation stage and to provide technical assistance to existing participating counties. It is anticipated that having a state-wide coordinator dedicated to the 24/7 Program will increase the reach to DUI offenders across the state. Montana hosted a Nationwide 24/7 conference in September 2015.

The qualifying criteria for this program are:

To qualify for a grant, a State shall submit the following as part of its HSP, in accordance with part 5 of appendix B:(1) Legal citation(s) to State statute demonstrating that the State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction

on driving privileges, unless an exception in paragraph (g)(2) of this section applies, for a period of not less than 30 days; and
(2) Legal citation(s) to State statute or submission of State program information that authorizes a Statewide 24–7 sobriety program.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(5) (a) A driver's license that is issued after a license revocation to a person described in subsection (5)(b) must be clearly marked with a notation that conveys the term of the person's probation restrictions.

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

(i) operation is authorized by the person's probation officer; or

(ii) a motor vehicle operated by the person is equipped with an ignition interlock device.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The entire chapter for this program is attached as Exhibit 07.

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.

Native American Highway Traffic Safety Projects

Overview

CHSP Coordination

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.*

Native Americans make up 6.6 of Montana’s population, yet in 2014 they accounted for 18% of the State’s fatalities. Reducing Native American fatalities and crashes is a priority for MDT. Some of the concerns identified are:

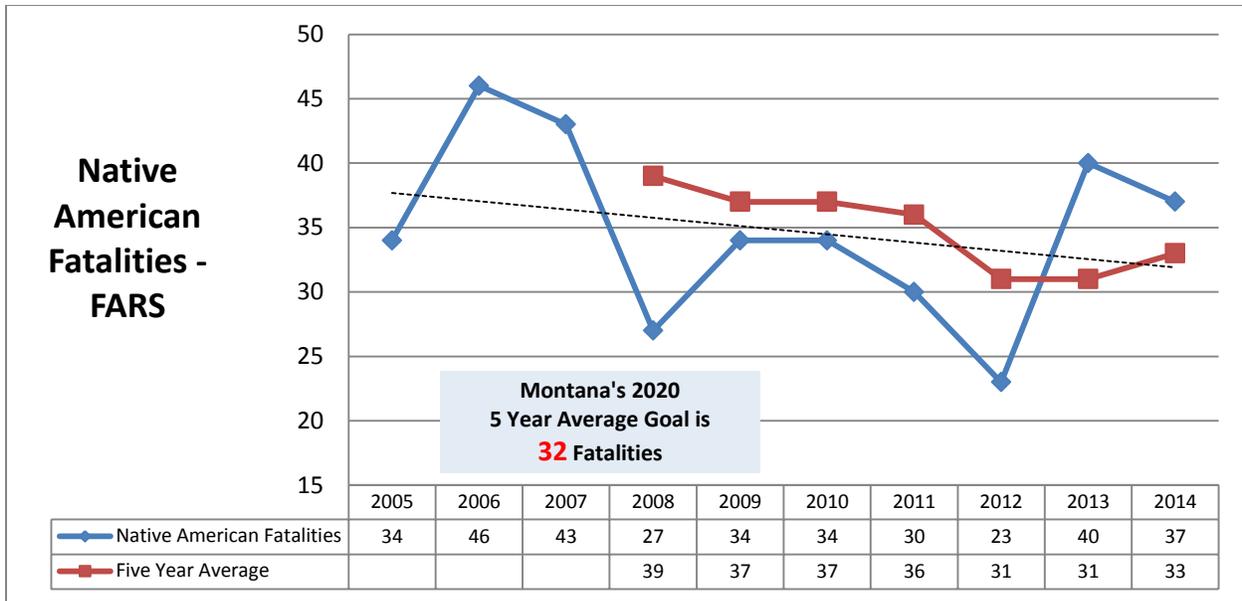
- 78% of Native American vehicle occupant fatalities were unbelted. 53% of all non-Native American vehicle occupant fatalities were unbelted.
- 71% of Native American fatalities were alcohol-related. 42% of all non-Native American fatalities were alcohol-related.
- 51% of Native American fatalities were speed-related. 35% of all non-Native American fatalities were speed-related.

The focus of the data collected is on fatalities. Statewide, 11-20% of all fatalities in a given year are Native American. From 2010 through 2014, 16% of all traffic fatalities in Montana were Native American. This is almost two times higher than their representation in our population.

SHTSS has established the following goal utilizing the same methodology as discussed previously in this document. The goal established is:

- Reduce the Native American fatalities from the 2010-2014 five-year rolling average of 33 to 32 by 2020.

In 2014 Native American Fatalities remained steady at 37 compared to 40 in 2013. This represents 18% of Montana’s total fatalities. This is almost triple their representation in Montana’s population. The graph below indicates where MDT is currently in relationship to the goal.



The chart depicts a downward trend for Native American fatalities. However, there are still challenges to overcome to meet the 2020 goal of 32 (five-year average).

Problem Analysis: Native Americans are consistently over-represented in fatal crashes for the last five years. While they only represent 6.6% of Montana’s populations, they represented 18% of all fatalities. Approximately 64% of those fatalities were the result of an impaired driver. In addition, approximately 80% were not wearing a seat belt or not wearing it properly. Safe On All Roads Coordinators conducting surveys in their communities find only an average of 17% to 20% of the members are buckled.

During FFY 2015, MDT received an application to create a Northern Tribes DUI Task Force from Fort Belknap Law Enforcement Agency. This application proposed that the Tribes located along and on Highway 2 in northern Montana partner to combat impaired driving along that stretch of road. Following award of the contract, the applying agency went through some personnel changes that required MDT to take the lead in implementing the task force.



