

September 2019

Highway Safety Plan FY 2020 Montana

Highway Safety Plan

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:

- S. 405(b) Occupant Protection: Yes
- S. 405(e) Distracted Driving: Yes
- S. 405(c) State Traffic Safety Information System Improvements: Yes
- S. 405(f) Motorcyclist Safety Grants: Yes
- S. 405(d) Impaired Driving Countermeasures: Yes
- S. 405(g) State Graduated Driver Licensing Incentive: Yes
- S. 405(d) Alcohol-Ignition Interlock Law: Yes
- S. 405(h) Nonmotorized Safety: No
- S. 405(d) 24-7 Sobriety Programs: Yes
- S. 1906 Racial Profiling Data Collection: Yes

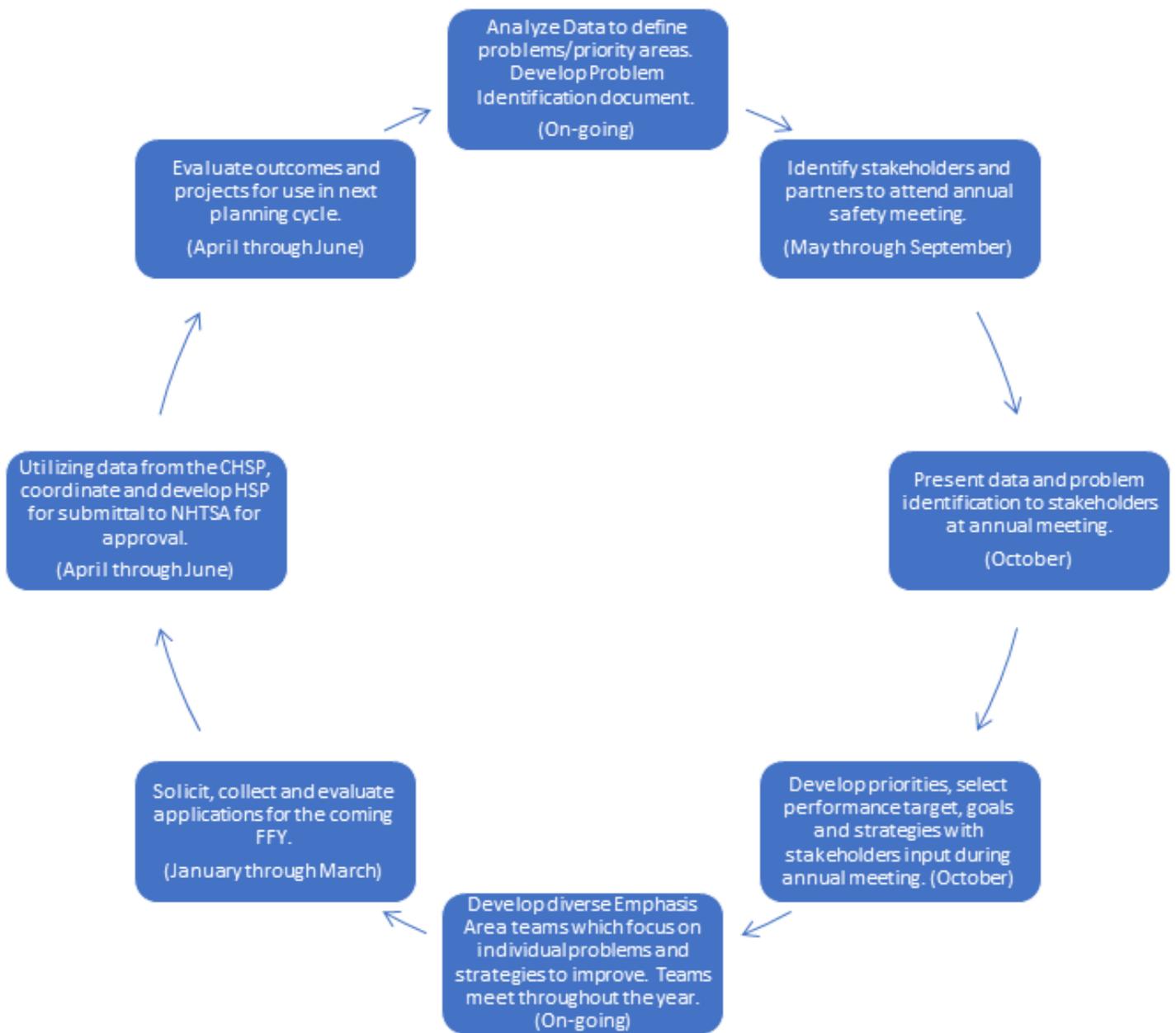
Highway safety planning process

Data Sources and Processes

MDT SHTSS continues to use the electronic webgrants system for all grant activities. These activities include submittal of the application by subrecipients, application reviews, award process, fiscal/programmatic requirements, monitoring, claims submittal and close-out. Since being implemented in 2017, MDT has improved the system functionality and further streamlined the application and planning process. Below is a chart outlining the cycle of MDT's grant process.

In addition to the process above, SHTSS provides a grant timeline through personal email and on-line for stakeholders to understand the process and the due dates of each step.

Milestone	Timeline
Application submission deadline for FFY 2020 funding.	March 1, 2019
Application review and assessment. Funding and project recommendations made to the Governor's Representative (GR) for Highway Traffic Safety.	March 1 – April 30, 2019
Preliminary contract negotiations.	April 30 - May 29, 2019
Draft Annual Highway Safety Plan (HSP) prepared by MDT staff and submitted to the GR for approval.	May 1 - June 30, 2019
Deadline for Annual Highway Safety Plan submission to NHTSA.	July 1, 2019
Deadline for NHTSA to notify state whether or not FFY 2019 Highway Safety Plan is approved.	August 15, 2019
Notification to applicants regarding preliminary funding approval or denial.	August 2019
All contracts must be executed between Grantees and MDT	October 1, 2019



Start of Federal Fiscal Year 2020 Contracts are finalized and routed for signatures. Effective date of contract varies; please check with your assigned program manager for details. Start of Federal Fiscal Year 2020 Contracts are finalized and routed for signatures. Effective date of contract varies; please check with your assigned program manager for details.	October 1, 2019
Annual Highway Safety Planning Meeting.	October 30-31, 2019

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

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

Montana partners with other agencies to ensure a more comprehensive data set. Some of these include:

Fatality Analysis Reporting System (FARS – Federal Government)

Census Data (Montana Department of Commerce)

Citation and Conviction Data (Montana Supreme Court)

Department of Public Health and Human Services Data

Seatbelt and Other Observational and Self-Reporting Studies and Evaluations (Various entities)

NHTSA Data

Office of Public Instruction Youth Data

Board of Crime Control Data (Department of Justice)

Motor Vehicle Information/Drivers’ Records (Department of Justice)

Other information and data from governmental and private sector safety organizations

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

Processes Participants

Many stakeholders participate in the development and implementation of the HSP. Members from the Executive Leadership Team (ELT), the Advisory Committee and the emphasis areas play a critical role in meeting the strategies contained in the CHSP and used for the HSP development. These partners attend the Annual Comprehensive Highway Safety Strategic Planning Meeting to review data and provide input when selecting goals and strategies to combat the most urgent traffic safety issues. Some of the partners include:

Federal Partners	Tribal Governments
Federal Highway Administration	Tribal Leaders
National Highway Traffic Safety Administration	Tribal Transportation Planners
Bureau of Indian Affairs	Safe On All Roads Coordinators
Indian Health Services	Tribal Law Enforcement
MT Dept of Public Health amp Human Services	Tribal Health Department
Chronic Disease amp Health Promotion Office	MT/WY Tribal Leaders
Emergency Medical Services amp Trauma Systems	Other traffic safety advocates
Addictive amp Mental Disorders Division, Chemical Dependency Bureau	Child Passenger Safety Techs/Instructors
Injury Prevention Program	Governor’s Office of Indian Affairs
MT Dept of Justice	Insurance Agencies
Montana Highway Patrol	Local DUI Task Forces

Attorney General Representative	Media Contractors
Montana Board of Crime Control	Montana Association of Counties
Motor Vehicle Division	MT Sheriffs amp Peace Officers Association
Records and Driver Control	Mothers Against Drunk Driving
Crime Lab	Motorcycle Rider Safety Representatives
MT Office of Court Administrator (DUI Courts)	NHTSA Region 10 Office
State Drug Court Coordinator	WorkSafeMT
MT Office of Public Instruction	Universities and Colleges
Driver Education Montana Behavioral Initiative Driver Education Montana Behavioral Initiative	Family, Career amp Community Leaders of America (FCCLA)
MT Department of Corrections	MT Department of Transportation
MT Department of Revenue	Governor's Rep for Highway Safety
Liquor Control and Education	Director's Office
Police amp Sheriff's Departments	Motor Carrier Services
	Engineering
	Planning
	Information Services
	State Highway Traffic Safety Section

Below are some of the highlights of those partners that are critical in developing and implementing MDT's traffic safety strategies.

Montana Highway Patrol

Montana Highway patrol covers 147,000 square miles of Montana roadways and employs 246 officers. They have jurisdiction in all political subdivisions of the state. Funding is provided to MHP for a variety of law enforcement related projects that are proven effective countermeasures and strategies contained in the CHSP.

The projects are below.

Safety Enforcement Traffic Team (SETT) – This team consists of six troopers dedicated to traffic safety. Their priority is to assist local law enforcement agencies with traffic safety issues during local high-risk events. They provide full statewide law enforcement coverage.

Selective Traffic Enforcement Program (STEP) – Provides funding for overtime shifts to each MHP district to enforce traffic safety. Again, this provides Montana with statewide coverage.

Traffic Safety Resource Officer (TSRO) – Provides a variety of training to law enforcement officers to include SFST, ARIDE and DRE programs as well as coordinating the Mobile Impaired Driving Assessment Center.

24/7 Program – Recruits new counties to participate in the 24/7 program. Also provides technical assistance to counties that are currently participating in the program.

State and Local DUI Courts

MDT supports two state DUI courts (7th and 13th Judicial) and three local courts (Butte-Silver Bow County, Hill County, and Missoula County). In addition, partial funding is provided each year for DUI Court training on a request basis.

Local Law Enforcement

Local law enforcement agencies support Montana's traffic safety program with traffic safety overtime patrols. During 2020, Montana proposes to fund 17 local agencies and two tribal agencies. Between these agencies, over 61% of Montana's population will be impacted by this project. These agencies are integral in improving traffic safety at a local level in a manner consistent with the culture of the community. Additionally, mini-grants are provided to local law enforcement agencies for high visibility events and sustained efforts during the year that will increase coverage throughout the state.

Family Career and Community Leaders of America (FCCLA)

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

Utilizing that partnership as a building block for moving our teen program forward, MDT has been successful in expanding and leveraging the program. FCCLA has many rural area districts that will be a great venue for providing information to the target audience.

Northern Tribes DUI Task Force

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

Description of Highway Safety Problems

Montana uses a data-driven approach to identify traffic safety problems by analyzing crash data. The Montana Highway Patrol (MHP) is responsible for all crash data in the state. MHP transfers the crash data to the MDT Safety Information Management System (SIMS) program. MDT uses the SIMS to analyze the crash data. SHTSS's Data Research Analyst is an end-user of the system with full access to the SIMS data. The analyst reviews fatality and serious injury trends for each NHTSA core performance measure to determine where resources should be focused.

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

Although MDT SHTSS relies heavily on the crash data through MHP, there have been significant strides to expand the data collection. During 2017-2019, MDT has been collaborating with the Department of Public Health and Human Services (DPHHS) and DOJ Judicial services. DPHHS is working to gather EMS data from rural area EMS Responders with regard to crash outcomes. In addition, Judicial Services has been compiling information on DUI citations and outcomes to better understand the impaired driving problem in Montana. This information is compiled using Montana Highway Patrol and the Board of Crime Control numbers. The data is provided on-line from MHP and provided directly in hard copy from the Board of Crime Control. It has been provided to SHTSS staff for analysis and inclusion in the annual problem identification.

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

	Fatalities		Serious Injuries		Fatalities and Serious Injuries	
Performance Measure	2013-2017 Average	Percentage of Total	2013-2017 Average	Percentage of Total	2013-2017 Average	Percentage of Total
Statewide Total	204	100%	927	100%	1130	100%
Impaired Driver Involved	76	37%	306	33%	382	34%
Unrestrained Vehicle Occupant	100	49%	269	29%	369	33%
Speed as a Factor	68	33%	183	20%	251	22%
Drivers 65 and older (18%)*	40	20%	153	17%	193	17%
Drivers 25 and younger (16%)*	58	28%	311	34%	370	33%
Motorcyclists	24	12%	133	14%	158	14%
Pedestrians	15	7%	32	3%	48	4%
Bicyclists	2	1%	23	2%	25	2%
Native Americans**	37	18%				

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

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

As shown, the majority of Montana’s fatalities are a result of impaired driving, unrestrained occupants or teen drivers (discussed in Section 6. Occupant Protection, Section 8. Impaired Driving and Section 13. Teen Drivers). These issues remain a traffic safety focus.

Below represents the age and gender of the passengers involved in fatal crashes over the last ten years.

Montana's Roadway Fatalities by Age	Age Range	2008	2009	2010	2011	2012	2013	2014	2015	2016
2017	0-14	11	11	10	6	7	4	8	5	7

9	15-20	31	33	32	23	24	21	23	31	17
20	21-30	51	39	38	45	49	56	45	53	36
33	31-40	33	40	23	31	32	25	29	29	33
47	41-50	31	28	20	31	28	37	25	29	21
20	51-60	32	28	26	35	33	37	29	32	35
21	61-70	20	18	25	18	18	21	14	27	22
18	71+	19	23	18	22	14	28	19	18	19

Montana Roadway Fatalities by Gender		2008	2009	2010	2011	2012	2013	2014	2015	2016
2017	Male	156	150	123	137	145	153	126	144	133
116	Female	74	72	69	74	60	76	66	79	57
70	Total	230	222	192	211	205	229	192	223	190

Other than teens and Native Americans, Montana has identified male drivers aged 18-34 as the target audience for traffic safety messaging. The data above shows that between 2008 and 2017 the number of fatalities for ages of 15-40 represented 49% of all fatalities and of those 70% were male adding validity to the male focused MDT program.

In addition to the crash data described above, Montana partners with other agencies to ensure a more comprehensive data set. Some of these include:

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Census Data (Montana Department of Commerce)

Citation and Conviction Data (Montana Supreme Court)

Department of Public Health and Human Services Data

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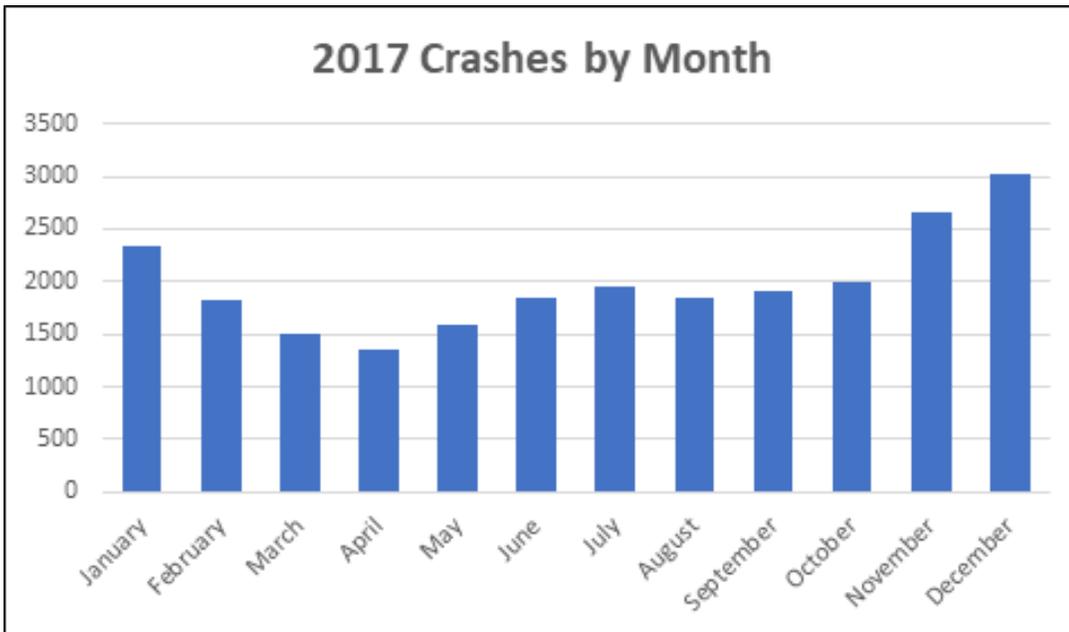
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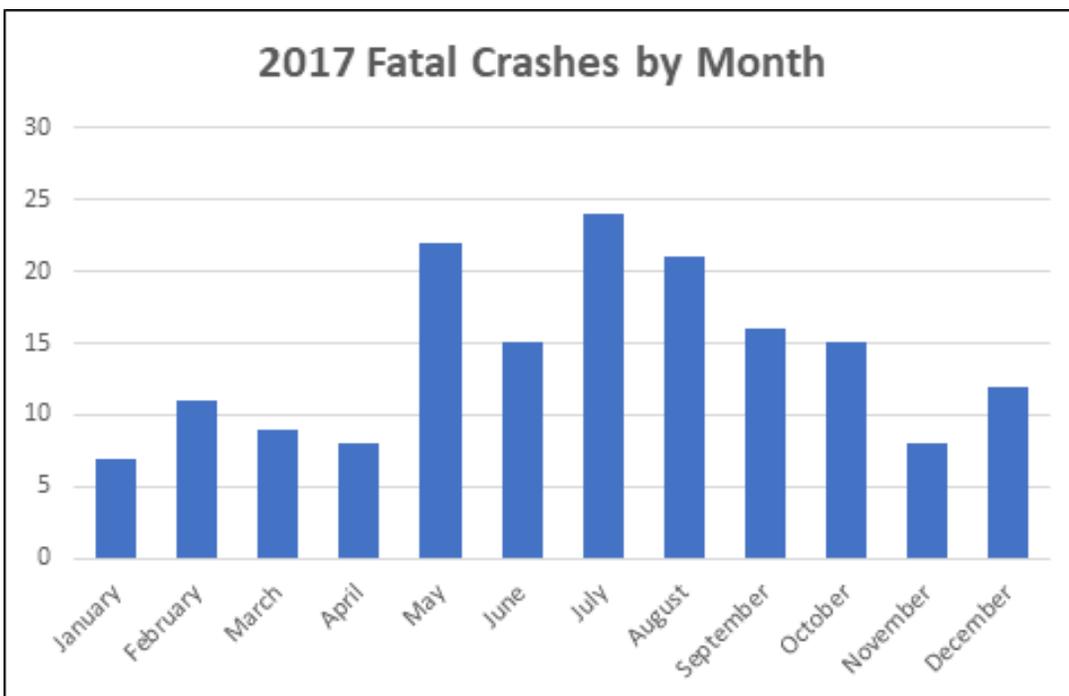
Montana is in the northwest corner of the Nation, a neighbor of Canada. The 2018 census estimate for 2018 is 1,062,305 with 6.7% being Native American, 3.8% being Hispanic and two or more races representing 2.8%. There are 75,008 miles of public roads with 12,946 on the state highway system; 12,946 or approximately 18% maintained by MDT. The rest are maintained by local municipalities, Tribal governments and other entities.