Membership of the Northern Tribes DUI Task Force is comprised of a diverse group of traffic safety stakeholders including members from Tribal Transportation Planning Departments, Tribal Health Departments, Tribal Law Enforcement, and Tribal Colleges.

The Northern Tribes DUI Task Force, Fort Belknap, Fort Peck, Rocky Boy, and Blackfeet, will endeavor to protect the present and future generations of American Indians in Indian country. Through our alliance utilizing the four E’s (Engineering, Enforcement, Emergency Services and Education) our collaborative efforts in combating impaired driving will reduce serious injuries and fatal vehicle crashes that tragically affect our Indian people.

The task force will continue into FFY2017.

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

Chapter 1 – Alcohol and Drug Impaired Driving

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

Chapter 2 – Seat Belts and Child Restraints

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

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

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

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

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

Native American Program Project and Strategies

Project Title: Safe On All Roads

CMW (Ch.1 5.2) (Ch. 2 3.1, 3.2, 6.1,6.2) Budget \$208,149

MDT will fund the Safe On All Roads (SOAR) program, which is a Native American Traffic Safety Program that provide traffic safety education and outreach in tribal communities. Reservations have a coordinator that works with law enforcement, tribal health departments, injury prevention, and other traffic safety stakeholders to deliver a traffic safety program that is culturally relevant. All of Montana’s land-based Tribes participate in the program.

Below is the funding breakdown by subrecipient.

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Match	Indirect Costs	Local Benefit	Montana Contract Number
Crow Nation	402	\$14,600	OP-2016-85-06-16	\$3,000	\$0	\$5,840	109119
	405d	\$14,600	M4OT-2016-85-24-16				

	Grant Total	\$29,200					
Fort Peck Community College	402	\$19,250	OP-2016-85-06-16	\$26,500	\$0	\$7,700	
	405d	\$19,250	M4OT-2016-85-24-16				
	Grant Total	\$38,500					
Fort Belknap	402	\$16,407	OP-2016-85-06-16	\$0	\$0	\$6,563	109120
	405d	\$16,407	M4OT-2016-85-24-16				
	Grant Total	\$32,813					
Chippewa Cree/Rocky Boy	402	\$19,000	OP-2016-85-06-16	\$50,444	\$9,120	\$7,600	109121
	405d	\$19,000	M4OT-2016-85-24-16				
	Grant Total	\$38,000					
Blackfeet Nation	402	\$20,000	OP-2016-85-06-16	\$10,000	\$0	\$8,000	109122
	405d	\$20,000	M4OT-2016-85-24-16				
	Grant Total	\$40,000					
Confederated Salish and Kootenai	402	\$14,818	OP-2016-85-06-16	\$0	\$3,769	\$5,927	109123
	405d	\$14,818	M4OT-2016-85-24-16				
	Grant Total	\$29,636					

Project Title: Tribal STEP

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

Budget \$45,000

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

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

Below is the funding breakdown by subrecipient.

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Match	Indirect Costs	Local Benefit	Montana Contract Number
Confederated Salish and Kootenai	164al	\$17,045	164AL-2016-90-62-16	\$0	\$0	\$3,668	109124
	402	\$9,170	SE-2016-85-08-16				
	405b	\$8,785	M3D-2016-85-25-16				
	Grant Total	\$35,000					
Fort Belknap	164al	\$2,435	164AL-2016-90-62-16	\$0	\$0	\$524	109125
	402	\$1,310	SE-2016-85-08-16				
	405b	\$1,255	M3D-2016-85-25-16				
	Grant Total	\$5,000					
Fort Peck	164al	\$2,435	164AL-2016-90-62-16	\$0	\$509	\$524	109126
	402	\$1,310	SE-2016-85-08-16				
	405b	\$1,255	M3D-2016-85-25-16				
	Grant Total	\$5,000					

Funding Summary for Native American Traffic Safety

Funding Source for Native American Programs							
Project Title	164a1	402	405b	405d	Total Budget	Local Benefit	Local Match
Safe On All Roads		\$104,075		\$104,074	\$208,149	\$41,630	\$89,944
Tribal STEP	\$21,915	\$11,790		\$11,295	\$45,000	\$4,716	
Total	\$21,915	\$115,865	\$0	\$115,369	\$253,149	\$46,346	\$89,944

Motorcycles

Overview

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

CHSP Emphasis Area: Roadway Departure and Intersection Crashes

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

Implementation Steps:

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

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

Implementation Steps:

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

CHSP Emphasis Area: Impaired Driving

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

Implementation Steps:

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

Motorcycle crashes are on the rise nationwide and Montana is no exception. Motorcycle crashes are up and affecting older drivers more than any other group.

MDT supports the Montana Motorcycle Riders Safety (MMRS) Training program. This support is provided by assisting in educational campaigns to promote public awareness through public service announcements, billboards, radio, social media, and other outreach venues. In addition, equipment purchases are made in support of the program.

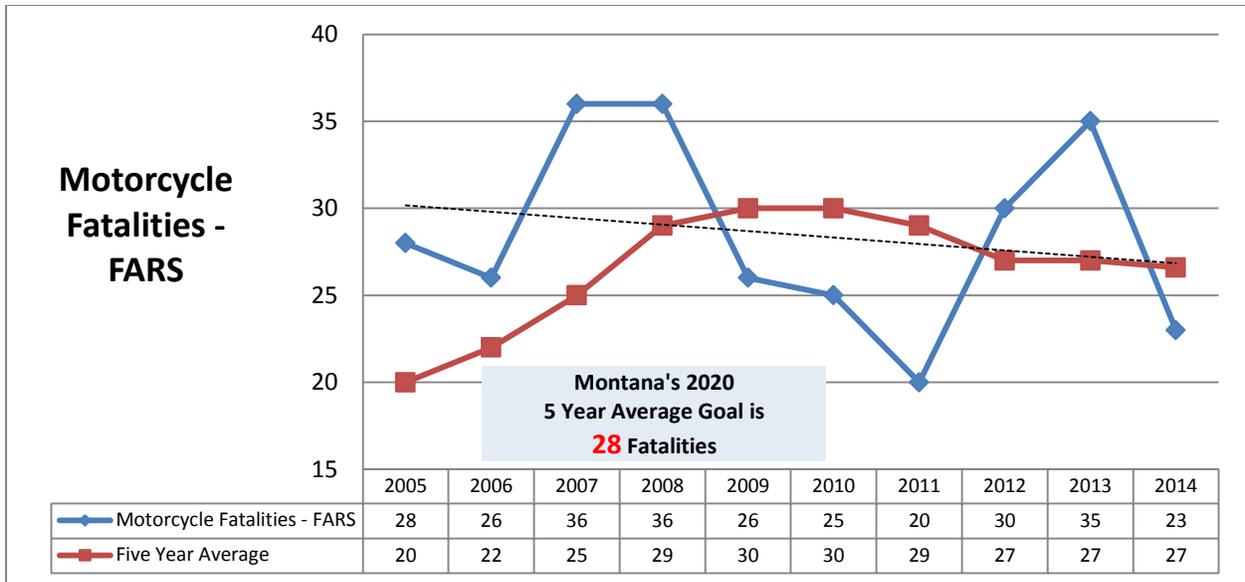
During 2015, the MMRS program had 847 graduates. An overview of the participants is below, sorted by the course attended.

Course	Site	P-2010	P-2011	P-2012	P-2013	P-2014	P-2015
Basic 1	BIL	216	200	215	222	196	190
Basic 1	BOZ	101	103	129	129	137	115
Basic 1	GLN	33	17	24	29	35	14
Basic 1	GTF	0.00	0.00	0.00	0.00	0	103
Basic 1	GTF1	160	147	115	102	94	0
Basic 1	HAV	19	21	14	8	13	15
Basic 1	HLN	137	148	164	157	115	106
Basic 1	KAL	105	113	130	121	101	74
Basic 1	MAFB1	0.00	0.00	146	155	100	26
Basic 1	MSL	174	168	162	176	167	131
Total		1,092	1,070	1,099	1,105	958	774
Basic 2	BIL	21	4	19	23	11	6
Basic 2	BOZ	6	0.00	0.00	0.00	0	0
Basic 2	GTF Expo	0.00	11	5	6	5	0
Basic 2	HLN	10	6	10	8	3	6
Basic 2	KAL	0.00	13	0.00	8	5	0
Basic 2	MAFB3	0.00	11	7	27	29	16
Basic 2	MSL	3	6	1	5	11	10
Total		40	51	42	77	64	38
Advanced	BIL	3	21	0.00	14	11	6
Advanced	GTF	0.00	0	0.00	0.00	0	0
Advanced	HLN	33	26	30	20	13	9
Advanced	MAFB2	0.00	81	34	27	8	7
Advanced	MSL		6	1	0	9	10
Total		46	128	72	61		35
Grand Total		1,178	1,249	1,213	1,236	1,063	847

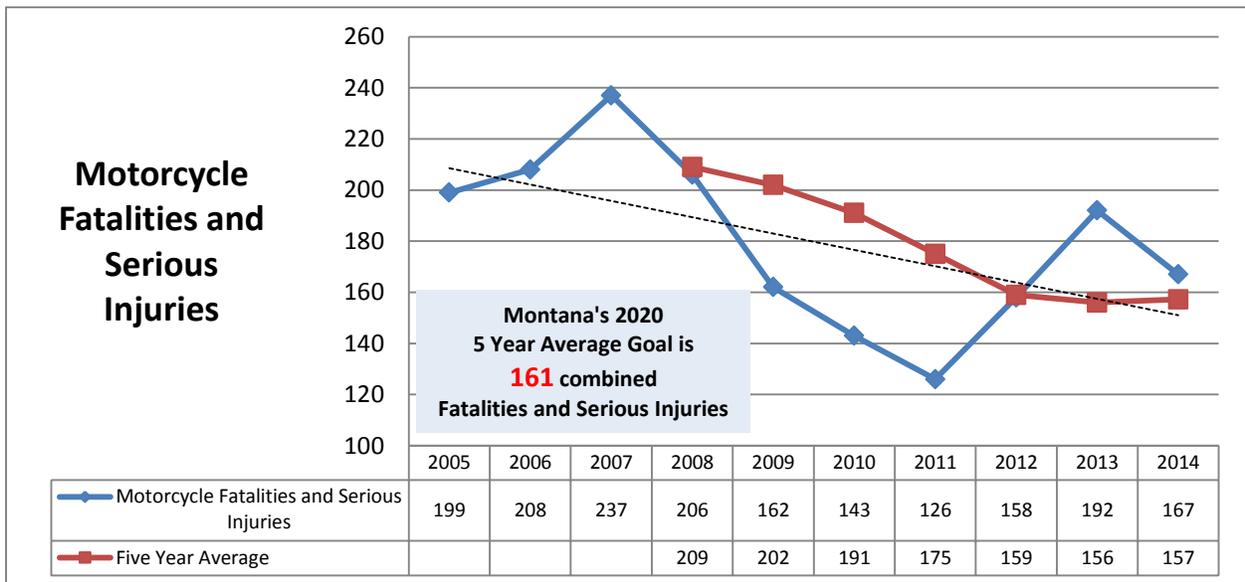
SHTSS set the following goals for Motorcycle Crashes and Fatalities:

- In response to the increasing trend line, MDT hopes to maintain Motorcyclist Fatalities at the 2010-2014 five year rolling average of 28 through 2020.
- Reduce the number of motorcyclist fatalities and incapacitating injuries from the 2010-2014 five year rolling average of 166 to 161 by 2020
- In response to the increasing trend line, MDT hopes to maintain Unhelmeted Motorcyclist Fatalities at the 2010-2014 five year rolling average of 17 through 2020.