During 2018 there were 808,825 registered drivers and 2,902,979 registered vehicles. Drivers over age of forty make up over 64% of all drivers.

Because of winter weather challenges, crashes tend to increase during those months. Months with the highest number of crashes are November, December and January as shown below.



Although winter months produce a large number of crashes, most of the fatalities occur during the warmer weather (May – October). As weather improves more drivers are on Montana’s roadways. In addition, there is an influx of out-of-state travelers. Per the University of Montana’s Institute for Tourism and Recreation, approximately 12.2 million nonresidents visited Montana in 2018 which significantly impacts driving conditions. Fatalities by month are shown below.



Montana has the highest percent of rural vehicle miles travelled in the nation. NHTSA has recognized that the combination of rural roads and speeding increases the likelihood of a fatal crash, which explains, in part, why

Montana has one of the highest fatality rates.

The chart below shows crashes by county for 2017. These are ranked by the crash rate in each county per 100K population. For example, if Madison county had 100,000 citizens, at the current crash rate, they would see 12,059 crashes per year. This shows the risk for drivers living in more rural areas as the top 9 riskiest communities have a population of less than 12,000.

Total Crashes by County - 2017	County	Population	Total Crashes	Fatal Crashes	Total Injuries	Crash Numbers per 100K Population	Fatal Crashes
Total Injuries	MADISON	1,700	205	4	60	12,059	235
3,529	MINERAL	4,184	373	2	104	8,915	48
2,486	TREASURE	692	44	2	17	6,358	289
2,457	PRAIRIE	1,182	66	2	25	5,584	169
2,115	POWELL	6,858	363	4	112	5,293	58
1,633	GRANITE	3,368	167	1	60	4,958	30
1,781	SWEET GRASS	3,623	166	1	43	4,582	28
1,187	JEFFERSON	11,853	467	3	122	3,940	25
1,029	JUDITH BASIN	1,940	64	0	15	3,299	0
773	LEWIS and CLARK	67,282	1,949	10	590	2,897	15
877	POWDER RIVER	1,746	48	1	11	2,749	57
630	BROAD WATER	5,747	156	4	60	2,714	70
1,044	CASCADE	81,755	2,211	6	583	2,704	7
713	STILLWATER	9,406	243	2	77	2,583	21
819	MISSOULA	116,130	2,905	16	905	2,502	14
779	RICHLAND	11,482	282	2	42	2,456	17
366	DAWSON	9,327	229	4	44	2,455	43
472	FLATHEAD	98,082	2,359	12	675	2,405	12
688	WIBAUX	1,093	25	0	9	2,287	0

823	PETROLEUM	789	18	0	9	2,281	0
1,141	SANDERS	11,534	263	3	76	2,280	26
659	PHILLIPS	4,133	94	2	25	2,274	48
605	SILVERBOW	34,553	778	5	167	2,252	14
483	MEAGHER	1,827	41	1	19	2,244	55
1,040	FERGUS	11,413	252	1	60	2,208	9
526	PARK	16,114	353	3	72	2,191	19
447	YELLOWSTONE	158,439	3,457	12	1,424	2,182	8
899	GALLATIN	104,502	2,181	9	613	2,087	9
587	CARBON	10,460	218	2	102	2,084	19
975	TETON	6,056	126	0	34	2,081	0
561	LAKE	29,758	612	9	231	2,057	30
776	HILL	16,542	329	5	48	1,989	30
290	WHEATLAND	2,117	42	0	7	1,984	0
331	BEAVERHEAD	9,401	183	3	48	1,947	32
511	TOOLE	4,977	96	0	23	1,929	0
462	RAVALLI	42,088	790	1	226	1,877	2
537	VALLEY	7,539	131	3	47	1,738	40
623	CHOUTEAU	5,759	95	3	38	1,650	52
660	PONDERA	6,084	99	0	30	1,627	0
493	LINCOLN	19,259	310	2	117	1,610	10
608	MUSSEL SHELL	4,589	70	0	34	1,525	0
741	GOLDEN VALLEY	831	12	0	4	1,444	0
481	CUSTER	11,924	148	0	35	1,241	0
294	ROSEBUD	9,287	115	3	41	1,238	32
441	BIG HORN	13,343	165	11	80	1,237	82
600	GARFIELD	1,310	16	1	8	1,221	76
611	ROOSEVELT	11,305	122	3	80	1,079	27
708	DEER LODGE	9,085	90	2	36	991	22

396	SHERIDAN	3,648	36	1	13	987	27
356	GLACIER	13,694	131	6	75	957	44
548	CARTER	1,203	10	0	9	831	0
748	LIBERTY	2,409	19	1	6	789	42
249	BLAINE	6,601	51	0	13	773	0
197	FALLON	3,120	20	0	5	641	0
160	DANIELS	1,755	11	0	5	627	0
285	MCCONNELL	7,924	23	0	10	290	0

Methods for Project Selection

MDT State Highway Traffic Safety Section has been using the Montana Grants and Loan System (Webgrants), an electronic grants system, for the last three years. Improvements have been made each year since the implementation to increase the scope of the system. Through Webgrants, sub-recipients can apply for grants, monitor grants, submit claims, review budget and a number of other activities to oversee their traffic safety grant. SHTSS can review applications, determine the eligibility through a scoring metrics, award grants and monitor the grant from inception to close out.

To notify potential applicants of the funding opportunity, SHTSS launches the next cycle of funding during the CHSP annual meeting. This meeting is held in October and provides five-months' notice of the opportunity before applications are due on March 1 of the following year.

In addition to that kick-off at the CHSP meeting, SHTSS staff continually provide application information to known stakeholders through email, presentations at traffic safety meetings and outreach to other traffic safety professionals who have strategies similar to those outlined in the CHSP. Information is also provided through the quarterly newsletter, Newslines, published and delivered to all known transportation stakeholders and posted on-line.

After the March 1 deadline to submit applications, SHTSS will begin the review process. The application will first be analyzed to determine if it is an eligible project, meets the federal requirements for traffic safety funding, is in support of the CHSP strategies developed by the strategic partners and is based on evidence-based countermeasures. If it is determined that the project is ineligible, the applicant will be notified, in writing, and provided a reason for the disqualification.

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

How they align with the strategies in the CHSP (5 points);

Identification of the problem based on the applicant's review of the data (20 points);

What the long-range goal is and how it can further the goals of the CHSP (5 points);

What are the objectives and are they appropriate for meeting the goal of the project (30 points);

Is there a clear method for evaluating the impact of the project (20 points);

Does the applicant have a plan to sustain the project into the future (10 points);

The detail provided in the budget (10 points); and

Past performance (if applicant has had previous grants) (15 points).

MDT SHTSS funds projects with the intent that those projects will assist in meeting Montana's traffic safety goals as established in NHTSA Core Performance Measures. Each project must have a specific outcome that contributes to the overall state traffic safety program. (Outcomes for each project are listed in the appropriate sections of this document.).

Unsuccessful applicants will be notified in writing outlining the reasons for the denial.

List of Information and Data Sources

Montana partners with other agencies to ensure a more comprehensive data set. Some of these include:

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Description of Outcomes

Coordination with the Comprehensive Highway Safety Plan

Montana ensures that there is coordination with the Highway Safety Plan, the Comprehensive Highway Safety Plan (CHSP) and the Highway Safety Improvement Plan to set specific goals for certain traffic safety issues.

These plans contain the same traffic safety information, data, problem identification, etc. During the CHSP annual meeting, all participants establish the highway safety problems, review the performance targets, develop and select evidence-based countermeasure strategies and projects through the analysis of various data sources used in the development for all three plans. The SHTSS data Research Analyst compiles the data for review and analysis.

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

The update will include compiling and analyzing crash, roadway, and traffic data for all public roads and transportation modes. Analysis will include trend analysis, analysis of contributing factors, crash location, and other data and information applicable to the assessment of transportation safety issues on Montana roadways.

Data analysis will be used to make informed decisions about emphasis areas, strategies, objectives, actions, and

performance criteria.

As stated in the CHSP, Montana's long-range highway traffic goals and priorities are defined as: 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.

The targets established in the CHSP for 2020 are:

182.2 Total Fatalities

1.399 Fatality Rate based on Vehicle Miles Traveled

860.4 Serious Injuries

6.608 Serious Injury Rate based on Vehicle Miles Traveled

74.2 Non-Motorized Fatalities and Serious Injuries (ten-year trend)

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

The baseline for these rates was established in 2014. The baseline established for fatalities is 203; fatality rate baseline is 1.66 VMT; serious injury baseline is 990; and the serious injury rate baseline is 8.1 VMT.

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

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

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

Safety Culture – Collaborate across agencies, organizations and the public to increase the safety culture and promote the institutionalization of Vision Zero.

The specific emphasis areas established include:

Roadway Departure and Intersection Crashes;

Impaired Driving; and

Occupant Protection.

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

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

Provide leadership and collaboration addressing statewide highway safety needs.

Prioritize and institutionalize Vision Zero across agencies.

Commit resources to implement statewide highway safety initiatives.

Identify and remove barriers within and between agencies to achieve Vision Zero.

Incorporate common CHSP safety strategies and initiatives into agency plans and policies.

Delegate appropriate staff to participate actively in the implementation of strategies and safety efforts.

Serve as Montana's Statewide Impaired Driving Task Force as required by 23 CFR 1300.23

Members of the executive leadership team include the Governor's Representative for Highway Safety as well as leaders for other state agencies to include: Governor's Office, Office of Indian Affairs, Legislative representatives, Montana Department of Transportation, Attorney General, Montana Highway Patrol, 13th Judicial Court, Department of Corrections, Court Administrator's Office, Office of the State Public Defender, Office of Public Instruction, Department of Revenue, Department of Public Health and Human Services, Montana Sheriff's and Peace Officers Association, Montana Association of Counties, Montana Leagues of Cities and Towns and the Federal Highway Administration. The full membership list is contained in the Executive Leadership Team Charter which can be viewed on-line.

The Executive Leadership Team (ELT) is the designated Impaired Driving Task force that has statewide authority outlined in the ELT Charter. This group meets yearly to review and approve the CHSP, Impaired Driving Assessment and the work plan for the coming year. This was completed during their meeting on May 9, 2019.

The Grants Bureau Chief and the Highway Traffic Safety Supervisor serve on the Technical Advisory Committee. The Advisory Committee also meets annually and focuses on developing strategies to implement during the year. Committee members include many federal, state, local and tribal safety stakeholders. Also included are other private stakeholders to include Bike Walk Montana, and members from the Metropolitan Planning Offices. The full membership list is located at

<https://www.mdt.mt.gov/visionzero/docs/chsp/SafetyPartnersByAgencies.pdf>.

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

Establish quantifiable safety-related goals, objectives, and performance measures relevant to travel on Montana's highways;

Address issues at all levels of jurisdiction with specific attention to local and tribal entities;

Establish a mechanism for interagency coordination and develop the necessary partnering processes;

Identify candidate safety strategies and evaluate their potential benefits, costs, and ability to attain performance objectives;

Establish a process for prioritizing identified strategies based on their likely benefits relative to the identified safety goals and objectives; and

Develop a strategic implementation plan, including action items for deployment in MDT's plans and programs as well as by other partnering agencies with roles in highway safety. This implementation plan is defined in the Annual Element of the CHSP.

Montana conducted its annual Statewide Transportation Meeting on October 10 and 11, 2018. Over one hundred SHTSS safety stakeholder partners assessed Montana's progress toward meeting the targets and long-range goals. Activities included:

Data review of each emphasis area to assess the impacts of our cumulative efforts

Discussion and development of strategies and activities for each emphasis area

Training SHTSS's subrecipients on policies and procedures to manage grants

Throughout the year, the emphasis area work groups meet to discuss progress on the strategies as outlined in the CHSP. Membership in the emphasis areas consist of a variety of safety stakeholders throughout the state. Click here for more information on the CHSP.

Performance report

Progress towards meeting State performance targets from the previous fiscal year's HSP

Sort Order	Performance measure name	Progress
1	C-1) Number of traffic fatalities (FARS)	Not Met
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	Not Met
3	C-3) Fatalities/VMT (FARS, FHWA)	Met
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Met
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	Met
6	C-6) Number of speeding-related fatalities (FARS)	Met
7	C-7) Number of motorcyclist fatalities (FARS)	Met
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Met
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Met
10	C-10) Number of pedestrian fatalities (FARS)	Not Met
11	C-11) Number of bicyclists fatalities (FARS)	Not Met
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Met
13	0-1) Native American Fatalities	Not Met

Performance Measure: C-1) Number of traffic fatalities (FARS)

Progress: Not Met

Program-Area-Level Report

The target (five-year average) for traffic fatalities was 193 for 2017. The five-year average was 204 in 2017. There were 186 fatalities in Montana during 2017. There were 4 fewer fatalities during 2017 than 2016, decreasing from 190 in 216 to 186. This was the lowest number of fatalities in the last ten years. Fatalities continue to decline, and preliminary numbers indicate 2018 will have fewer fatalities than 2017. This target is set through the CHSP and is a very aggressive goal given the number of fatalities Montana has been experiencing each year. The 2020 five-year average goal established in the CHSP is 172. However, if Montana continues to see the declines that have occurred during the last few years, this target will not be out of reach. MDT feels that performance from activities such as increased seat belt and impaired citations, an effective statewide communications plan and continued support of DUI Courts support achieving the 2020 goal.

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: Not Met

Program-Area-Level Report

The target for serious injuries was 925 for 2017. The five-year average was 927 in 2017. During 2017, there were 731 serious injuries. Although the target was not met, this is a 12% reduction from 2016, where there were 835 serious injuries. The 2020 goal of 796 is established through the CHSP process and initially appeared to be an aggressive target. However, given the recent downward trend Montana is on track to meet the goal. MDT feels that performance from activities such as increased seat belt and impaired citations, an effective statewide communications plan and continued support of DUI Courts support achieving the 2020 goal.

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Progress: Met

Program-Area-Level Report

The target for fatalities/VMT was 1.84 in 2019. The fatalities rate for VMT was 1.47 during 2017. This was a decrease from 2016, when the rate was 1.51 and is the lowest rate in Montana for the last ten years. This goal is also established through the CHSP process and a long-term 2020 goal of 1.28. Given current trend this goal could be challenging to meet. MDT feels that performance from activities such as increased seat belt and impaired citations, an effective statewide communications plan and continued support of DUI Courts support achieving the 2018 target. MDT feels that performance from activities such as increased seat belt and impaired citations, an effective statewide communications plan and continued support of DUI Courts support achieving the 2020 goal.

Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: Met

Program-Area-Level Report

The target for unrestrained passenger vehicle occupants fatalities was 109 for 2017. The five-year average was

100 for 2017. Unrestrained fatalities decreased by 8% from 2016. There was a total of 86 unrestrained fatalities, which is the lowest during the last ten years. Given the current trend, Montana is on target to reach the 2020 five-year average goal of 98. A primary seat belt bill was introduced in the 2017 and 2019 legislature but failed to pass. MDT feels that performance from activities such as increased seat belt citations, a new effective statewide occupant protection media plan and support of Buckle Up and SOAR programs support achieving the 2020 goal.

Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: Met

Program-Area-Level Report

The target for impaired driving fatalities was 89 for 2017. The five-year average was 76. In 2017, Montana had a significant decrease in impaired driving fatalities. There were 56 fatalities compared to 84 in 2016, representing a 33% decrease. This is the lowest number of impaired driving fatalities during the last ten years. The trend continues down and Montana is confident that the 2020 goal of 85 is attainable. MDT feels that performance from activities such as increased DUI citations, an additional DUI Court increasing that to five courts throughout the state, a statewide impaired driving media plan and support of local DUI Task Forces support achieving the 2020 goal.

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Progress: Met

Program-Area-Level Report

The target for speed-related fatalities was 81 in 2017. The five-year average was 68 in 2017. The number of speeding fatalities continues to decrease. The total fatalities dropped from 61 in 2016 to 59 in 2017, a 4% decrease, following a 33% decrease in 2016. 2017, with 59 speeding fatalities, is the second lowest number since 2014 when there were 52. After peaking at 91 in 2015, fatalities in this area have continued to decrease significantly. MDT feels that performance from activities such as high visibility and sustained enforcement activities, media placement during National Mobilizations and other at-risk times around the state support achieving the 2020 goal.

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Progress: Met

Program-Area-Level Report

The target for motorcyclist fatalities was 30 in 2017. The five-year average was 24 in 2017. Montana had 23 total motorcycle fatalities during 2017. While this is a slight increase over 2016, the five-year average of 30 was met. After peaking in 2013 with 35 fatalities, Montana has seen decreases in this area and will be able to meet the 2020 goals should this trend continue. MDT feels that performance from activities such as support for the Montana Motorcycle Rider Safety training and a statewide media campaign during Motorcycle Awareness month support achieving the 2018 target

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: Met

Program-Area-Level Report

The 2017 target for unhelmeted motorcyclist fatalities was 19 in 2017. The five-year average was 16 in 2017. The number of unhelmeted fatalities increased slightly from 2016 by two for a total of 14. Montana does not have a helmet law which tends to contribute to the large number of unhelmeted fatalities. However, the trend is declining, and it puts Montana on target with meeting the 2020 goal of 17. MDT feels that performance from activities such as support for the Montana Motorcycle Rider Safety training and a statewide media campaign during Motorcycle Awareness month support achieving the 2020 goal.

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: Met

Program-Area-Level Report

The 2017 target for drivers age 20 or younger involved in fatal crashes was 27 in 2017. The five-year average was 26 in 2017. Based on the trend line MDT anticipates reaching our 2018 Target of 27. This is based on the trend line that shows a consistent downward trend and in 2017 data shows the Drivers Age 20 of younger accounted for 25 fatalities. MDT feels that performance from activities such as expansion of the Teen Peer-to-Peer Traffic Safety project and community coalitions reaching out to this demographic support achieving the 2020 goal.

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Progress: Not Met

Program-Area-Level Report

The target for pedestrian fatalities was 14 for 2017. The five-year average was 15. During 2017, there were 14 pedestrian fatalities in Montana, up by three over 2016. After peaking in 2013 at 24, pedestrian fatalities have continued to decline making the 2020 goal of 13 attainable. MDT feels that with an emphasis on pedestrian and bicycle paths during new construction and re-construction of the roadway, including construction of bike/ped paths, these non-motorized fatalities will begin to reduce .

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Progress: Not Met

Program-Area-Level Report

The target for bicycle fatalities was 1 for 2017. The 2017 five-year average was 2. Historically, MDT reports 0 or 1 bicycle fatality per year. Although that is too many, it has been determined that this is not a traffic safety priority for the state. MDT feels that with an emphasis on pedestrian and bicycle paths during new construction and re-construction of the roadway, including construction of bike/ped paths, these non-motorized fatalities will begin to reduce.

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: Met

Program-Area-Level Report

The target for the observed seat belt use rate was 77.6%. The use rate was 86.6 in 2018. MDT continues to work toward increasing seat belt use. The 2018 observed seat belt survey showed a substantial increase of 9.8%, going from 78.2 in 2017 to 86.6% in 2018. Since 2014 when the usage rate was 74%, seat belt use has been slowly increasing. This considerable jump in usage rates puts Montana on track to meet the 2020 goal of 77.7%.

Performance Measure: 0-1) Native American Fatalities

Progress: Not Met

Program-Area-Level Report

The target for Native American fatalities was 33 for 2017. The five-year average for 2017 was 36. Native American fatalities decreased by 10 fatalities in 2017 from 2016 with 31 fatalities compared to 41 in 2016. This is a 24% decrease. Even with this decrease, Native Americans represented approximately 16% of all Montana fatalities with Native American population approximately 6.7%. However, impaired driving fatalities reduced from 59% in 2016 to 48% during 2017. In addition, unrestrained fatalities decreased from 76% in 2016 to 65% during 2017. MDT feels that performance from activities such as the Tribal educational program (Safe On All Roads), The Northern Tribes DUI Task Force, Tribal step programs and the use of checkpoints in these communities will assist Montana in achieving the goal.

Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	182.2
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	860.4
3	C-3) Fatalities/VM T (FARS, FHWA)	5 Year	2016	2020	1.399
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2016	2020	98

5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2016	2020	89
6	C-6) Number of speeding-related fatalities (FARS)	5 Year	2016	2020	81
7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	30
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	19
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2016	2020	27
10	C-10) Number of pedestrian fatalities (FARS)	5 Year	2016	2020	14
11	C-11) Number of bicyclists fatalities (FARS)	5 Year	2016	2020	1
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2020	2020	77.7
13	0-1) Native American Fatalities	5 Year	2016	2020	33

Performance Measure: C-1) Number of traffic fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2020	Numeric	182.2	5 Year	2016

Performance Target Justification

Performance measures for annual fatalities, VMT fatalities, serious injuries and VMT serious injuries are set during the HSP/CHSP meeting. Cambridge Systematics assisted in the development of the CHSP goals that are incorporated into the HSP. The HSP/CHSP Advisory Committee plays a significant role in reviewing data and recommending target-setting methodology. These safety performance targets are based on a five-year rolling average of the crash trend data.

The following targets have been set through the CHSP process and SHTSS federal regulation require these are consistent with the targets for the HSP.

No more than 172 annual fatalities by 2020, which is an annual reduction of 2.7% (five fewer fatalities 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% per year;

Nor more than 796 serious injuries by 2020, a 3.6% annual reduction; and

Serious injury rate of 5.9 serious injuries per 100 million VMT, a reduction of 5.1% per year.

In addition, through the FAST Act, the CHSP must set goals for non-motorized traffic fatalities. This goal is:

No more than 74.2 non-motorized fatalities and serious injuries by 2020

To set performance targets for other NHTSA required performance measures, MDT relies on crash data housed at the Montana Highway Patrol. This agency is responsible for all crash data for the state. Crash data is reviewed to determine factors that contributed to the cause of the crash. The Safety Information Management System (SIMS) was updated in 2014 and allows for a more consistent and accurate dataset. SIMS allows for integration of crash data with roadway infrastructure, courts, driving licensing and medical outcomes. With this system, MDT can provide data to local jurisdictions developing a Transportation Safety Plan.

After analysis of the data, MDT utilizes a five-year rolling average, as required by the FAST Act, to set targets for NHTSA core performance measures. The data used for analysis is based on the last ten-year period to develop a trend line and determine the slope of that trend line. This results in an average percentage decline/incline for each performance measures. This is then used to set annual performance targets and long-range goals. If the slope is inclining, MDT's target is set to maintain current levels. This methodology is presented to all traffic stakeholders during the annual HSP/CHSP meeting for concurrence or other input regarding the target setting process.

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	Numeric	860.4	5 Year	2016

Performance Target Justification

Performance measures for annual fatalities, VMT fatalities, serious injuries and VMT serious injuries are set during the HSP/CHSP meeting. Cambridge Systematics assisted in the development of the CHSP goals that are incorporated into the HSP. The HSP/CHSP Advisory Committee plays a significant role in reviewing data and recommending target-setting methodology. These safety performance targets are based on a five-year rolling average of the crash trend data. The following targets have been set through the CHSP process and SHTSS federal regulation require these are consistent with the targets for the HSP. No more than 172 annual fatalities by 2020, which is an annual reduction of 2.7% (five fewer fatalities 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% per year; Nor more than 796 serious injuries by 2020, a 3.6% annual reduction; and Serious injury rate of 5.9 serious injuries per 100 million VMT, a reduction of 5.1% per year. In addition, through the FAST Act, the CHSP must set goals for non-motorized traffic fatalities. This goal is: No more than 74.2 non-motorized fatalities and serious injuries by 2020 To set performance targets for other NHTSA required performance measures, MDT relies on crash data housed at the Montana Highway Patrol. This agency is responsible for all crash data for the state. Crash data is reviewed to determine factors that contributed to the cause of the crash. The Safety Information Management System (SIMS) was updated in 2014 and allows for a more consistent and accurate dataset. SIMS allows for integration of crash data with roadway infrastructure, courts, driving licensing and medical outcomes. With this system, MDT can provide data to local jurisdictions developing a Transportation Safety Plan. After analysis of the data, MDT utilizes a five-year rolling average, as required by the FAST Act, to set targets for NHTSA core performance measures. The data used for analysis is based on the last ten-year period to develop a trend line and determine the slope of that trend line. This results in an average percentage decline/incline for each performance measures. This is then used to set annual performance targets and long-range goals. If the slope is inclining, MDT's target is set to maintain current levels. This methodology is presented to all traffic stakeholders during the annual HSP/CHSP meeting for concurrence or other input regarding the target setting process.

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2020	Numeric	1.399	5 Year	2016

Performance Target Justification

Performance measures for annual fatalities, VMT fatalities, serious injuries and VMT serious injuries are set during the HSP/CHSP meeting. Cambridge Systematics assisted in the development of the CHSP goals that are incorporated into the HSP. The HSP/CHSP Advisory Committee plays a significant role in reviewing data and recommending target-setting methodology. These safety performance targets are based on a five-year rolling average of the crash trend data.

The following targets have been set through the CHSP process and SHTSS federal regulation require these are consistent with the targets for the HSP.

No more than 172 annual fatalities by 2020, which is an annual reduction of 2.7% (five fewer fatalities 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% per year;

Nor more than 796 serious injuries by 2020, a 3.6% annual reduction; and

Serious injury rate of 5.9 serious injuries per 100 million VMT, a reduction of 5.1% per year.

In addition, through the FAST Act, the CHSP must set goals for non-motorized traffic fatalities. This goal is:

No more than 74.2 non-motorized fatalities and serious injuries by 2020

To set performance targets for other NHTSA required performance measures, MDT relies on crash data housed at the Montana Highway Patrol. This agency is responsible for all crash data for the state. Crash data is reviewed to determine factors that contributed to the cause of the crash. The Safety Information Management System (SIMS) was updated in 2014 and allows for a more consistent and accurate dataset. SIMS allows for integration of crash data with roadway infrastructure, courts, driving licensing and medical outcomes. With this system, MDT can provide data to local jurisdictions developing a Transportation Safety Plan.

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Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020	Numeric	98	5 Year	2016

Performance Target Justification

Performance measures for annual fatalities, VMT fatalities, serious injuries and VMT serious injuries are set during the HSP/CHSP meeting. Cambridge Systematics assisted in the development of the CHSP goals that are incorporated into the HSP. The HSP/CHSP Advisory Committee plays a significant role in reviewing data and recommending target-setting methodology. These safety performance targets are based on a five-year rolling average of the crash trend data.

The following targets have been set through the CHSP process and SHTSS federal regulation require these are consistent with the targets for the HSP.

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Fatality rate of not more than 1.28 fatalities per 100 million vehicle miles traveled (VMT) by 2020, a reduction of 4.3% per year;

Nor more than 796 serious injuries by 2020, a 3.6% annual reduction; and

Serious injury rate of 5.9 serious injuries per 100 million VMT, a reduction of 5.1% per year.

In addition, through the FAST Act, the CHSP must set goals for non-motorized traffic fatalities. This goal is:

No more than 74.2 non-motorized fatalities and serious injuries by 2020

To set performance targets for other NHTSA required performance measures, MDT relies on crash data housed at the Montana Highway Patrol. This agency is responsible for all crash data for the state. Crash data is reviewed to determine factors that contributed to the cause of the crash. The Safety Information Management System (SIMS) was updated in 2014 and allows for a more consistent and accurate dataset. SIMS allows for integration of crash data with roadway infrastructure, courts, driving licensing and medical outcomes. With this system, MDT can provide data to local jurisdictions developing a Transportation Safety Plan.

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Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
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C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	Numeric	89	5 Year	2016
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Performance Target Justification

Performance measures for annual fatalities, VMT fatalities, serious injuries and VMT serious injuries are set during the HSP/CHSP meeting. Cambridge Systematics assisted in the development of the CHSP goals that are incorporated into the HSP. The HSP/CHSP Advisory Committee plays a significant role in reviewing data and recommending target-setting methodology. These safety performance targets are based on a five-year rolling average of the crash trend data.

The following targets have been set through the CHSP process and SHTSS federal regulation require these are consistent with the targets for the HSP.

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Fatality rate of not more than 1.28 fatalities per 100 million vehicle miles traveled (VMT) by 2020, a reduction of 4.3% per year;

Nor more than 796 serious injuries by 2020, a 3.6% annual reduction; and

Serious injury rate of 5.9 serious injuries per 100 million VMT, a reduction of 5.1% per year.

In addition, through the FAST Act, the CHSP must set goals for non-motorized traffic fatalities. This goal is:

No more than 74.2 non-motorized fatalities and serious injuries by 2020

To set performance targets for other NHTSA required performance measures, MDT relies on crash data housed at the Montana Highway Patrol. This agency is responsible for all crash data for the state. Crash data is reviewed to determine factors that contributed to the cause of the crash. The Safety Information Management System (SIMS) was updated in 2014 and allows for a more consistent and accurate dataset. SIMS allows for integration of crash data with roadway infrastructure, courts, driving licensing and medical outcomes. With this system, MDT can provide data to local jurisdictions developing a Transportation Safety Plan.

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Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)-2020	Numeric	81	5 Year	2016

Performance Target Justification

Performance measures for annual fatalities, VMT fatalities, serious injuries and VMT serious injuries are set during the HSP/CHSP meeting. Cambridge Systematics assisted in the development of the CHSP goals that are incorporated into the HSP. The HSP/CHSP Advisory Committee plays a significant role in reviewing data and recommending target-setting methodology. These safety performance targets are based on a five-year rolling average of the crash trend data.

The following targets have been set through the CHSP process and SHTSS federal regulation require these are consistent with the targets for the HSP.

No more than 172 annual fatalities by 2020, which is an annual reduction of 2.7% (five fewer fatalities 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% per year;

Nor more than 796 serious injuries by 2020, a 3.6% annual reduction; and

Serious injury rate of 5.9 serious injuries per 100 million VMT, a reduction of 5.1% per year.

In addition, through the FAST Act, the CHSP must set goals for non-motorized traffic fatalities. This goal is:

No more than 74.2 non-motorized fatalities and serious injuries by 2020

To set performance targets for other NHTSA required performance measures, MDT relies on crash data housed at the Montana Highway Patrol. This agency is responsible for all crash data for the state. Crash data is reviewed to determine factors that contributed to the cause of the crash. The Safety Information Management System (SIMS) was updated in 2014 and allows for a more consistent and accurate dataset. SIMS allows for integration of crash data with roadway infrastructure, courts, driving licensing and medical outcomes. With this system, MDT can provide data to local jurisdictions developing a Transportation Safety Plan.

After analysis of the data, MDT utilizes a five-year rolling average, as required by the FAST Act, to set targets for NHTSA core performance measures. The data used for analysis is based on the last ten-year period to develop a trend line and determine the slope of that trend line. This results in an average percentage decline/incline for each performance measures. This is then used to set annual performance targets and long-range goals. If the slope is inclining, MDT's target is set to maintain current levels. This methodology is presented to all traffic stakeholders during the annual HSP/CHSP meeting for concurrence or other input regarding the target setting process.

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
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C-7) Number of motorcyclist fatalities (FARS)-2020	Numeric	30	5 Year	2016
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Performance Target Justification

Performance measures for annual fatalities, VMT fatalities, serious injuries and VMT serious injuries are set during the HSP/CHSP meeting. Cambridge Systematics assisted in the development of the CHSP goals that are incorporated into the HSP. The HSP/CHSP Advisory Committee plays a significant role in reviewing data and recommending target-setting methodology. These safety performance targets are based on a five-year rolling average of the crash trend data.

The following targets have been set through the CHSP process and SHTSS federal regulation require these are consistent with the targets for the HSP.

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Fatality rate of not more than 1.28 fatalities per 100 million vehicle miles traveled (VMT) by 2020, a reduction of 4.3% per year;

Nor more than 796 serious injuries by 2020, a 3.6% annual reduction; and

Serious injury rate of 5.9 serious injuries per 100 million VMT, a reduction of 5.1% per year.