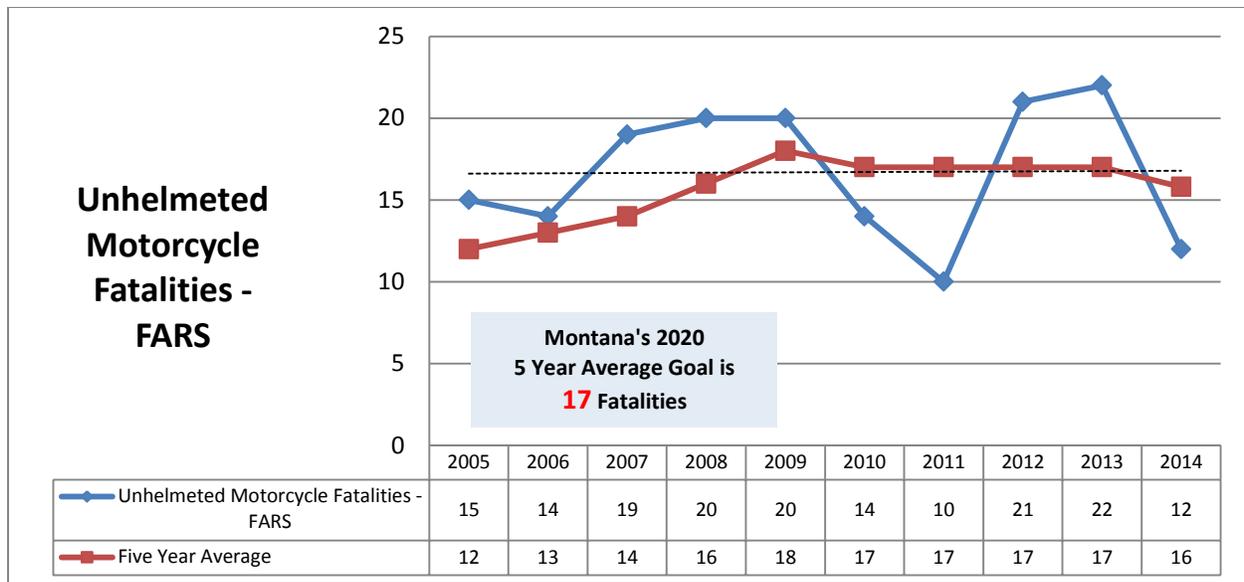
The graphs below represent the history of the accomplishments for each goal and where MDT is currently in relationship to the goal.



During 2014, Montana had a significant reduction in motorcycle fatalities, decreasing from 35 in 2013 to 23 in 2014. This is the lowest number since 2011 and a reduction of 33% over 2013. Because of this, MDT is on target for reaching the 2020 goal of 28.



Although Montana saw a spike in motorcycle fatalities and serious injuries during 2013, during 2014 they have started to fall again. Even with the 2013 spike, Montana should be able to reach the 2020 five-year average goal of 161.



In addition, unhelmeted fatalities were down from previous years. During 2014 there were 12 unhelmeted motorcycle fatalities. While that is the lowest number since 2012, it still represents over 50% of the total motorcycle fatalities. However, this will put MDT on track to meeting the goal for 2020.

Problem Analysis: Motorcycle fatalities, as shown in the trend line above, have been increasing the last five years. There were 133 fatalities over the last five years, representing 13% of all Montana fatalities. Of those 133, 79 were unhelmeted or 60%. Montana does not have a universal helmet law which makes it challenging to decrease the number of unhelmeted riders.

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

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

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

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

Motorcycle Program Projects and Strategies

Project Title: Motorcycle Education Campaign

CMW (4.3)

Budget: \$20,000

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

Project Title: Replacement of Motorcycles

CMW (4.3) Budget: \$14,820

MMRS has an aging fleet of training motorcycles, with 61% of the cycles over 6 years old, and 25% over 10 years old. Even with a strong maintenance program, these are training bikes which see more-than-average wear and tear. This project proposes to replace the oldest motorcycles within the training fleet. Generally the cost to replace each motorcycle is less than \$5,000 each, so NHTSA prior approval has not been necessary in the past. However, waivers to the Buy America Act may be requested to ensure the appropriate training motorcycles are approved. If necessary, MDT will submit a waiver.

The following is the funding breakdown for the subrecipient:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Match	Indirect Costs	Local Benefit	Montana Contract Number
MSU- Northern	405f	\$14,820	M9MT-2016-85-26-16	\$0	\$0	\$0	109128

Funding Summary for Motorcycle Rider Safety Program

Project Title	Funding Source	
	405f	Total Budget
Motorcycle Education Campaign	\$20,000	\$20,000
Replacement Motorcycles	\$14,820	\$14,820
Total	\$34,820	\$34,820

Emergency Medical Services

Overview

CHSP Coordination - The following represents the ways that the SHTSS Emergency Medical Services Program coordinates with the CHSP.

Overarching Strategy:

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.

Although Emergency Medical Services (EMS) does not affect the number of crashes, it does play a critical role in the outcome. EMS providers face particularly challenging conditions within Montana due to the size of the coverage areas, distances from dispatching and treatment facilities, and severe weather conditions during winter months. In addition to these issues, the system is experiencing a shrinking number of volunteers and problems specific to rural areas such as lack of training opportunities and inadequate communications systems.

Problem Analysis: Given the rural nature of Montana, the treatment provided by the first responders is critical. Depending on the location of a crash, an injured occupant may not be treated in a facility for five hours or more. Training of these rural providers could improve outcomes and reduce death for patients in traffic crashes. The workforce is approximately 80% volunteer with little to no budget available for the training necessary to keep skills current.

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

EMS Projects and Strategies

Project Title: Trauma Education for Rural EMS Providers

Budget: \$29,779

This program will provide trauma education to Emergency Care Providers (ECPs) throughout the State of Montana in an effort to improve patient outcomes and overall survival from injuries sustained in roadway incidents. The course that is offered is Prehospital Trauma Life Support (PHTLS). It is a 16 hour course that focuses on identification and initial, life sustaining treatment of the critically injured trauma patient. PHTLS emphasizes principles of good trauma care and promotes critical thinking. The course completion certificate is valid for four years.

Below is the funding breakdown by subrecipient.

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Match	Indirect Costs	Local Benefit	Montana Contract Number
Dept. of Health & Human Services	402	\$29,779	EM-2016-85-05-16	\$2,720	\$4,400	\$11,912	109127

Funding Summary for EMS Projects

Funding Source				
Project Title	402	Total Budget	Local Benefit	Local Match
Trauma Education for Rural EMS Providers	\$29,779	\$29,779	\$11,912	\$2,720
Total	\$29,779	\$29,779	\$11,912	\$2,720

Teen Peer-To-Peer Traffic Safety Education Program

Overview

CHSP Coordination

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.*

During 2014, Teen drivers represented approximately 16% of all fatalities and about the same percent of Montana's total serious injuries. Teens only account for approximately 6.7% of the population.

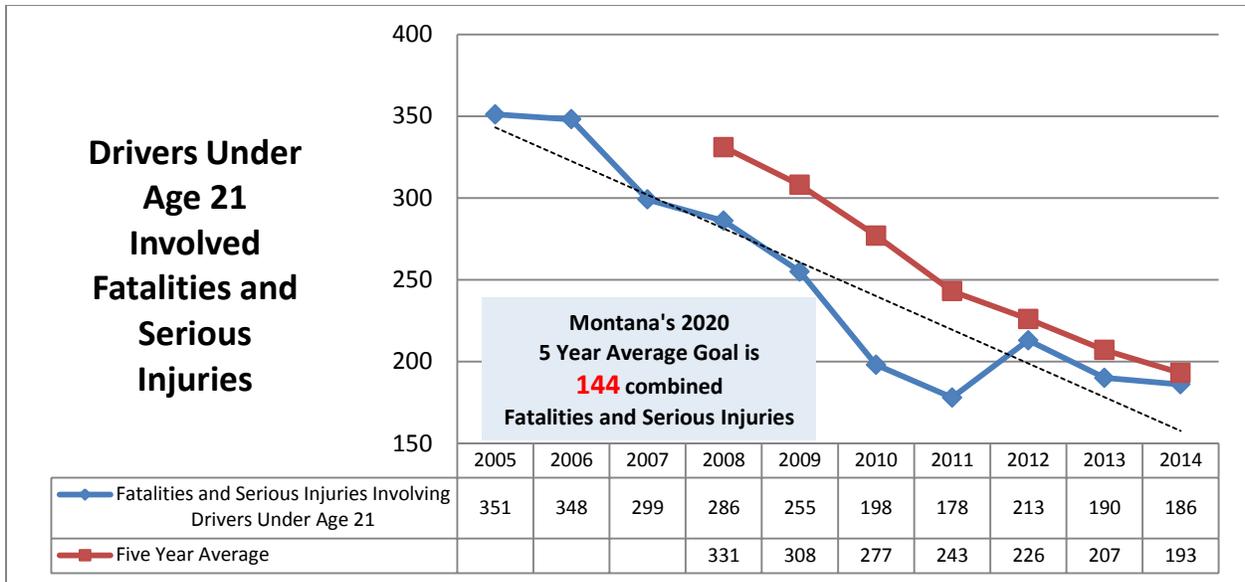
MDT partnered with Family, Community, and Career Leaders of America (FCCLA) to implement a peer-to-peer teen traffic safety program during 2015. Two schools entered into contracts for these projects. Those were Three Forks and Forsyth. However, MDT believes by participating in FFY16 FCCLA meetings and again during FFY17 there will be a greater interest in the program.

Currently the MDT goals for Young Drivers are:

- Reduce the number of young drivers involved in fatal crashes from the 2010-2014 five year rolling average of 27 to 24 by 2020
- Reduce the number of fatalities and incapacitating injuries resulting from crashes involving young drivers from the 2010-2014 five year rolling average of 194 to 144 by 2020

As shown below, Montana has made progress in reducing young driver fatalities and serious injuries. Although preliminary data for 2015 shows a slight up-turn, MDT is confident the 2020 goals will be met. It is important to note that the GDL law passed in 2006, when the number began the steady decline.

During 2014, there were actually 26 fatalities involving drivers age 20 or less. This is on target for the FFY 2017 target, and MDT is optimistic that the 2020 goal of 24 will be met.



As shown in the chart above, Montana will need to make significant strides in the number of fatalities and serious injuries for drivers under age 21 to meet the 2020 goal. However, with the Teen Traffic Safety Program launch in FFY 2014, MDT is hopeful that outreach and education provided these young drivers through that program will increase and have an impact.