In addition, through the FAST Act, the CHSP must set goals for non-motorized traffic fatalities. This goal is:

No more than 74.2 non-motorized fatalities and serious injuries by 2020

To set performance targets for other NHTSA required performance measures, MDT relies on crash data housed at the Montana Highway Patrol. This agency is responsible for all crash data for the state. Crash data is reviewed to determine factors that contributed to the cause of the crash. The Safety Information Management System (SIMS) was updated in 2014 and allows for a more consistent and accurate dataset. SIMS allows for integration of crash data with roadway infrastructure, courts, driving licensing and medical outcomes. With this system, MDT can provide data to local jurisdictions developing a Transportation Safety Plan.

After analysis of the data, MDT utilizes a five-year rolling average, as required by the FAST Act, to set targets for NHTSA core performance measures. The data used for analysis is based on the last ten-year period to develop a trend line and determine the slope of that trend line. This results in an average percentage decline/incline for each performance measures. This is then used to set annual performance targets and long-range goals. If the slope is inclining, MDT's target is set to maintain current levels. This methodology is presented to all traffic stakeholders during the annual HSP/CHSP meeting for concurrence or other input regarding the target setting process.

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
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C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	Numeric	19	5 Year	2016
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Performance Target Justification

Performance measures for annual fatalities, VMT fatalities, serious injuries and VMT serious injuries are set during the HSP/CHSP meeting. Cambridge Systematics assisted in the development of the CHSP goals that are incorporated into the HSP. The HSP/CHSP Advisory Committee plays a significant role in reviewing data and recommending target-setting methodology. These safety performance targets are based on a five-year rolling average of the crash trend data.

The following targets have been set through the CHSP process and SHTSS federal regulation require these are consistent with the targets for the HSP.

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Fatality rate of not more than 1.28 fatalities per 100 million vehicle miles traveled (VMT) by 2020, a reduction of 4.3% per year;

Nor more than 796 serious injuries by 2020, a 3.6% annual reduction; and

Serious injury rate of 5.9 serious injuries per 100 million VMT, a reduction of 5.1% per year.

In addition, through the FAST Act, the CHSP must set goals for non-motorized traffic fatalities. This goal is:

No more than 74.2 non-motorized fatalities and serious injuries by 2020

To set performance targets for other NHTSA required performance measures, MDT relies on crash data housed at the Montana Highway Patrol. This agency is responsible for all crash data for the state. Crash data is reviewed to determine factors that contributed to the cause of the crash. The Safety Information Management System (SIMS) was updated in 2014 and allows for a more consistent and accurate dataset. SIMS allows for integration of crash data with roadway infrastructure, courts, driving licensing and medical outcomes. With this system, MDT can provide data to local jurisdictions developing a Transportation Safety Plan.

After analysis of the data, MDT utilizes a five-year rolling average, as required by the FAST Act, to set targets for NHTSA core performance measures. The data used for analysis is based on the last ten-year period to develop a trend line and determine the slope of that trend line. This results in an average percentage decline/incline for each performance measures. This is then used to set annual performance targets and long-range goals. If the slope is inclining, MDT's target is set to maintain current levels. This methodology is presented to all traffic stakeholders during the annual HSP/CHSP meeting for concurrence or other input regarding the target setting process.

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
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C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	Numeric	27	5 Year	2016
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Performance Target Justification

Performance measures for annual fatalities, VMT fatalities, serious injuries and VMT serious injuries are set during the HSP/CHSP meeting. Cambridge Systematics assisted in the development of the CHSP goals that are incorporated into the HSP. The HSP/CHSP Advisory Committee plays a significant role in reviewing data and recommending target-setting methodology. These safety performance targets are based on a five-year rolling average of the crash trend data.

The following targets have been set through the CHSP process and SHTSS federal regulation require these are consistent with the targets for the HSP.

No more than 172 annual fatalities by 2020, which is an annual reduction of 2.7% (five fewer fatalities 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% per year;

Nor more than 796 serious injuries by 2020, a 3.6% annual reduction; and

Serious injury rate of 5.9 serious injuries per 100 million VMT, a reduction of 5.1% per year.

In addition, through the FAST Act, the CHSP must set goals for non-motorized traffic fatalities. This goal is:

No more than 74.2 non-motorized fatalities and serious injuries by 2020

To set performance targets for other NHTSA required performance measures, MDT relies on crash data housed at the Montana Highway Patrol. This agency is responsible for all crash data for the state. Crash data is reviewed to determine factors that contributed to the cause of the crash. The Safety Information Management System (SIMS) was updated in 2014 and allows for a more consistent and accurate dataset. SIMS allows for integration of crash data with roadway infrastructure, courts, driving licensing and medical outcomes. With this system, MDT can provide data to local jurisdictions developing a Transportation Safety Plan.

After analysis of the data, MDT utilizes a five-year rolling average, as required by the FAST Act, to set targets for NHTSA core performance measures. The data used for analysis is based on the last ten-year period to develop a trend line and determine the slope of that trend line. This results in an average percentage decline/incline for each performance measures. This is then used to set annual performance targets and long-range goals. If the slope is inclining, MDT's target is set to maintain current levels. This methodology is presented to all traffic stakeholders during the annual HSP/CHSP meeting for concurrence or other input regarding the target setting process.

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
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C-10) Number of pedestrian fatalities (FARS)-2020	Numeric	14	5 Year	2016
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Performance Target Justification

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclists fatalities (FARS)-2020	Numeric	1	5 Year	2016

Performance Target Justification

Performance measures for annual fatalities, VMT fatalities, serious injuries and VMT serious injuries are set during the HSP/CHSP meeting. Cambridge Systematics assisted in the development of the CHSP goals that are incorporated into the HSP. The HSP/CHSP Advisory Committee plays a significant role in reviewing data and recommending target-setting methodology. These safety performance targets are based on a five-year rolling average of the crash trend data.

The following targets have been set through the CHSP process and SHTSS federal regulation require these are consistent with the targets for the HSP.

No more than 172 annual fatalities by 2020, which is an annual reduction of 2.7% (five fewer fatalities 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% per year;

Nor more than 796 serious injuries by 2020, a 3.6% annual reduction; and

Serious injury rate of 5.9 serious injuries per 100 million VMT, a reduction of 5.1% per year.

In addition, through the FAST Act, the CHSP must set goals for non-motorized traffic fatalities. This goal is:

No more than 74.2 non-motorized fatalities and serious injuries by 2020

To set performance targets for other NHTSA required performance measures, MDT relies on crash data housed at the Montana Highway Patrol. This agency is responsible for all crash data for the state. Crash data is reviewed to determine factors that contributed to the cause of the crash. The Safety Information Management System (SIMS) was updated in 2014 and allows for a more consistent and accurate dataset. SIMS allows for integration of crash data with roadway infrastructure, courts, driving licensing and medical outcomes. With this system, MDT can provide data to local jurisdictions developing a Transportation Safety Plan.

After analysis of the data, MDT utilizes a five-year rolling average, as required by the FAST Act, to set targets for NHTSA core performance measures. The data used for analysis is based on the last ten-year period to develop a trend line and determine the slope of that trend line. This results in an average percentage decline/incline for each performance measures. This is then used to set annual performance targets and long-range goals. If the slope is inclining, MDT's target is set to maintain current levels. This methodology is

presented to all traffic stakeholders during the annual HSP/CHSP meeting for concurrence or other input regarding the target setting process.

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020	Numeric	77.7	Annual	2020

Performance Target Justification

Performance measures for annual fatalities, VMT fatalities, serious injuries and VMT serious injuries are set during the HSP/CHSP meeting. Cambridge Systematics assisted in the development of the CHSP goals that are incorporated into the HSP. The HSP/CHSP Advisory Committee plays a significant role in reviewing data and recommending target-setting methodology. These safety performance targets are based on a five-year rolling average of the crash trend data.

The following targets have been set through the CHSP process and SHTSS federal regulation require these are consistent with the targets for the HSP.

No more than 172 annual fatalities by 2020, which is an annual reduction of 2.7% (five fewer fatalities 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% per year;

Nor more than 796 serious injuries by 2020, a 3.6% annual reduction; and

Serious injury rate of 5.9 serious injuries per 100 million VMT, a reduction of 5.1% per year.

In addition, through the FAST Act, the CHSP must set goals for non-motorized traffic fatalities. This goal is:

No more than 74.2 non-motorized fatalities and serious injuries by 2020

To set performance targets for other NHTSA required performance measures, MDT relies on crash data housed at the Montana Highway Patrol. This agency is responsible for all crash data for the state. Crash data is reviewed to determine factors that contributed to the cause of the crash. The Safety Information Management System (SIMS) was updated in 2014 and allows for a more consistent and accurate dataset. SIMS allows for integration of crash data with roadway infrastructure, courts, driving licensing and medical outcomes. With this system, MDT can provide data to local jurisdictions developing a Transportation Safety Plan.

After analysis of the data, MDT utilizes a five-year rolling average, as required by the FAST Act, to set targets for NHTSA core performance measures. The data used for analysis is based on the last ten-year period to develop a trend line and determine the slope of that trend line. This results in an average percentage decline/incline for each performance measures. This is then used to set annual performance targets and long-

range goals. If the slope is inclining, MDT’s target is set to maintain current levels. This methodology is presented to all traffic stakeholders during the annual HSP/CHSP meeting for concurrence or other input regarding the target setting process.

Performance Measure: 0-1) Native American Fatalities

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
0-1) Native American Fatalities-2020	Numeric	33	5 Year	2016

Performance Target Justification

Performance measures for annual fatalities, VMT fatalities, serious injuries and VMT serious injuries are set during the HSP/CHSP meeting. Cambridge Systematics assisted in the development of the CHSP goals that are incorporated into the HSP. The HSP/CHSP Advisory Committee plays a significant role in reviewing data and recommending target-setting methodology. These safety performance targets are based on a five-year rolling average of the crash trend data.

The following targets have been set through the CHSP process and SHTSS federal regulation require these are consistent with the targets for the HSP.

No more than 172 annual fatalities by 2020, which is an annual reduction of 2.7% (five fewer fatalities 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% per year;

Nor more than 796 serious injuries by 2020, a 3.6% annual reduction; and

Serious injury rate of 5.9 serious injuries per 100 million VMT, a reduction of 5.1% per year.

In addition, through the FAST Act, the CHSP must set goals for non-motorized traffic fatalities. This goal is:

No more than 74.2 non-motorized fatalities and serious injuries by 2020

To set performance targets for other NHTSA required performance measures, MDT relies on crash data housed at the Montana Highway Patrol. This agency is responsible for all crash data for the state. Crash data is reviewed to determine factors that contributed to the cause of the crash. The Safety Information Management System (SIMS) was updated in 2014 and allows for a more consistent and accurate dataset. SIMS allows for integration of crash data with roadway infrastructure, courts, driving licensing and medical outcomes. With this system, MDT can provide data to local jurisdictions developing a Transportation Safety Plan.

After analysis of the data, MDT utilizes a five-year rolling average, as required by the FAST Act, to set targets for NHTSA core performance measures. The data used for analysis is based on the last ten-year period to develop a trend line and determine the slope of that trend line. This results in an average percentage decline/incline for each performance measures. This is then used to set annual performance targets and long-range goals. If the slope is inclining, MDT’s target is set to maintain current levels. This methodology is presented to all traffic stakeholders during the annual HSP/CHSP meeting for concurrence or other input regarding the target setting process.

Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

I certify: Yes

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Seat belt citations: 2994

Fiscal Year A-1: 2018

A-2) Number of impaired driving arrests made during grant-funded enforcement activities*

Impaired driving arrests: 375

Fiscal Year A-2: 2018

A-3) Number of speeding citations issued during grant-funded enforcement activities*

Speeding citations: 7223

Fiscal Year A-3: 2018

Program areas

Program Area: Communications (Media)

Description of Highway Safety Problems

While Montana's is experiencing improvement in annual crash fatalities and serious injuries, there are many challenging issues and Montana continues to rank poorly in the nation for traffic safety. A variety of data sources are used to analyze the highway safety problems which include crash data, traffic citations and convictions, drivers' records, vehicle registrations, road log information, injury prevention, health, and trauma and hospital data. Countermeasure strategies are prioritized based on the significance of the problem as shown through the review of all traffic safety information available. Montana remains a "high" impaired driving state and a "low" seat belt use rate. Statewide media campaigns will assist in educating Montana drivers about the dangers of drinking and driving and the importance of seat belt use. This will assist in meeting the performance targets that have been established.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2019	0-1) Native American Fatalities	2019	5 Year	31.0
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	182.2
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	860.4

2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	98
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	89
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	5 Year	30
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	5 Year	19

Countermeasure Strategies in Program Area

Countermeasure Strategy
ID Media Campaigns
Motorcycle Awareness Campaign
Native American Campaigns
OP Mass Media Campaigns

Countermeasure Strategy: ID Media Campaigns

Program Area: Communications (Media)

Project Safety Impacts

This project will support the impaired driving program. Impaired driving campaigns are intended to reduce the number of impaired drivers on Montana roadways. The impact of this effort is to meet the core alcohol-impaired fatality performance measure of 82 fatalities by 2020. The "Drive Sober or Get Pull Over" campaign will be utilized. In addition, impaired driving campaigns will be implemented throughout the year during non-mobilization timeframes.

Proposed Project Outcome: Assist in reducing impaired driving in an effort to lower fatalities and serious injuries.

Linkage Between Program Area

Montana is a high-range state as designated by NHTSA and remains in the top ten for alcohol-impaired driving fatality rates in the nation, and is generally ranked number 1 or 2. According to NHTSA data, during 2017, 30% of the total fatalities were impaired. However, there were .44 impaired driving related fatalities per 100 million VMT. This is 10% higher than the national average and 30% higher than the best state. SHTSS has allocated funds to assist the efforts to lower impaired driving fatalities through education. Media coverage will

be provided for the required Labor Day Impaired Driving Mobilization and a state wide campaign during the "Deadliest Time of the Year" which is the summer months.

Rationale

Montana relies on NHTSA’s 2017 Countermeasures that Work to determine the best campaign strategies for the program. The countermeasures utilized when for these projects include:

Chapter 1. Alcohol- and Drug-Impaired Driving

5.2 Mass Media Campaigns

In addition, this project ties directly to the strategies contained in the Comprehensive Highway Safety Plan for impaired driving which are:

CHSP Emphasis Area: Impaired Driving

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

Implementation Steps:

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
HREvents	Media for Short Term Enforcement at High Risk Events
ID MEDIA	Labor Day Media Campaign
IDSC	Impaired Driving Summer Campaign
IDYR	Impaired Driving Year Round Campaigns

Planned Activity: Media for Short Term Enforcement at High Risk Events

Planned activity number: HREvents

Primary Countermeasure Strategy ID:

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.

Planned Activity Description

This campaign will support short-term high visibility efforts during events that have be proven to be at-risk for impaired driving and unrestrained occupants. There are various events throughout the state that are at-risk events and projects are selected based on analysis of the data for the specific community.

Intended Subrecipients

Wendt Agency

Countermeasure strategies

Countermeasure Strategy
ID Media Campaigns
OP Mass Media Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving High	405d High Paid/Earned Media (FAST)	\$78,500.00	\$0.00	
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	\$44,000.00	\$0.00	\$17,600.00

Planned Activity: Labor Day Media Campaign

Planned activity number: ID MEDIA

Primary Countermeasure Strategy ID:

Planned Activity Description

This project includes development and distribution of public information and education material on impaired driving. High visibility enforcement campaigns are publicized through both earned and paid media including but not limited to, press releases, radio, television, and social media before, during, and after enforcement overtime activities. MDT will use the "Drive Sober or Get Pulled Over" message.



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 FFY2020.

MDT will continue to provide media during the during Labor Day Mobilization in support of law enforcement. A law enforcement officer will be recruited to record the statewide radio message and local STEP law enforcement officers are encouraged to record the mobilization messages for a local voice.

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

Intended Subrecipients

Wendt Agency.

Countermeasure strategies

Countermeasure Strategy
ID Media Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-PM	164 Paid Media	\$106,500.00		\$0.00

Planned Activity: Impaired Driving Summer Campaign

Planned activity number: IDSC

Primary Countermeasure Strategy ID:

Planned Activity Description

This campaign will run June, July and August, which are the deadliest months of the year for Montana. This will be a driver sober campaign that will use a variety of media sources to include newspaper, radio, social media, and press releases.

Intended Subrecipients

Wendt Agency

Countermeasure strategies

Countermeasure Strategy
ID Media Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-PM	164 Paid Media	\$86,000.00		\$0.00
2020	FAST Act 405d Impaired Driving High	405d High Paid/Earned Media (FAST)	\$14,000.00	\$0.00	

Planned Activity: Impaired Driving Year Round Campaigns

Planned activity number: IDYR

Primary Countermeasure Strategy ID:

Planned Activity Description

In addition to the Labor Day and Summer Campaigns, Montana will provide year round impaired driving campaigns during high-risk times. Some of these will include college football games, holiday and basketball seasons.

Intended Subrecipients

Wendt Agency

Countermeasure strategies

Countermeasure Strategy
ID Media Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving High	405d High Paid/Earned Media (FAST)	\$100,000.00	\$0.00	

Countermeasure Strategy: Motorcycle Awareness Campaign

Program Area: Communications (Media)

Project Safety Impacts

The traffic safety impact of this project is a reduction in the number of vehicle/motorcycle crashes in Montana. This will in turn lower the number of fatalities and assist in reaching our 2020 goal of a five-year average of 32. MDT will develop an effective campaign targeted toward motorcycle awareness. This will be assessed by the media contractor and based on reach, frequency, impressions, click through rate, etc.