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

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

Chapter 2. Seat Belts and Child Restraints

- 6.1 Communications and Outreach Strategies for Older Children
- 7.1 School Programs (Other Strategies)

Teen Traffic Safety Projects and Strategies

Project Title: Teen Traffic Safety Program

Budget: \$10,000

MDT will partner with Family, Community and Career Leaders of America to promote teen traffic safety in their schools. Families Acting for Community Traffic Safety (FACTS) is a national FCCLA peer education program that promotes personal, vehicle and road safety. Montana has 70 FCCLA chapters in ten districts across the state. MDT will collaborate with student groups in Montana that implement either the FACTS program or MDT’s Teen Peer-to-Peer Program. Grants will be available up to \$1,000.00 per group and recipients will be selected throughout the year.

Project Title: Youth Risk Behavior Survey

Budget: \$5,000

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

Funding Summary for Teen Traffic Safety Programs

Funding Source			
Project Title	402	Total Budget	Local Benefit
Teen Peer-Peer Traffic Safety Program	\$10,000	\$10,000	\$4,000
Youth Risk Behavior Survey	\$5,000	\$5,000	\$2,000
Total	\$15,000	\$15,000	\$6,000

Traffic Records Management

Overview

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

Overarching Strategy:

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

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

Traffic Records Management Project and Strategies

Project Title: MDT Data Management System

Reporting Only

The Traffic Data Management System (TDMS) is cloud-based database allowing uploading and analysis of data from MDT's numerous types of traffic counting equipment. The TDMS performs quality control checks, develops adjustment factors to normalize the data, and develops meaningful traffic statistics for use by various customers. Several stock reports are available to users, and querying options allow for more in-depth data and trend analysis. The database is coupled with geospatial features, and counts can be viewed and analyzed by map locations. The TDMS is designed for use by State DOT's and provides preformatted and exportable Federal submittals reports including TMAS and HPMS.

Performance Measures

Roadway Database Model Performance Measure – Timeliness – R-T-1

- MDT now has the ability to create, edit, and publish custom roadway data reports. Past data reporting techniques involved many worker hours of research, analysis, and synthesis to produce unique, one-off reports.

Roadway Database Model Performance Measure – Accessibility – R-X-1

- With the new capacity of the TDMS, MDT has expanded the number of roadways automatically characterized annually. Past reporting on many lower functional class roadways was sporadic and based on estimation processes.

Project Title: MHP WBCR/CTS Trainer

Budget: \$31,735

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 by subrecipient.

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Match	Indirect Costs	Local Benefit	Montana Contract Number
Montana Highway Patrol	405c	\$31,735	M3DA-2106-25-16	\$0	\$2,035	\$0	109139

Project Title: DOJ MHP Upgrades JCRS System

Budget: \$60,000

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

Below is the funding breakdown by subrecipient.

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Match	Indirect Costs	Local Benefit	Montana Contract Number
Montana Highway Patrol	405c	\$60,000	M3DA-2106-25-16	\$0	\$0	\$0	109140

Project Title: EMS Reporting Database

Budget: \$83,740

This project enables implementation of a statewide EMS data system that is compliant with the National EMS Information System 3.4 standard. Upgrading to an up-to-date, user-friendly system will enable EMS providers to collect more timely and valid data from traffic crash incidents and will better support data linking efforts.

Performance Measures

EMS/INJURY Database Model Performance Measure – Uniformity – I-U-1

EMS/INJURY Database Model Performance Measure – Uniformity – I-U-2

EMS/INJURY Database Model Performance Measure – Uniformity – I-I-1

- Trauma database
- MHP/MDT crash database (injury severity confirmation/update)

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Match	Indirect Costs	Local Benefit	Montana Contract Number
Department of Public Health and Human Services	405c	\$83,740	M3DA-2016-85-25-16	\$0	\$0	\$0	

Project Title: Fatal Accident Reporting System

Budget: \$15,000

Funding for FARS has been reduced for Montana during the last several years. MDT has committed a full-time staff person to manage the system. MDT Intends to continue this effort and will utilize these funds to offset the FARS funding reduction.

Funding Summary for Traffic Records Programs

Project Title	Funding Source			
	405c	Total Budget	Indirect Costs	Local Match
MHP WBCR/CTS Trainer	\$31,735	\$31,735	\$2,035	\$0
DOJ MHP Upgrades JCRS System	\$60,000	\$60,000	\$0	\$0
EMS Reporting Database	\$83,740	\$83,740	\$0	\$0
FARS	\$15,000	\$15,000	\$0	\$0
Total	\$190,475	\$190,475	\$0	\$0

Racial Profiling Data Collection Program

Overview

SHTSS will assist the Montana Highway Patrol's ongoing effort related to its policies against racial profiling by conducting periodic analyses of traffic stop data to test whether evidence of biased policing exists. An independent contractor will perform an annual assessment of traffic stop data collected by the Montana Highway Patrol. The first analysis will cover data collected between January 1, 2014 and December 31, 2014. Subsequent assessment will each focus on data collected during the preceding calendar year. Each assessment will focus on the examination of the decision to stop, and will apply several comparative standards (both internal and external "denominators") to assess these records for any indication of racial disproportionality in enforcement, apparent systemic bias or evidence of improper racial profiling.

At the conclusion of the analysis, the independent contractor will provide both a written report and up to two presentations each year of the project.

The qualifying criteria for this program under the federal guidelines are:

To qualify for a Racial Profiling Data Collection Grant in a fiscal year, a State shall submit as part of its HSP, in accordance with in part 10 of appendix B—

(1) Official documents (i.e., a law, regulation, binding policy directive, letter from the Governor or court order) that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads; or

(2) The assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of paragraph (b)(1) of this section and a list of one or more projects in its HSP to support the assurances.

(c) Limitation. (1) On or after October 1, 2015, a State may not receive a grant under paragraph (b)(2) of this section in more than 2 fiscal years.