Linkage Between Program Area

Montana's data shows motorcycle fatalities continue to be a traffic safety issue and significantly contribute to the overall fatalities. The number of motorcycle fatalities annually are maintaining at a five-year average that should reach the 2020 goal of 32. The criteria to qualify for funding for the motorcycle grants includes motorcycle awareness campaigns and motorcycle training. Montana will allocate available funds to these efforts.

Rationale

MDT relies on NHTSA's 2017 Countermeasures that Work to ensure projects funded are proven to be effective. The countermeasures utilized in the Motorcycle Program from Chapter 5 include:

3.2 Motorcycle Rider Training

4.2 Communications and Outreach: Other Driver Awareness of Motorcyclists

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

Also, this project will support the strategies contained in the Comprehensive Highway Safety Plan.

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
110163A	Motorcycle Awareness Campaign

Planned Activity: Motorcycle Awareness Campaign

Planned activity number: 110163A

Primary Countermeasure Strategy ID:

Planned Activity Description

MDT will create a motorcycle awareness campaign for May Motorcycle Awareness Month. A variety of media venues will be used to include, print, radio, billboards and social media. The MMRS Facebook page will be promoted to support these campaigns.

Intended Subrecipients

Wendt Agency

Countermeasure strategies

Countermeasure Strategy
Motorcycle Awareness Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$20,000.00	\$0.00	

Countermeasure Strategy: Native American Campaigns

Program Area: Communications (Media)

Project Safety Impacts

The impacts of this program will be to increase seat belt use and decrease impaired driving fatalities in Native American communities. Planned campaigns include a summer campaign focused on impaired driving; an occupant protection campaign during basket ball season; and a back to school campaign promoting child/teen restraint use. Other campaigns will be selected based on local community needs. The assessment will be based on the number of unrestrained passengers and impaired drivers that are killed throughout Montana.

Linkage Between Program Area

Native Americans represent approximately 7% of Montana's populations, yet account for approximately 19% of all traffic fatalities during the last five years. During 2017, there were 31 fatalities, which is 16% of the total number of fatalities in the state. Communication campaigns are a proven countermeasure strategy. Based on the problem with this demographic, SHTSS will allocate funds to this activity as appropriate.

Rationale

MDT relies on NHTSA's 2017 Countermeasures that Work to ensure projects funded are proven to be effective. The countermeasures utilized in the Native American Program include:

Chapter 1 – Alcohol and Drug Impaired Driving

5.2 Mass Media Campaigns

Chapter 2 – Seat Belts and Child Restraints

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

In addition, this project will support the following strategies contained in the Comprehensive Highway Safety Plan.

The following represents the ways that the SHTSS Native American 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:

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 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:

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NACampaigns	Native American Media Campaigns

Planned Activity: Native American Media Campaigns

Planned activity number: NACampaigns

Primary Countermeasure Strategy ID:

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

Planned Activity Description

Native American activities will include impaired driving, occupant protection and child passenger safety. All campaigns will be branded with the SOAR logo which was developed specifically for that program. The focus will be to provide culturally relevant messages to tribal communities.

Intended Subrecipients



Wendt Agency

Countermeasure strategies

Countermeasure Strategy
Native American Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	\$90,000.00	\$0.00	\$36,000.00

Countermeasure Strategy: OP Mass Media Campaigns

Program Area: Communications (Media)

Project Safety Impacts

The projected traffic impact of this project will be to increase seat belt use. Media campaigns will be used to meet the 2020 goal of 77.7% based on Montana's observational seat belt survey. MDT will fund these media statewide campaigns to be launched throughout the year.

Linkage Between Program Area

In 2018 Montana's observed seat belt rate went up to 86.6%, a significant increase from 2017 when the rate was 78.2. According to NHTSA, during 2017 the national average was 89.7%. This is the first time that seat belt use in Montana has been above 80% with many years being considerably less. MDT will monitor this in the future to determine if this increase will continue. Paid and earned media are a proven strategy to increase seat belt use.

Rationale

Montana has selected this countermeasure because of the low rate of seat belt use. The funding has been allocated to increase seat belt use.

SHTSS relies on NHTSA's 2017 Countermeasures that Work, Chapter 2 Seat Belts and Child Restraints to ensure projects funded are proven to be effective. The countermeasures utilized in the 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)

In addition to NHTSA's 2017 Countermeasures that Work, MDT utilizes NCHRP 500, Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Volume 11: A Guide for Increasing Seat Belt Use.

This project also support strategies that are included in the Comprehensive Highway Safety Plan, Occupant Protection.

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

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.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CPSMedia	CPS Media
HREvents	Media for Short Term Enforcement at High Risk Events
MDCampaign	Memorial Day Campaign
OPMedia	OP Media Campaign

Planned Activity: CPS Media

Planned activity number: CPSMedia

Primary Countermeasure Strategy ID:

Planned Activity Description

This activity will support instructor/technician training and CPS events by providing media outreach. The message will provide information on where CPS events will be held in an effort to increase child passenger safety seat use. It will promote certification of technicians and other media during Child Passenger Safety Week.

Intended Subrecipients

Wendt Agency

Countermeasure strategies

Countermeasure Strategy
OP Mass Media Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$52,000.00	\$0.00	\$20,800.00

Planned Activity: Media for Short Term Enforcement at High Risk Events

Planned activity number: HREvents

Primary Countermeasure Strategy ID:

Planned Activity Description

This campaign will support short-term high visibility efforts during events that have be proven to be at-risk for impaired driving and unrestrained occupants. There are various events throughout the state that are at-risk events and projects are selected based on analysis of the data for the specific community.

Intended Subrecipients

Wendt Agency

Countermeasure strategies

Countermeasure Strategy
ID Media Campaigns
OP Mass Media Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2020	FAST Act 405d Impaired Driving High	405d High Paid/Earned Media (FAST)	\$78,500.00	\$0.00	
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	\$44,000.00	\$0.00	\$17,600.00

Planned Activity: Memorial Day Campaign

Planned activity number: MDCampaign

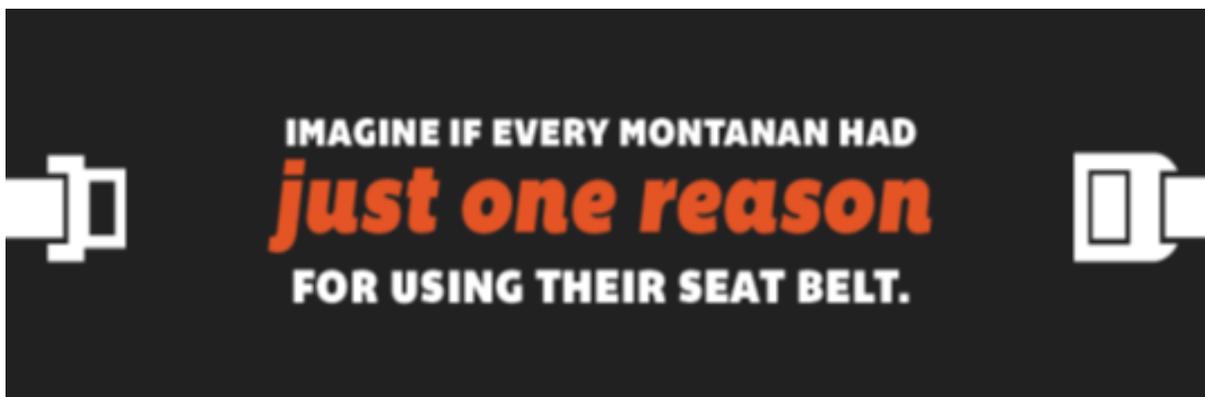
Primary Countermeasure Strategy ID:

Planned Activity Description

This project includes development and distribution of public information and education materials on seatbelt usage and child passenger safety. High visibility enforcement campaigns are publicized through both earned and paid media using press releases, radio, television and other types of media before, during, and after enforcement overtime activities. This campaign will coincide with the Memorial Mobilization utilizing the Click it or Ticket theme.

MDT continues the initiative entitled “Vision Zero-zero deaths, zero serious injures”. This is a multi-pronged initiative with the ultimate goal of eliminating deaths and injuries on Montana Highways. MDT will continue to use this campaign for FFY2020.

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



Intended Subrecipients

Wendt Agency

Countermeasure strategies

Countermeasure Strategy
OP Mass Media Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2020	FAST Act NHTSA 402	Paid Advertising (FAST)	\$106,500.00	\$0.00	\$42,600.00
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Planned Activity: OP Media Campaign

Planned activity number: OPMedia

Primary Countermeasure Strategy ID:

Planned Activity Description

In addition, to the Memorial Day CIOT campaign, MDT will launch a "Buckle Up in Your Truck" campaign. This will run through the summer months which is the deadliest time of year for Montana. This will strengthen the overall message for seat belt use.

Intended Subrecipients

Wendt Agency

Countermeasure strategies

Countermeasure Strategy
OP Mass Media Campaigns

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low Public Education (FAST)	\$125,000.00	\$0.00	

Program Area: Emergency Medical Services

Description of Highway Safety Problems

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

Given the rural nature of Montana, emergency responders could be a long distance away and are usually the only local medical assistance available. If there is a need for more advanced medical assistance, it may potentially be hours from the site of the crash.

Education for prehospital providers is an ongoing challenge in Montana. The workforce is approximately 80% volunteer. The volunteers are on call 7 days a week, 365 days a year with little or no reimbursement for their time or personal expenses associated with volunteering. While previous MDT funding of this project has improved the availability of trauma education, there continues to be a need for this program.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	182.2
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	860.4

Countermeasure Strategies in Program Area

Countermeasure Strategy
EMS Training

Countermeasure Strategy: EMS Training

Program Area: Emergency Medical Services

Project Safety Impacts

This strategy will impact traffic safety by having properly trained first responders in rural areas of the state. Trained emergency responders can affect the outcome of a rural crash and increase the effectiveness of the treatment.

Linkage Between Program Area

Given the rural nature of Montana, emergency responders could be a long distance away and are usually the only local medical assistance available. If there is a need for more advanced medical assistance, it may potentially be hours from the site of the crash. This impacts Montana's Vision Zero, zero fatalities and zero serious injuries long-range goal.

Rationale

This training strategy will improve care initially received at the scene of a crash and provide better outcomes to the victims. 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. Also, this strategy aligns with Montana's Comprehensive Highway Safety Plan's overarching goal to "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."

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
110800-2020	Trauma Education for Rural EMS Providers
110801-2020	T.E.A.M. Training Course

Planned Activity: Trauma Education for Rural EMS Providers

Planned activity number: 110800-2020

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Along with providing trauma education, this program allows DPHHS the opportunity to engage EMS providers in discussions about Vision Zero and the important role that EMS plays in MDT's CHSP and Vision Zero.

Agencies also use this course as an opportunity to educate their communities about EMS. Local newspapers are invited to attend and have published articles about their local EMS agency.

Proposed Project Outcome: Conduct four PHTLS courses and two PHTLS refreshers course in rural communities throughout Montana.

Intended Subrecipients

Montana Department of Public Health and Human Services

Countermeasure strategies

Countermeasure Strategy
EMS Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Emergency Medical Services (FAST)	\$42,749.00	\$0.00	\$17,100.00

Planned Activity: T.E.A.M. Training Course

Planned activity number: 110801-2020

Primary Countermeasure Strategy ID:

Planned Activity Description

The Trauma Together Everyone Achieves More (TEAM) Course is a 4-hour course which was originally developed in the late 1990's specifically for Montana rural communities. This course invites participation from any trauma response entity including Dispatch, Law Enforcement/Fire, EMS, local hospital ED and ancillary staff, Physicians/Mid-level providers and any other interested parties who are responsible for the care of trauma patients. Modular didactic sessions are presented by an EMT/Paramedic, Trauma RN and Physician (Surgeon or Emergency Room Physician) generally from a Level II and/or Level III Trauma hospital within the three Regional Trauma Advisory Committees (RTAC). This course serves to assess six areas of a community's trauma delivery system - Public Access/ Dispatch, Prehospital Response, Facility Response, Interfacility

Transport, Data/Quality Improvement and Overall System Development.

Proposed Project Outcome: Each RTAC will support and provide two (2) T.E.A.M courses in each region during the grant cycle. Six (6) additional courses will be made available on a first-come, first-served basis to all regions.

Intended Subrecipients

Montana Department of Public Health and Human Services

Countermeasure strategies

Countermeasure Strategy
EMS Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Emergency Medical Services (FAST)	\$26,666.00	\$0.00	\$10,666.00

Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

Impaired driving continues to be a critical issue for Montana ranking as one of the highest in the nation for alcohol-impaired driving fatalities each year. However, there was a significant decrease in 2017 going from 85 to 56. MDT continues to fund projects that are proven to decrease impaired driving and has had some success in lowering this number.

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

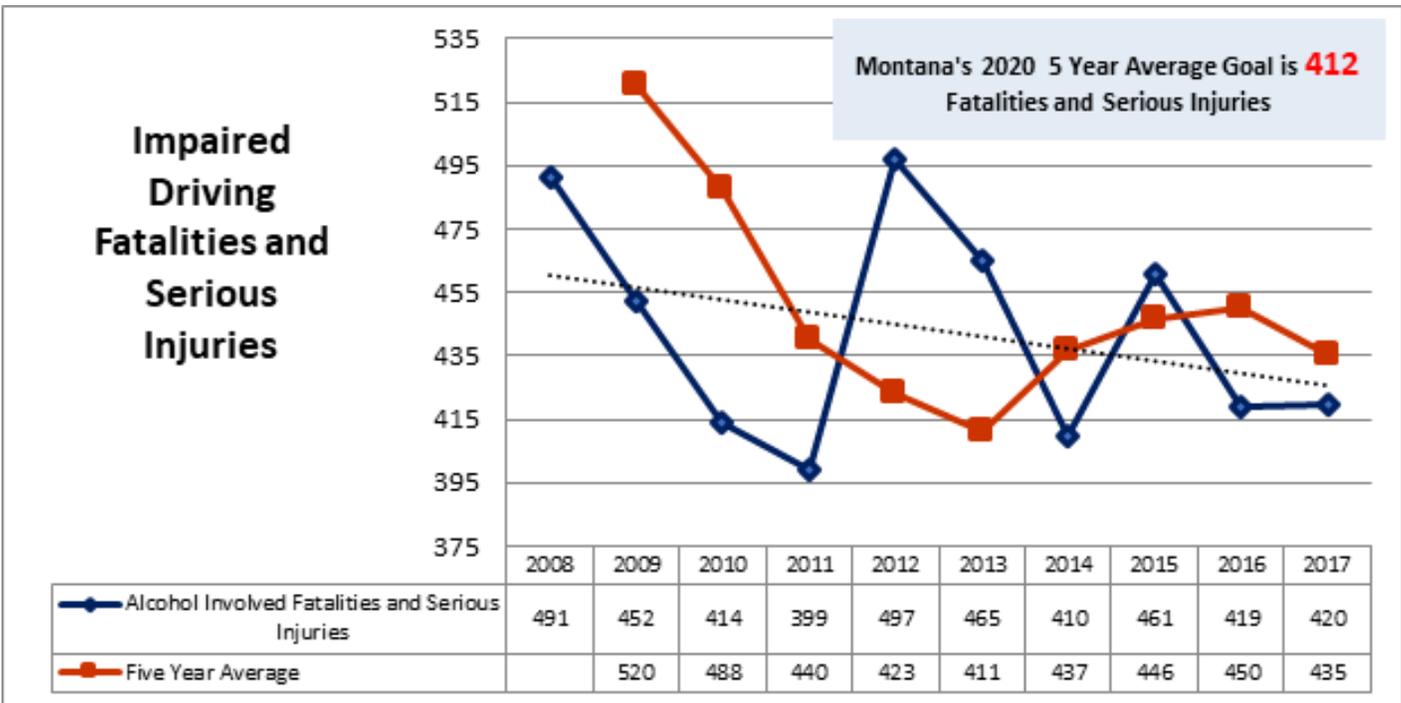
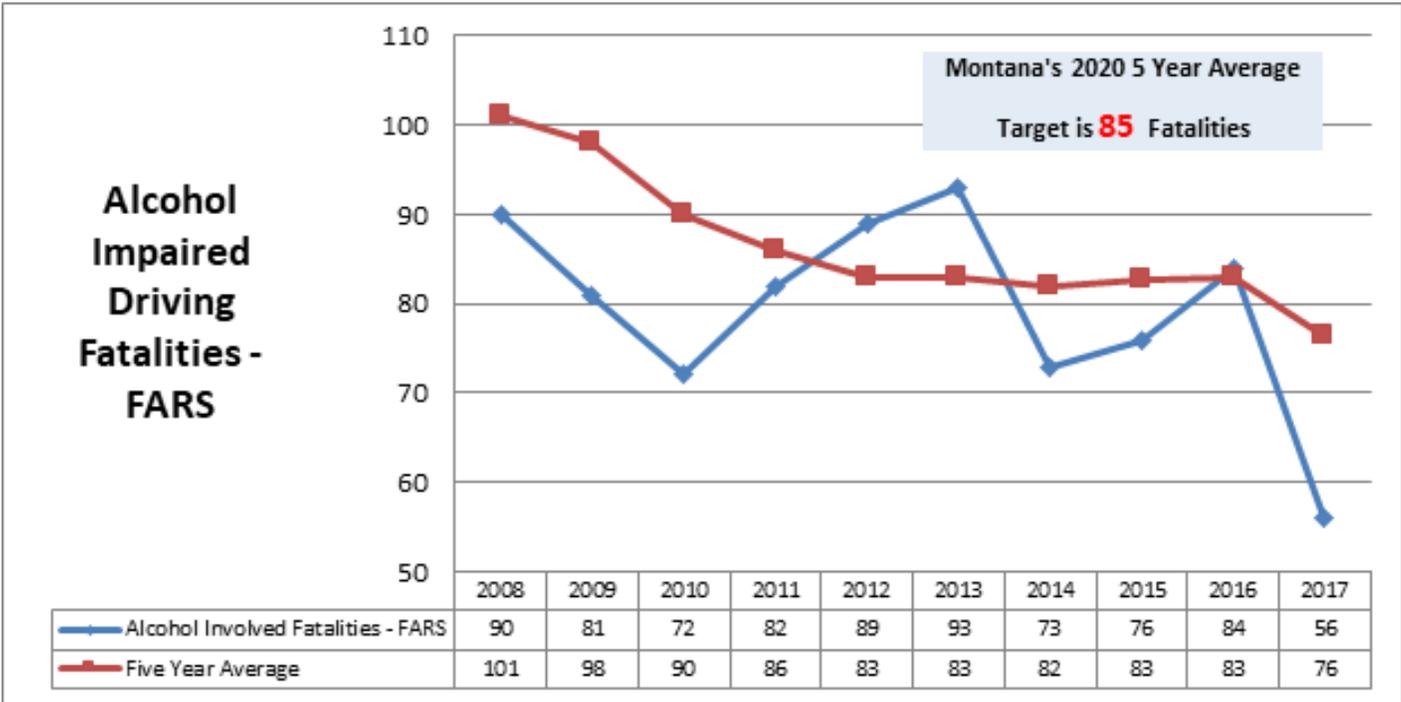
As trend data indicates a rise in alcohol impaired driving fatalities, MDT hopes to maintain alcohol-impaired fatalities at the current base year average of 85 through December 31, 2020. This would be a reduction in the overall trend.

Reduce the five-year average number of fatalities and incapacitating injuries in crashes involving a driver or motorcycle operators with a BAC 0.08+ or evidence of alcohol and/or drugs from 419 in 2014 to 412 by 2020.

As shown in the chart below, there has been a declining trend since 2006.

In comparison to the previous year, 2017 experienced a 34% reduction in alcohol impaired driving fatalities.

This was the lowest number of impaired driving fatalities in the last ten years. With the significant decrease in 2017 and the steady decline, Montana should reach the five-year average goal of 85.



Although there was a significant decrease in fatalities, serious fatalities and serious injuries remained consistent with 2016. The 2017 five-year average was 435 making the 2020 goal of 412 problematic without a substantial decrease.

Problem Analysis

During the last five years, impaired driving fatalities represented 37% of all fatalities. Montana is a high-range state as designated by NHTSA and continues to remain in the top five for impaired driving fatalities rates in the nation. According to NHTSA data, during 2016 (most recent data available) Montana had .67 impaired driving fatalities per 100 million VMT. The best state in the nation is .16 and the national average is .35 putting Montana four times higher than the best state and almost double the national average. This has remained

consistent over the last five years.

As shown below, male drivers are involved in over double the number of impaired driving fatalities as compared to females.

Montana 2017 - Impaired Driver Involvement - Driver/age Gender	Driver Age Range	All-Crashes – Number of Impaired Driver Involved	Fatal Crashes – Number of Impaired Driver Involved
Serious Injury Crashes – Number of Impaired Driver Involved	Female	599	35
85	Male	1385	73

Although impaired drivers exist across all age groups, the majority are occurring between the ages of 14 and 40, representing over 65% of all impaired driving fatalities.

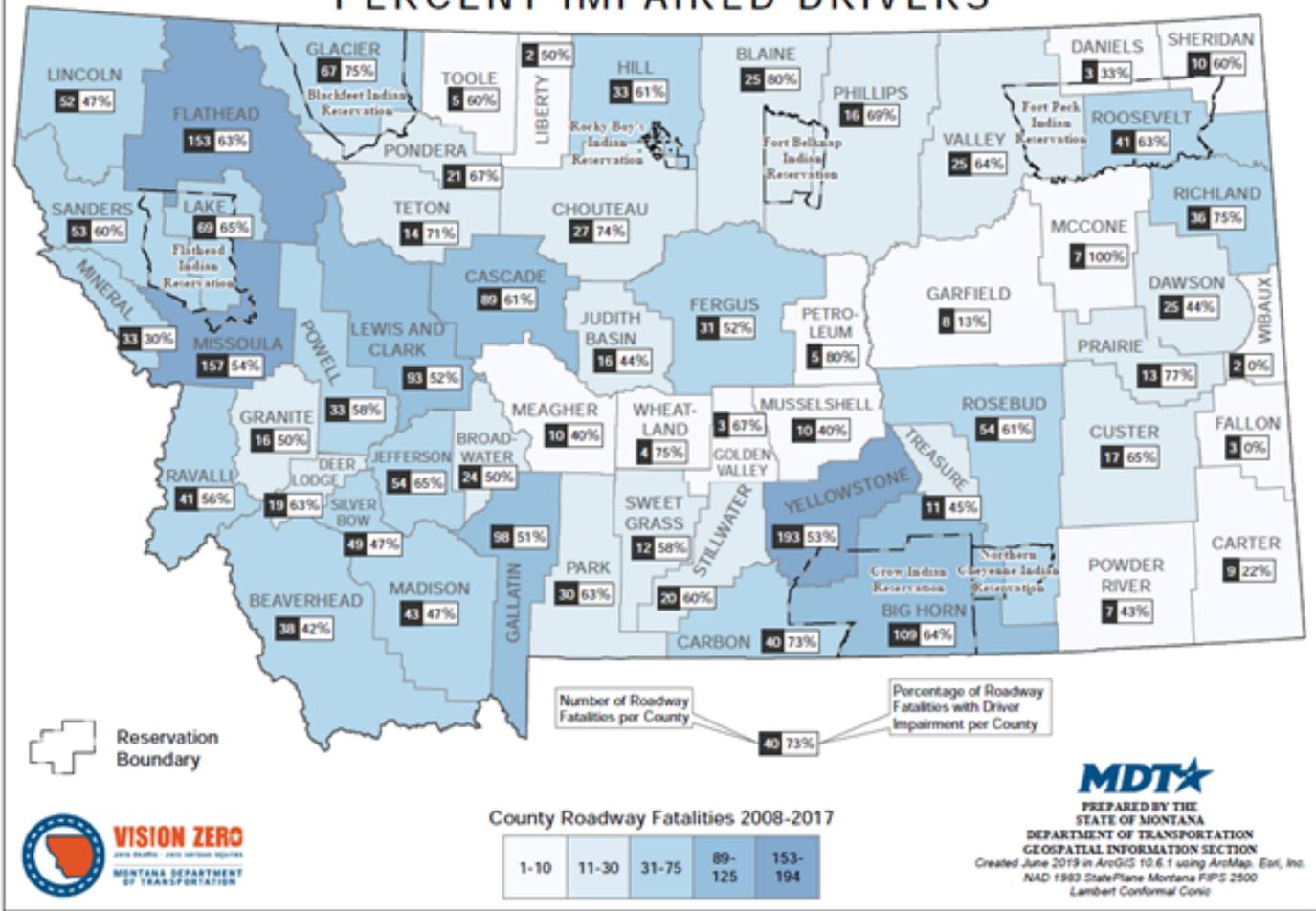
Montana 2017 - Impaired Driver Involvement - Driver/age Age	Driver Age Range	All-Crashes – Number of Impaired Driver Involved	Fatal Crashes – Number of Impaired Driver Involved
Serious Injury Crashes – Number of Impaired Driver Involved	14-20	189	15
40	21-25	368	13
53	26-30	320	13
38	31-35	243	19
41	36-40	195	10
23	41-45	136	13
34	46-50	125	2
13	51-55	127	2
12	56-60	119	11
25	61-65	81	4
15	66-70	50	4
15	71+	30	2

The map below shows the impaired driving fatalities by county throughout the state for the last ten years. Impaired drivers continue to be a challenge in Montana. There have been some strides made, significantly during 2017, but this issue will remain a high priority.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
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MONTANA ROADWAY FATALITIES 2008-2017 PERCENT IMPAIRED DRIVERS



2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	89
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Countermeasure Strategies in Program Area

Countermeasure Strategy
24/7 Sobriety Program
Breath Test Devices
DWI Courts
Impaired Driving Task Force
Prosecutor Training
Public Information and Education ID

Countermeasure Strategy: 24/7 Sobriety Program

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

As of June 2019, 55 of 56 counties are utilizing the 24/7 program. MDT provides funding for this project to assist counties with implementing and maintaining the program. The impact of this project is to monitor DUI offenders to ensure they are following the appropriate requirements associated with the citation received and lower the five-year average for impaired driving fatalities.

Proposed Project Outcome: Ensure all programs are being run correctly through on-going assistance. Begin outreach to tribal agencies to implement the program.

Linkage Between Program Area

Impaired driving continues to be an issue for Montana. Generally Montana is ranked 1st of 2nd in the nation for impaired driving. The 24/7 program is a proven program to assist in reducing recidivism where traditional sanctions do not work for those offenders. The allocation of funds assists Montana Highway patrol to educate and recruit communities to participate in the program and also provide technical assistance.

Rationale

When selecting projects for impaired driving strategies, MDT relied on NHTSA’s 2017 Countermeasures that Work, specifically, Chapter 1, : Prosecution Adjudication and 3.3 Court Monitoring. DUI Courts have proven to be effective for reducing recidivism. In addition, other projects funded support the impaired driving program specifically, such as Law Enforcement Traffic Services.

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

This project also supports Montana’s Comprehensive Highway Safety Plan by implementing the following strategies.

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).

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
24/7	24/7 Project

Planned Activity: 24/7 Project

Planned activity number: 24/7

Primary Countermeasure Strategy ID:

Planned Activity Description

Montana will continue to fund the 24/7 Program located in the Highway Patrol Division. This project continues to play an important role in helping counties institute the program. Currently, 55 counties are running the program. The statewide statistics continue to be positive. Over 1,100,391 twice daily tests have been administered with a 99.7% success rate.

Intended Subrecipients

Department of Justice, Montana Highway Patrol.

Countermeasure strategies

Countermeasure Strategy
24/7 Sobriety Program

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$87,956.00		\$35,183.00
2020	FAST Act 405d Impaired Driving High	405d High 24-7 Sobriety Program (FAST)	\$29,319.00	\$0.00	

Countermeasure Strategy: Breath Test Devices

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

This project will impact the traffic safety program by providing instrumentation for breath alcohol analysis. This new instrumentation will provide advances in forensic analysis of breath testing, as well as the advantage of downloading the instruments testing data to a shared BrAC (Breath Alcohol Concentration) database. It will also directly improve the ability to obtain statistics across the state on these impaired driving infractions. This database would contain all necessary BrAC results interested parties would have concerning DUI reduction and enforcement. The database will allow all BrAC results generated across Montana, including those gathered in local, state and federal jurisdictions; to be downloaded, collected, analyzed and shared in a consistent and routine manner.

Proposed Project Outcome: Purchase and placement of twenty-five intoxilizer 9000's in various locations across Montana to provide improved testing for impaired driving.

Linkage Between Program Area

According to NHTSA data, during 2017 Montana had .66 impaired driving fatalities per 100 million VMT. This decreased to .44 during 2017, however, Montana remains .3 below the best state in the nation at .14 and below the national average at .34. This has remained consistent over the last five years. The allocations of these funds ties directly to Montana's impaired driving issues. More accuracy in testing, will assist many of MDT's partners including law enforcement, Traffic Safety Resource Prosecutor, DUI Courts, etc.

Rationale

When selecting projects for impaired driving strategies, MDT relied on NHTSA's 2017 Countermeasures that Work, specifically, 1.3 Deterrence: Prosecution Adjudication, 3.3 Court Monitoring. DUI Courts have proven to be effective for reducing recidivism. In addition, other projects funded support the impaired driving program specifically, such as Law Enforcement Traffic Services. For additional information, please refer to that section. In addition to NHTSA's 2017 Countermeasures that Work, MDT utilizes NCHRP 500, Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Volume 16: A Guide for Reducing Alcohol-Related Collisions.

Also, this project ties to Montana's comprehensive highway safety plan by implementing the following strategy(s):

CHSP Emphasis Area: Impaired Driving

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

Implementation Steps:

Support increase of crime lab resources to improve crime lab capacity and speed, including the number of toxicologists and equipment to process DUI test samples and measure other drugs

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
BRaC	Instrumentation for Breath Alcohol Analysis

Planned Activity: Instrumentation for Breath Alcohol Analysis

Planned activity number: BRaC

Primary Countermeasure Strategy ID:

Planned Activity Description

MDT will provide funding to the Forensic Science Division of the Department of Justice to purchase twenty-five intoxilyzers. These will improve the Forensic Science Division's Breath Test Program and ensure instrumentation meets current forensic standards for accuracy and precision. The Forensic Science Division has already purchased 70 instruments. With the funding of these twenty-five intoxilyzers, the fleet of instruments located in local and state divisions will be replaced within 12-15 months.

Intended Subrecipients

Montana Department of Justice – Forensic Science Division

Countermeasure strategies

Countermeasure Strategy
Breath Test Devices

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2020	164 Transfer Funds-AL	164 Alcohol	\$199,775.00		\$0.00
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Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Intoxilyzer 9000 Instruments	25	\$7,991.00	\$199,775.00	\$7,991.00	\$199,775.00

Countermeasure Strategy: DWI Courts

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

The proposed impacts of this proven strategy will be to reduce impaired driving recidivism for those offenders not typically affected by education, public safety efforts or traditional legal sanctions.

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

Linkage Between Program Area

Montana is a high-range state as designated under NHTSA and remains in the top ten for alcohol-impaired driving fatality rates in the nation. The alcohol-impaired driving VMT rate was .67 during 2016 and .44 during 2017. This was a significant improvement, however, Montana still remains .3 below the best state. SHTSS is funding these courts in an attempt to reduce impaired driving and in support of the performance target aimed at reducing the number of impaired driving fatalities and serious injuries.

Rationale

When selecting projects for impaired driving strategies, MDT relied on NHTSA's 2017 Countermeasure Strategies that Work, specifically, 1.3 Deterrence: Prosecution Adjudication. DUI Courts have proven to be effective for reducing recidivism. In addition, other projects funded support the impaired driving program specifically, such as Law Enforcement Traffic Services. For additional information, please refer to that section. In addition to NHTSA's 2017 Countermeasures that Work, MDT utilizes NCHRP 500, Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Volume 16: A Guide for Reducing Alcohol-Related Collisions.

Also, this project aligns with the Comprehensive Highway Safety Plan by supporting the following strategies:
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).

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
DUIC	DUI Courts
DUITrain	DUI Court Training

Planned Activity: DUI Courts

Planned activity number: DUIC

Primary Countermeasure Strategy ID:

Planned Activity Description

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

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

Intended Subrecipients

The intended subrecipients are:

Yellowstone County Court (Billings, MT 13th Judicial)

7th Judicial DUI Court (Sidney, MT)

Hill County DUI Court (Havre, MT)

Butte-Silver Bow DUI Court (Butte, MT)

Missoula County DUI Court (Missoula, MT)

Countermeasure strategies

Countermeasure Strategy
DWI Courts

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$386,820.00		\$14,032.00

2020	FAST Act 405d Impaired Driving High	405d High Court Support (FAST)	\$128,940.00	\$0.00	
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Planned Activity: DUI Court Training

Planned activity number: DUITrain

Primary Countermeasure Strategy ID:

Planned Activity Description

MDT will provide 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.

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

Intended Subrecipients

The subrecipients will be determined during 2020.

Countermeasure strategies

Countermeasure Strategy
DWI Courts

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving High	405d High Court Support (FAST)	\$8,000.00	\$0.00	

Countermeasure Strategy: Impaired Driving Task Force

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

Local DUI Task Forces educate their communities on the dangers of impaired drivers to assist Montana in reaching their traffic safety goals. This activity is intended to provide training in an effort to make these task forces more effective

MDT SHTSS will host a statewide DUI Taskforce Training for coordinators and members to attend. Topics usually include updates on DUI statutes, guidance on building a DUI Task Force Plan and an effective media plan, researching other resources for the taskforce, etc. There is typically 40 to 50 coordinators and members in attendance.

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

Linkage Between Program Area

Local community DUI Task Forces partner with Montana Department of Transportation to reduce impaired driving. These task forces work within their community to promote sober driving. They also support law enforcement during mobilizations and high visibility enforcement period. This assists Montana in meeting performance targets by using an identified countermeasure strategy (education).