Montana's state law is as follows:

44-2-117. Racial profiling prohibited -- definitions -- policies -- complaints -- training. (1) A peace officer may not engage in racial profiling.

(2) The race or ethnicity of an individual may not be the sole factor in:

(a) determining the existence of probable cause to take into custody or arrest an individual; or

(b) constituting a particularized suspicion that an offense has been or is being committed in order to justify the detention of an individual or the investigatory stop of a motor vehicle.

(3) Each law enforcement agency shall adopt a policy on race-based traffic stops that:

(a) prohibits the practice of routinely stopping members of minority groups for violations of vehicle laws as a pretext for investigating other violations of criminal law;

(b) provides for periodic reviews by the law enforcement agency and collection of data that determine whether any peace officers of the law enforcement agency have a pattern of stopping members of minority groups for violations of vehicle laws in a number disproportionate to the population of minority groups residing or traveling within the jurisdiction of the law enforcement

agency;

(c) if the review under subsection (3)(b) reveals a pattern, requires an investigation to determine whether any peace officers of the law enforcement agency routinely stop members of minority groups for violations of vehicle laws as a pretext for investigating other violations of criminal law.

(4) (a) Each municipal, county, consolidated local government, and state law enforcement agency shall adopt a detailed written policy that clearly defines the elements constituting racial profiling. Each agency's policy must prohibit racial profiling, require that all stops are lawful under [46-5-401](#), and require that all stops are documented according to subsection (3) of this section.

(b) The policy must include a procedure that the law enforcement agency will use to address written complaints concerning racial profiling. The complaint procedure must require that:

(i) all written complaints concerning racial profiling be promptly reviewed;

(ii) a person is designated who shall review all written complaints of racial profiling;

(iii) the designated person shall, within 10 days of receipt of a written complaint, acknowledge receipt of the complaint in writing; and

(iv) after a review is completed, the designated person shall, in writing, inform the person who submitted the written complaint and the head of the agency of the results of the review.

(c) The policy must be available for public inspection during normal business hours.

(5) Each municipal, county, consolidated local government, and state law enforcement agency shall require for all of its peace officers cultural awareness training and training in racial profiling. The training program must be certified by the Montana public safety officer standards and training council established in [2-15-2029](#).

(6) Each law enforcement agency may provide for appropriate counseling and training of any peace officer found to have engaged in race-based traffic stops within 90 days of the review. The course or courses of instruction and the guidelines must stress understanding and respect for racial and cultural differences and development of effective, noncombative methods of carrying out law enforcement duties in a racially and culturally diverse environment.

(7) If an investigation of a complaint of racial profiling reveals that a peace officer was in direct violation of the law enforcement agency's written policy prohibiting racial profiling, the law enforcement agency shall take appropriate action against the peace officer consistent with applicable laws, rules, ordinances, or policies.

(8) For the purposes of this section, the following definitions apply:

(a) "Minority group" means individuals of African American, Hispanic, Native American, Asian, or Middle Eastern descent.

(b) "Peace officer" has the meaning provided in [46-1-202](#).

(c) "Racial profiling" means the detention, official restraint, or other disparate treatment of an individual solely on the basis of the racial or ethnic status of the individual.

(9) The department of justice shall make available to the public information regarding the degree of compliance by municipal, county, consolidated local government, and state law enforcement agencies with the requirements of this section.

(10) Each law enforcement agency in this state may use federal funds from community-oriented policing services grants or any other federal sources to equip each vehicle used for traffic stops with a video camera and voice-activated microphone.

Racial Profiling Projects

MDT is requesting that this project be funded in the following manner:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Match	Indirect Costs	Local Benefit	Montana Contract Number
Department of Justice – Montana Highway Patrol	405/1906	\$78,672		\$3,000	\$0	\$0	

Once funding is approved through this application, MDT will negotiate an agreement with the Montana Highway Patrol and finalize the funding information.

Overview

CHSP Coordination

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*

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

MDT's current media campaigns are featured at www.plan2live.mt.gov.

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 continue to use this campaign for FFY2017.

Along with the Vision Zero campaign, MDT will continue to use the “Life Shattered” theme. This campaign is built around the premise that thousands of lives are shattered each year because of traffic crashes.

With television and radio buys, media buyers are required by contract with MDT to obtain no charge bonus media of equal or greater value than purchased media. Paid media will be evaluated based upon gross rating points (GRPs), reach and frequency obtained in FFY 2016.



Program	Month	Media Channel(s)	Remarks
Vision Zero	FFY17	Radio/Television/Newspapers/ social media/ Public Events	Contracted Media Company
Sustained enforcement. Includes Impaired Driving & Seatbelts.	FFY17	Radio / Television / News releases /Social media	Contracted media company.
National Teen Driver Safety Week	October 16 – 22, 2016	News releases	Supported in-house
Holiday Season: <ul style="list-style-type: none"> • Christmas • New Years 	December, 2016 January 1, 2017	News releases / Radio / Internet / Press Event / Billboards	Media Contractor
ST Patrick’s Day	March 17, 2017	News release	MDT
Seatbelt Click it or Ticket Mobilization. Includes Impaired Driving message.	May 15 – 29, 2017	Radio/ Television/ Internet/News releases / Press event	Media Contractor
4 th of July	June 26 – July 5, 2017	News release / Radio / Internet / Billboards	Media Contractor
Impaired Driving Labor Day mobilization. Includes seatbelt message	August 16 - September 4, 2017	Radio / Television / Internet / News releases / Press event	Media Contractor
National CPS Week	Sept 17 – September 23, 2017	Possible radio remote in support of child passenger safety seat clinic on 4 th Day Child Passenger Safety Certified Training	Media Contractor

Program	Month	Media Channel(s)	Remarks
News release			
Educational Materials and Brochures	On-going	Public distribution	Educational opportunities for SHTSS and traffic safety subgrantees to interact with the public
Community Events with opportunity to provide educational information.	On-going	Local distribution, radio, newspaper, social media.	Campaigns specific to the event to increase seatbelt use and reduce impaired driving.