Rationale

SHTSS will fund this activity to make local DUI task force groups more effective in promoting the drive sober message. This project supports the Comprehensive Highway Safety Plan by implementing the following strategies:

CHSP Emphasis Area: Impaired Driving

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

Implementations Steps:

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
DUITF	Statewide DUI Task Force Training

Planned Activity: Statewide DUI Task Force Training

Planned activity number: DUITF

Primary Countermeasure Strategy ID:

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

Planned Activity Description

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

Intended Subrecipients

MDT Managed

Countermeasure strategies

Countermeasure Strategy
Impaired Driving Task Force

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2020	164 Transfer Funds-AL	164 Alcohol	\$3,000.00		\$0.00
2020	FAST Act 405d Impaired Driving High	405d High Training (FAST)	\$2,000.00	\$0.00	

Countermeasure Strategy: Prosecutor Training

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

The primary function of a TSRP is to enhance the consistent identification, arrest, prosecution and sentencing of traffic safety violations, particularly focusing on the following:

Operating a vehicle while under the influence of alcohol, drugs, or any combination thereof

Vehicle crashes involving personal injuries

Negligent Homicide involving vehicles

Vehicular Homicide while under the influence

Planned Activities: The TSRP will conduct trainings to include Law Enforcement, prosecutors, judicial and state DUI Task Forces. The schedule will be determined as the new TSRP program is developed with the Department of Justice.

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

Linkage Between Program Area

Montana has a significant impaired driving issue. Prosecutor training has proven to be an effective strategy to ensure statewide consistency when prosecuting DUIs. Funds have been allocated to this activity in support of the problem identification and the performance targets established.

Rationale

When selecting projects for impaired driving strategies, MDT relied on NHTSA's 2017 Countermeasures that Work, specifically, 1.3 Deterrence: Prosecution Adjudication. DUI Courts have proven to be effective for reducing recidivism. In addition, other projects funded support the impaired driving program specifically, such as Law Enforcement Traffic Services. For additional information, please refer to that section.

In addition to NHTSA's 2017 Countermeasures that Work, MDT utilizes NCHRP 500, Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Volume 16: A Guide for Reducing Alcohol-Related Collisions.

Also, this project will support the Comprehensive Highway Safety Plan in the following strategy(s):

CHSP Emphasis Area: Impaired Driving

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

Implementation Steps:

Increase proven effective training for law enforcement, judges and prosecutors to ensure consistent adjudication of all traffic offenses, including impaired driving violations

CHSP Emphasis Area: Roadway Departure and Intersection Crashes

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

Implementation Steps:

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TSRP	Traffic Safety Resource Prosecutor

Planned Activity: Traffic Safety Resource Prosecutor

Planned activity number: TSRP

Primary Countermeasure Strategy ID:

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).

Planned Activity Description

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

The TSRP will be providing on-going training throughout the year using a variety of delivery methods to include phone, email, newsletters, webinars, and in-person training.

Intended Subrecipients

The Montana Department of Justice is the intended subrecipient.

Countermeasure strategies

Countermeasure Strategy
Prosecutor Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$42,500.00		\$17,000.00
2020	FAST Act 405d Impaired Driving High	405d High Drug and Alcohol Training (FAST)	\$42,500.00	\$0.00	

Countermeasure Strategy: Public Information and Education ID

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

The proposed safety impacts are to reduce the number of impaired drivers through education. These mini-grants will provide an opportunity for local residents to raise awareness about the dangers of impaired driving in their communities in an effort to reduce in fatal and serious injury crashes.

Proposed Project Outcome: Fund local impaired driving projects that address specific needs.

Linkage Between Program Area

Montana continues to be challenged with an impaired driving problem. These activities will allow local grass roots groups to educate their communities on the dangers of drinking and driving in an effort to reduce or eliminate impaired driving fatalities and serious injuries. These grants are offered based on the premise that local community members will be more effective than statewide efforts.

Rationale

When selecting projects for impaired driving strategies, MDT relied on NHTSA's 2017 Countermeasures that Work, specifically, 5. Prevention, Intervention, Communications and Outreach. Educating the public, specifically targeting youth, is a strategy that is an effective method of to reduce impaired driving. Also, these activities and groups will work in conjunction with law enforcement mobilizations or other sustained enforcement activities.

In addition to NHTSA's 2017 Countermeasures that Work, MDT utilizes NCHRP 500, Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Volume 16: A Guide for Reducing Alcohol-Related Collisions.

Also, these projects will support Montana's Comprehensive Highway Safety Plan by implementing the following strategies:

CHSP Strategy #3 – Impaired Driving

Reduce impaired road users through prevention education

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.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
IDMG	Impaired Driving Mini-Grants

Planned Activity: Impaired Driving Mini-Grants

Planned activity number: IDMG

Primary Countermeasure Strategy ID:

Planned Activity Description

MDT will provide up to \$5,000 mini-grants for local/state programs to implement a variety of programs to reduce impaired driving. Impaired Driving Mini-grants are intended for projects with a limited time frame, demonstrate collaboration and address a specific need.

Proposed Project Outcome: Fund local impaired driving projects that address specific needs.

Intended Subrecipients

Applications will be accepted throughout the fiscal year. The subrecipients will be selected during FFY2020.

Countermeasure strategies

Countermeasure Strategy
Public Information and Education ID

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving High	405d Impaired Driving High (FAST)	\$50,000.00	\$0.00	

Program Area: Motorcycle Safety

Description of Highway Safety Problems

During 2017 motorcycles fatalities increased as compared to 2016 from 17 to 23, or 35%. According to a Governors Highway Safety Association (GHSA) report (Motorcyclist Fatalities by State: 2017 Preliminary Data), nationwide motorcyclists remain significantly overrepresented in all traffic deaths occurring 28 times more often than passenger vehicle occupants, based on miles traveled. These statistics are similar to Montana's motorcycle fatality issues.

The performance goals for motorcycle fatalities and crashes are:

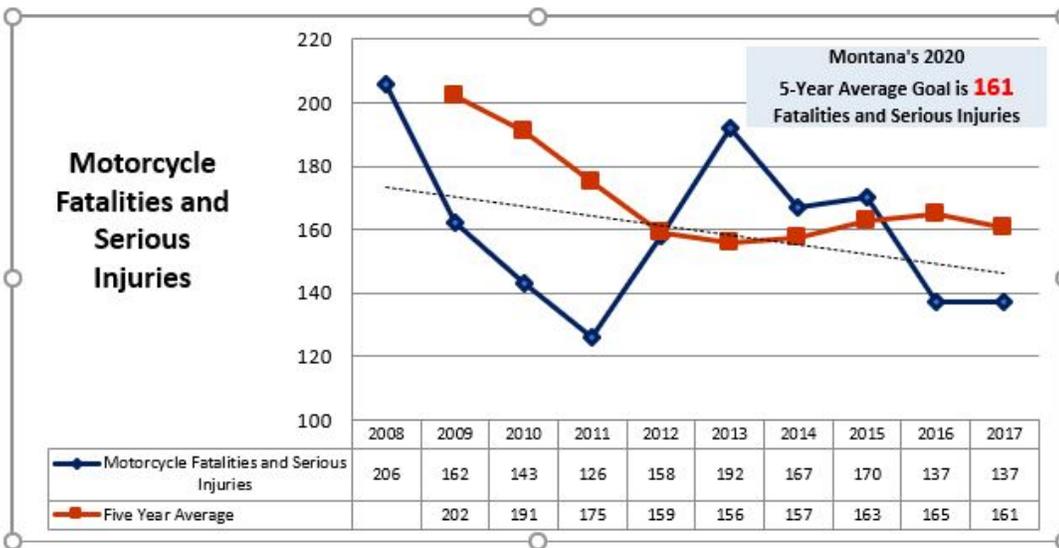
In response to the increasing trend line, MDT hopes to maintain Motorcyclist Fatalities at the current 5-year average of 28 through 2020.

Maintain the current five-year average number of motorcyclist fatalities and incapacitating injuries at 161 through 2020

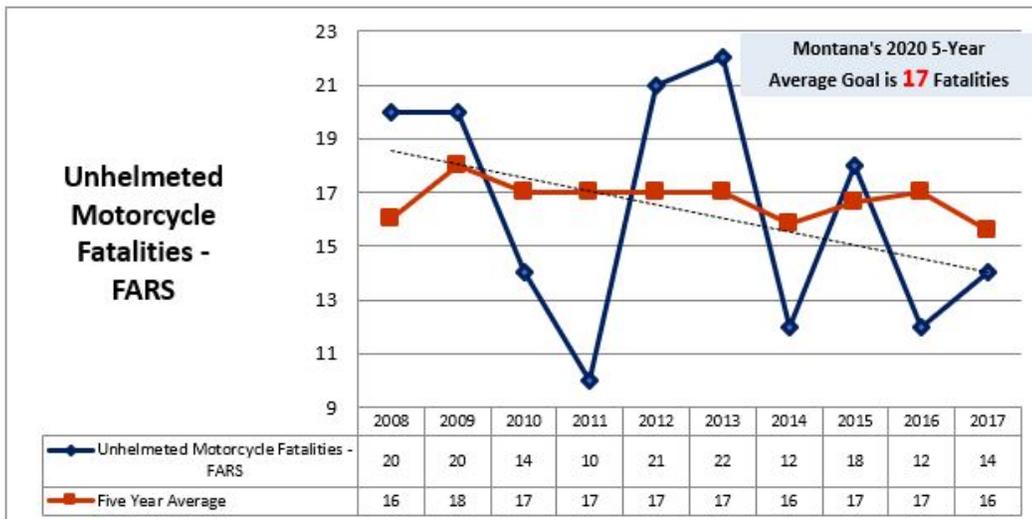
In response to the increasing trend line, MDT hopes to maintain Unhelmeted Motorcyclist Fatalities at the current 5-year average of 17 through 2020.

The graphs below represent the history for each goal:

While the number of motorcycle fatalities increased in 2017, the five-year rolling average target of 30 was met with the five-year rolling average in 2017 being 24. The trendline has moved to a downward trend compared to 2013 when it was increasing. If this trend continues to decline, the long-range goal of a five-year rolling average of 28 by 2020 is reachable.



Motorcycle fatalities and serious injuries remained at 137 for 2018, consistent with 2017. These have declined significantly over the last few years. The long-range goal is a five-year rolling average 2020 goal of 161 and is the current five-year average. If the trend continues, Montana anticipates the 2020 goal will be met.



Unhelmeted fatalities increased by 2 during 2017 and continues to be a significant problem in Montana. Even though established targets have been met, during the last five years approximately 63% of all motorcycle fatalities were unhelmeted. One of the challenges for Montana is the lack of a universal helmet law. Using 402 funds, MDT is considering media outreach encouraging motorcycle safety gear. During legislative sessions, there have been bills introduced for a primary seat belt law, however, a helmet law for 18 years and older has never been considered.

MDT support the Montana Motorcycle Riders Safety training program. During 2018 a total of 777 riders with varying levels of experience attended this training. Although the numbers were slightly down from 2017, the program director lost a training site in eastern Montana and is currently trying to secure a new location. Below shows the number of students and the training course they attended.

Student Status Comparative Analysis Passed Students 2014 - 2018	Course	Site	P-2014	P-2015	P-2016	P-2017
P-2018	Advanced	BIL	11	6	11	3
	Advanced	GTF1				
9	Advanced	HLN	13	9	7	10
11	Advanced	MAFB2	8	7		7
10	Advanced	MSL	9	13	15	6
	Total		41	35	33	26
30	Basic 1	BIL	196	190	209	143
175	Basic 1	BOZ	137	115	94	109
91	Basic 1	GLN	35	14	9	
	Basic 1	GTF1	94	103	92	115
116	Basic 1	HAV	13	15		10
15	Basic 1	HLN	115	106	118	128
100	Basic 1	KAL	101	74	75	77
97	Basic 1	MAFB1	100	26	22	11
11	Basic 1	MSL	167	131	182	140
	Basic 1	SDY				
11	Basic 1	STV				
99	Total		958	774	801	733
715	Basic 2	BIL	11	6	10	14
	Basic 2	GTF1	5		8	
	Basic 2	HLN	3	6	7	
9	Basic 2	KAL	5			
9	Basic 2	MAFB3	29	16	9	15
14	Basic 2	MSL	11	10	11	17
	Total		64	38	45	46

32	Grand Total		1,063	847	879	805
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As shown in the chart below, training is offered in locations that collectively account for a majority of Montana’s registered motorcycles.

This project is used to meet one of the qualifying criteria for Motorcycle Grants, 405f. It satisfies 1300.25, Motorcyclist safety grants, (f) Motorcycle Rider Training Course.

Motorcycles fatalities continue to be a traffic safety issue in Montana. During the last ten years, there has been an increase in older riders. As shown below, riders aged 50-59 had a significantly higher number of fatalities than any other age group, with 14 more fatalities than aged 60-69.

Moto cycli st Fata lies by Age	Age Rang e		Total	2008	2009	2010	2011	2012	2013	2014	2015	2016
2017	0	9	0	0	0	0	0	0	0	0	0	0
0	10	19	6	2	0	0	2	2	0	0	1	1
1	20	29	21	5	2	2	1	6	3	6	3	0
1	30	39	20	6	11	2	3	3	3	2	3	4
8	40	49	29	7	7	4	2	5	11	5	1	1
1	50	59	57	9	3	11	6	8	8	7	11	6
3	60	69	33	5	1	5	3	4	9	2	6	4
6	70	+	8	2	2	1	3	2	0	1	0	1

MDT has provided some outreach to older motorcycle riders. The Montana Motorcycle Riders Safety (MMRS) director has been focusing student recruitment on older drivers that potentially have less riding experience. In addition, Montana does not have a helmet law that covers all riders. The current laws specifically address riders under 18. Unfortunately, this is not the target audience that is most high-risk. There has been no legislative effort to enact a helmet law and no push from the motorcycle community.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	5 Year	30
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	5 Year	19

Countermeasure Strategies in Program Area

Countermeasure Strategy
Motorcycle Rider Training

Complete List of Counties in the State	Motorcycle Registration by County		Training will be offered in the county during the month(s) selected					
	Yes, there is a Training Site in the County	No, there is not a Training Site in the County	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18
Beaverhead County		3,416						
Big Horn County		1,188						
Blaine County		782						
Broadwater County		1,981						
Carbon County		4,464						
Carter County		267						
Cascade County	17,168		X	X	X	X	X	X
Chouteau County		1,291						
Custer County		2,819						
Daniels County		473						
Dawson County	2,910							
Deer Lodge County		3,017						
Fallon County		862						
Fergus County		3,175						
Flathead County	22,250		X	X	X	X	X	X
Gallatin County	20,402		X	X	X	X	X	X
Garfield County		190						
Glacier County		1,098						
Golden Valley County		202						
Granite County		1,784						
Hill County	2,983							
Jefferson County		4,404						
Judith Basin County		668						
Lake County		6,291						
Lewis and Clark County	16,169		X	X	X	X	X	X
Liberty County		449						
Lincoln County		6,459						
McCone County		617						
Madison County		4,158						
Meagher County		632						
Mineral County		1,988						
Missoula County	24,073		X	X	X	X	X	X
Musselshell County		1,440						
Park County		4,768						
Petroleum County		128						
Phillips County		873						
Pondera County		1,086						
Powder River County		252						
Powell County		1,967						
Prairie County		296						
Ravalli County		13,134						
Richland County	3,687							

Countermeasure Strategy: Motorcycle Rider Training

Program Area: Motorcycle Safety

Project Safety Impacts

This project will increase the effectiveness of the training program by using newer motorcycles similar to the ones students would be purchasing. The outcome of this project is to assist in replacing older motorcycles with newer motorcycles. This will ensure appropriate equipment is being used. Proposed Project Outcome: Replace older motorcycles.

Linkage Between Program Area

Motorcycles fatalities continue to be a traffic safety issue in Montana. The number of motorcycle fatalities annually show that Montana should be able to reach the 2020 goal of 28. With the rise in older motorcyclists fatalities, MDT intends to target older drivers for the motorcycle rider training program in an effort to bring these fatalities further down.

Rationale

MDT relies on NHTSA's 2017 Countermeasures that Work to ensure project funded are proven to be effective. The countermeasures utilized in the Motorcycle Program from Chapter 5 include:

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

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

This project is also supported in the Montana Comprehensive Highway Safety Plan
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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
MC-2020	Training Motorcycle Purchase

Planned Activity: Training Motorcycle Purchase

Planned activity number: MC-2020

Primary Countermeasure Strategy ID:

Planned Activity Description

MMRS has an aging fleet of motorcycles, with 61% over six 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.

MMRS has been having difficulty in the past replacing motorcycles. The concern is, under the Buy-America Act, the only available motorcycles are Harley Davidson. MMRS Director believes these are not the appropriate training motorcycles as they are too heavy for new riders. However, because there is no alternative, the program will move forward with the purchase as allowable within the regulation.

Proposed Project Outcome: Replace older motorcycles.

Intended Subrecipients

MSU Northern coordinates Montana Motorcycle Riders Safety training and will be the subrecipient of these funds.