In *NHTSA's 2015 Countermeasures that Work*, Prevention, Intervention, Communications, and Outreach it states that communications and outreach strategies for low-belt-use groups (Strategy 3.1), as well as mass media campaigns for alcohol-impaired and drugged driving (Strategy 5.2) are effective strategies. In addition to *NHTSA's 2015 Countermeasures that Work*, MDT utilizes NCHRP 500, Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Volume 11: A Guide for Increasing Seatbelt Use, and, Volume 16: A Guide for Reducing Alcohol-Related Collisions.

Funding Summary for Media Programs

Project Title	Funding Source			Total	Local Benefit
	402	405b	405d		
Paid Media & Earned Media	\$348,000	\$37,000	\$385,000	\$770,000	\$139,200
Education and Program Material	\$16,667	\$8,333		\$25,000	\$6,667
Total	\$364,667	\$45,333	\$385,000	\$795,000	\$145,867

Project Administration and Management

Overview

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

Project Title: Staff Salaries and Benefits Budget: \$794,000

Planning and Administration \$375,000
Project Administration \$419,000

Project Title: Program and Operational Costs Budget: \$50,000

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

Project Title: Indirect Costs Budget: \$509,963

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.

Effective July 1, 2016, the approved indirect rate for the State Fiscal Year 2017 will be 10.97%.

Funding Summary for Planning Administration and Management Programs

Project Title	Funding Source						Total Budget
	402	405b	405c	405d	405f	164	
Staff Wages & Benefits	\$581,000	\$33,000	\$90,000	\$90,000			\$794,000
Operational Costs	\$50,000						\$50,000
Indirect Costs	\$242,413	\$44,487	\$20,895	\$94,228	\$3,820	\$104,120	\$509,963
Total	\$873,413	\$77,487	\$110,895	\$184,228	\$3,820	\$104,120	\$1,353,963

Financial Summary

During FFY 2016, Montana successfully applied for and received funding from the National Highway Traffic Safety Administration. These grant monies include MAP-21 funding in NHTSA Section 402, Section 405b (Occupant Protection), 405c (Traffic Records), 405d (Impaired Driving Prevention), and 405f (Motorcycle Safety). Base level funding was received following the submission of a Performance Plan in accordance with federal law. Montana estimates carry forward in the amount of \$797,897 into FFY 2017 from funding received in FFY 2016. This amount excludes carry forward amounts dedicated to the Traffic Records Coordinating Committee, \$953,031 and Motorcycle Safety, \$41,948. Montana anticipates again qualifying for Section 402 and 405 funds in FFY 2017.

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

Program Area	Project	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
NHTSA					
<u>NHTSA</u>					
<u>402</u>					
Planning and Administration					
	PA-2016-85-03-16	\$334,633	213,683	227,735	\$0
Alcohol					
	AL-2016-85-04-16	60,618	230,508	60,282	129,813
Emergency Medical Services					
	EM-2016-85-05-16	8,295	\$29,779	10,014	17,764
Occupant Protection					
	OP-2016-85-06-16	113,505	456,608	87,886	243,070
Police Traffic Services					
	PT-2016-85-07-16	14,692	48,000	22,478	31,462
Speed Enforcement					
	SC-2016-85-08-16	63,050	302,458	-	135,021
Paid Advertising					
	PM-2016-85-09-16	114,814	\$348,000	202,773	245,873
Teen Safety					
	TSP-2016-85-29-16	8,910	\$10,000	32,743	19,081
NHTSA 402 Total		\$718,517	1,639,036	643,911	\$822,084

Program Area	Project	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
164 P&A					
	164PA-2016-90-61-16	-	-	211,317	\$0
164 AL					
	164AL-2016-90-62-16	-	-	737,953	369,268
164 PM					
	164PM-2016-90-63-16	-	-	103,985	52,034
164 HSIP Total		-	-	1,053,255	\$421,302

Program Area	Project	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
405 Occupant Protection Map 21					
	M2HVE-2016-85-10-16	\$30,476	\$146,196	-	-
	M2PC-2016-85-12-16	79,492	249,833	131,496	-
	M2CPS-2016-85-13-16	6,742	25,000	7,344	-
	M2CPS-2016-85-14-16	5,922	17,500	10,910	-
405 Occupant Protection Total		\$122,632	\$438,529	\$149,750	-
405 Impaired Driving Map 21					
	M4HVE-2016-85-16-16	\$46,988	\$225,404	-	-
	M4CS-2016-85-17-16	18,761	90,000	-	-
	M4CS-2016-85-18-16	49,020	52,127	183,027	-
	M4PEM-2016-85-19-16	85,218	385,000	23,799	-
	M4TR-2016-85-21-16	19,253	92,360	-	-
	M4TR-2016-85-23-16	3,642	-	17,470	-
	M4OT-2016-85-24-16	47,367	104,075	123,151	-
405 Impaired Driving Total		\$270,249	\$948,966	347,447	-
405 Data Program Map 21					
	M3DA-2016-85-25-16	\$256,023	\$280,475	\$947,691	-
		\$256,023	\$280,475	\$947,691	
405 Motorcycle Safety Map 21					
	M9MT-2016-85-26-16	\$16,953	\$34,820	46,505	-
	M9MA-2016-85-27-16	-	-	-	-
		\$16,953	\$34,820	\$46,505	-
NHTSA Total		\$1,384,374	3,341,826	3,188,559	\$1,243,386

State Match

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

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