Countermeasure strategies

Countermeasure Strategy
Motorcycle Rider Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405f Motorcycle Programs	405f Motorcyclist Training (FAST)	\$14,820.00	\$0.00	

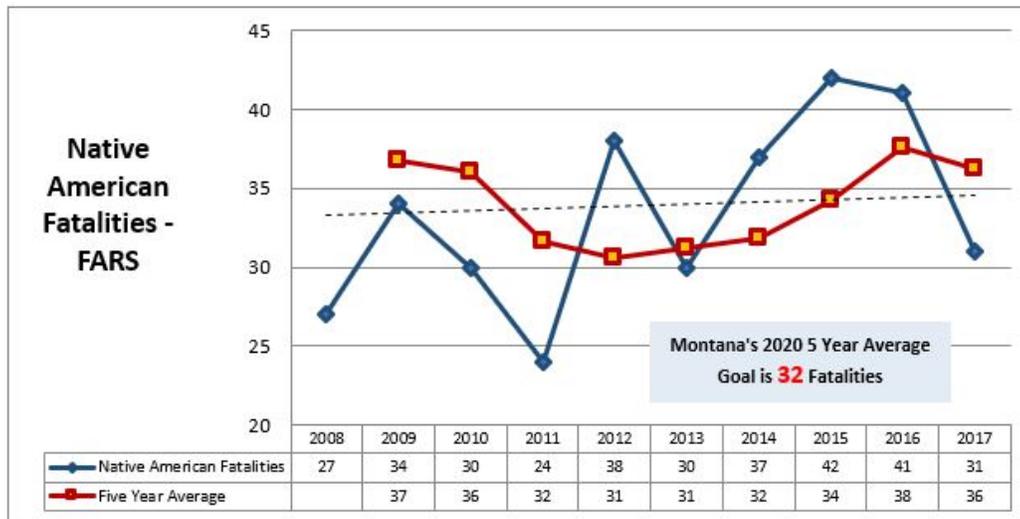
Program Area: Native American Traffic Safety Program

Description of Highway Safety Problems

Native Americans are a high-risk population in Montana. Representing only 6.7% of the population, the total fatalities are between 15% and 20% each year. Montana has coordinated a Native American Traffic Safety Program since 2006. This is an at-risk group in the state and is used as a qualifying criterion for Occupant Protection funding, 1300.21 Occupant Protection Grants, Qualification criteria for a lower seat belt use rate State., (4) High risk population countermeasure programs.

Data shows that Native Americans continue to be a high-risk population nationwide and this is consistent with Montana data. The goal of this program is to reduce the five-year average number of fatalities to 32 by 2020.

The chart below shows the ten-year history of Native American fatalities and Montana's progress toward meeting the goal.



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

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

Native American Fatalities	Year	Total	Impaired	Unrestrained	% Impaired
% Unrestrained	2013	30	23	23	77%
77%	2014	37	24	25	65%
68%	2015	42	22	30	52%
71%	2016	41	24	31	59%
76%	2017	31	15	20	48%

Montana Fatalities - Statewide	Year	Total	Impaired	Unrestrained	% Impaired
% Unrestrained	2013	229	93	108	41%
47%	2014	192	73	99	38%
52%	2015	224	76	114	34%
51%	2016	190	84	94	44%
49%	2017	186	56	86	30%

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

driving fatalities have been declining. Although those statistics are distressing, the trend is downward and Montana is optimistic the trend will continue.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	0-1) Native American Fatalities	2020	5 Year	33

Countermeasure Strategies in Program Area

Countermeasure Strategy
Safe On All Roads
Tribal STEP Program

Countermeasure Strategy: Safe On All Roads

Program Area: Native American Traffic Safety Program

Project Safety Impacts

The project outcome for these activities is to provide culturally relevant education for tribal communities on the dangers of driving impaired, not wearing a seat belt and not using appropriate child passenger restraints.

Project coordinators are required to participate in four or more community events each quarter promoting the program and assist in at least one child passenger safety check-up event. These efforts will contribute to meeting the overall goal of a five-year average of 32 fatalities by 2020.

Three Tribal Law Enforcement agencies participating in STEP assist the SOAR program in achieving the traffic safety goals for their community. Law Enforcement will participate in the Holiday Mobilization, May Mobilization, Labor Day Mobilization and two other high-risk events. Each agency will conduct sustained enforcement as necessary and as funding allows.

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

Linkage Between Program Area

Native Americans are an at-risk demographic in Montana. This project is used to meet one of the qualifying criteria for Occupant Protection Grants, 405b. It satisfies 1300.21, Occupant Protection Grants, Qualification criteria for a lower seat belt use rate State., (4) High risk population countermeasure programs. Funds are allocated based on data-driven need, specific projects requests and available funding.

Rationale

MDT relies on NHTSA's 2017 Countermeasures that Work to ensure projects funded are proven to be effective.

The countermeasures utilized in the Native American Program include:

Chapter 1 – Alcohol and Drug Impaired Driving

2.1 Publicized Sobriety Checkpoints

2.2 High Visibility Saturation Patrols

5.2 Mass Media Campaigns

7.1 Enforcement of Drug-Impaired Driving

Chapter 2 – Seat Belts and Child Restraints

2.1 Short-Term High Visibility and Seat Belt Law Enforcement

3.1 Communications and Outreach Supporting Enforcement

3.2 Communications and Outreach for Low-Belt-Use Groups

6.1 Communications and Outreach Strategies for Older Children

6.2 Communications and Outreach Strategies for Child Restraint and Booster Seat Use

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

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

These projects align with Montana's Comprehensive Highway Safety Plan by implementing the following strategies in the appropriate emphasis area:

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.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NTDUI TF	Northern Tribes DUI Task Force
SOAR	Safe On All Roads

Planned Activity: Northern Tribes DUI Task Force

Planned activity number: NTDUI TF

Primary Countermeasure Strategy ID:

Planned Activity Description

The Northern Tribes DUI Task Force has been in place for four years. This task force was created at the request of the tribal communities in the northern part of Montana. Membership consists of a wide variety of traffic safety stakeholders to include Tribal council members, judges, prosecutors, law enforcement, transportation departments, health, injury prevention and Tribal community colleges.



Impaired Driving Summer Campaign

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

Proposed Project Outcome: Educate Tribal communities on the dangers of impaired driving.

Intended Subrecipients

This funding will be coordinated through SHTSS.

Countermeasure strategies

Countermeasure Strategy
Safe On All Roads

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	405d - Impaired Driving	Public Education & Paid Media	\$5,000.00		

Planned Activity: Safe On All Roads

Planned activity number: SOAR

Primary Countermeasure Strategy ID:

Planned Activity Description

Montana proposes to continue the SOAR program for 2020. The program's focus is targeted Native American education and outreach efforts. All seven land-based Tribes will be participating during 2020. In addition, SHTSS has reached out to Montana Universities' Native American Studies program to promote SOAR traffic safety effort on campus.



Each reservation will implement this project for the community. Tribal entities will continue to partner with local traffic safety stakeholders to promote safe driving practices. The focus of this project will be to provide culturally relevant outreach and education on occupant protection, impaired driving and child passenger safety. This project is used to meet one of the qualifying criteria for Occupant Protection Grants, 405b. It satisfies 1300.21, Occupant Protection Grants, Qualification criteria for a lower seat belt use rate State., (4) High risk population countermeasure programs.

Proposed Project Outcome: Provide culturally relevant education for tribal communities on the dangers of driving impaired, not wearing a seat belt and not using appropriate child passenger restraints. The project participants are required to participate in four or more community events each quarter promoting the program and assist in at least one child passenger safety check-up event. These efforts will contribute to meeting the overall goal of a five-year average of 32 fatalities by 2020.

Intended Subrecipients

Intended subrecipients are the seven land-based tribal community in Montana:

Blackfeet

Chippewa Cree/Rocky Boy

Confederated Salish & Kootenai

Crow
 Fort Belknap
 Fort Peck
 Northern Cheyenne

Countermeasure strategies

Countermeasure Strategy
Safe On All Roads

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving High	Community Traffic Safety Project (FAST)	\$139,374.00	\$0.00	
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	\$139,374.00	\$0.00	\$55,749.00

Countermeasure Strategy: Tribal STEP Program

Program Area: Native American Traffic Safety Program

Project Safety Impacts

The impacts of this activity will be extra law enforcement patrols during at-risk times for the tribal community. Tribal Law Enforcement will participate in the Holiday Mobilization, May Mobilization, Labor Day Mobilization and two other high-risk events. Each agency will conduct sustained enforcement as necessary and as funding allows.

Linkage Between Program Area

The Native American demographic is an at-risk group in Montana. Increased law enforcement has been proven to be an effective countermeasure strategy. Allocation of funds have been based on SHTSS methodology for dispersing STEP funds which includes utilizing a productivity formula developed based on stops per hour, a ratio of DUI and seat belt citations against total citations written per agency, and involvement in mobilizations.

Rationale

High visibility enforcement is a proven countermeasure in combating traffic safety issues. The Tribal STEP programs partner with the community education piece of the overall Native American Traffic Safety project to ensure maximum effectiveness.

MDT relies on NHTSA's 2017 Countermeasures that Work to ensure projects funded are proven to be effective. The countermeasures utilized in the Native American Program include:

- Chapter 1 – Alcohol and Drug Impaired Driving
 - 2.1 Publicized Sobriety Checkpoints
 - 2.2 High Visibility Saturation Patrols

5.2 Mass Media Campaigns

7.1 Enforcement of Drug-Impaired Driving

Chapter 2 – Seat Belts and Child Restraints

2.1 Short-Term High Visibility and Seat Belt Law Enforcement

3.1 Communications and Outreach Supporting Enforcement

3.2 Communications and Outreach for Low-Belt-Use Groups

6.1 Communications and Outreach Strategies for Older Children

6.2 Communications and Outreach Strategies for Child Restraint and Booster Seat Use

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

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NASTEP	Tribal STEP Program

Planned Activity: Tribal STEP Program

Planned activity number: NASTEP

Primary Countermeasure Strategy ID:

Planned Activity Description

Tribal law enforcement agencies will continue to be funded for participation 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 the use of occupant restraint systems. These checkpoints are also used as an opportunity to educate motorists about seatbelt and child safety seat use.

Proposed Project Outcome: Participate in the Holiday Mobilization, May Mobilization, Labor Day Mobilization and two other high-risk events. Each agency will conduct sustained enforcement as necessary and as funding allows.

Intended Subrecipients

Confederated Salish & Koonetai Law Enforcement

Fort Belknap Law Enforcement

Fort Peck Law Enforcement

Countermeasure strategies

Countermeasure Strategy
Tribal STEP Program

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low HVE (FAST)	\$2,773.00	\$0.00	
2019	FAST Act 405d Impaired Driving Low	Police Traffic Services (FAST)	\$28,153.00	\$0.00	
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$16,074.00	\$0.00	\$6,430.00

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Description of Highway Safety Problems

Montana is a low-use seat belt rate state. Many attempts have been made to pass a primary law but have failed and currently there is only a secondary law.

SHTSS has established three goals for seat belt use:

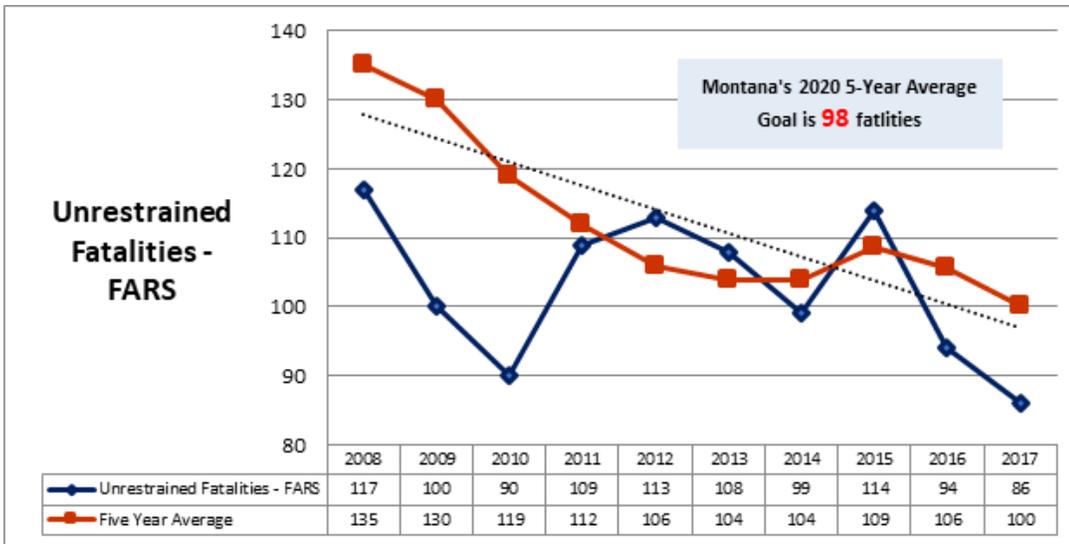
Reduce the five-year average number of unrestrained vehicle occupant fatalities from 106 in 2014 to 98 by 2020

Reduce the five-year average number of unrestrained vehicle occupant fatalities and incapacitating injuries from 410 in 2014 to 313 by 2020.

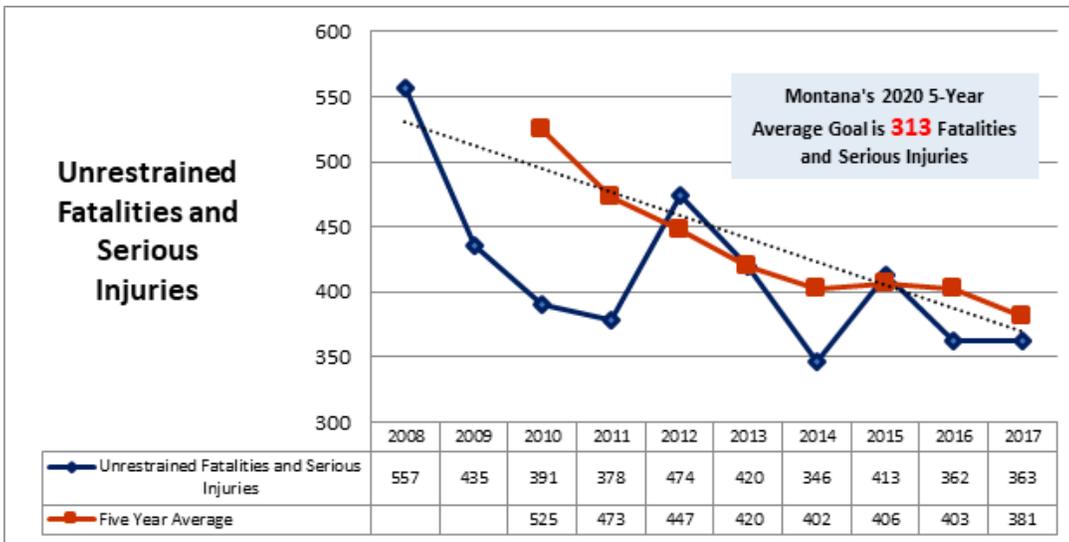
Increase the annual statewide seat belt use for the front seat passenger vehicle occupants from 74% in 2014 to 77.7% by 2020.

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

relationship to meeting those goals.



Unrestrained fatalities decreased by 8 during 2017 to 86 or 46%. While improvement needs to be made, 2017 had the lowest number of unrestrained fatalities in the last ten years. The long-range goal for unrestrained fatalities is a five-year average of 98. The current five-year average is 100, making the 2020 goal within in reach.



Unrestrained fatalities and serious injuries remained consistent with 2016, however, they have been dramatically declining over the last ten years. The five-year average goal for 2020 is 313. Even as the trend continues downward, the 313 goal will be challenging to meet.

Below shows the history of the observational seat belt surveys conducted by MDT.

Seat Belt Usage Rates	Year	Interstate	Primary	City	Other	
All Roads	2008	92.10%	81.70%	66.60%	70.70%	
79.30%	2009	82.90%	83.80%	64.90%	75.60%	
79.20%	2010	87.00%	81.20%	64.70%	74.10%	
78.90%	2011	84.40%	80.90%	67.70%	68.80%	

76.90%	2012	82.80%	80.10%	65.70%	70.50%	
76.30%	Year	Interstate	Primary	Secondary	Other	Urban
All Roads (NHTSA weighted)	2013	82.0%	67.8%	78.0%	61.3%	67.6%
74.0%	2014	84.0%	62.0%	71.0%	74.0%	68.0%
74.0%	2015	86.5%	65.9%	74.3%	71.1%	70.6%
76.8%	2016	80.0%	67.6%	72.0%	76.8%	82.4%
76.2%	2017	81.6%	73.6%	75.0%	78.9%	75.0%
78.2%	2018*	90.6%	84.9%	85.2%	89.8%	87.0%
86.6%	Chg 1 Yr	9.0%	11.3%	10.2%	10.9%	12.0%

The observed seat belt rate increased dramatically during 2018, going from 78.2% in 2017 to 86.6% in 2018, an increase of over 8%. With that surge and the increasing trend, Montana is optimistic that the five-year average 2020 target of 77.7% will be reached. The current five-year average is slightly higher than 78%.

6.2 Problem Analysis

Unrestrained fatalities and serious injuries are steadily declining, with dramatic decreases over the last ten years. According to NHTSA data, in Montana, during 2017, only 46% of the fatalities were restrained. This compares to the best state which was 100% and the national average which was 61%.

While seat belts are proven to be the most effective tool in reducing fatalities and serious injuries, Montana remains a secondary enforcement state. In addition, the Child Passengers Safety Laws do not meet the national standards. During the last five-years unrestrained fatalities represented 49% of all statewide fatalities. While many attempts have been made to pass a primary seat belt law, all have failed to pass, including legislation in the 2019 session.

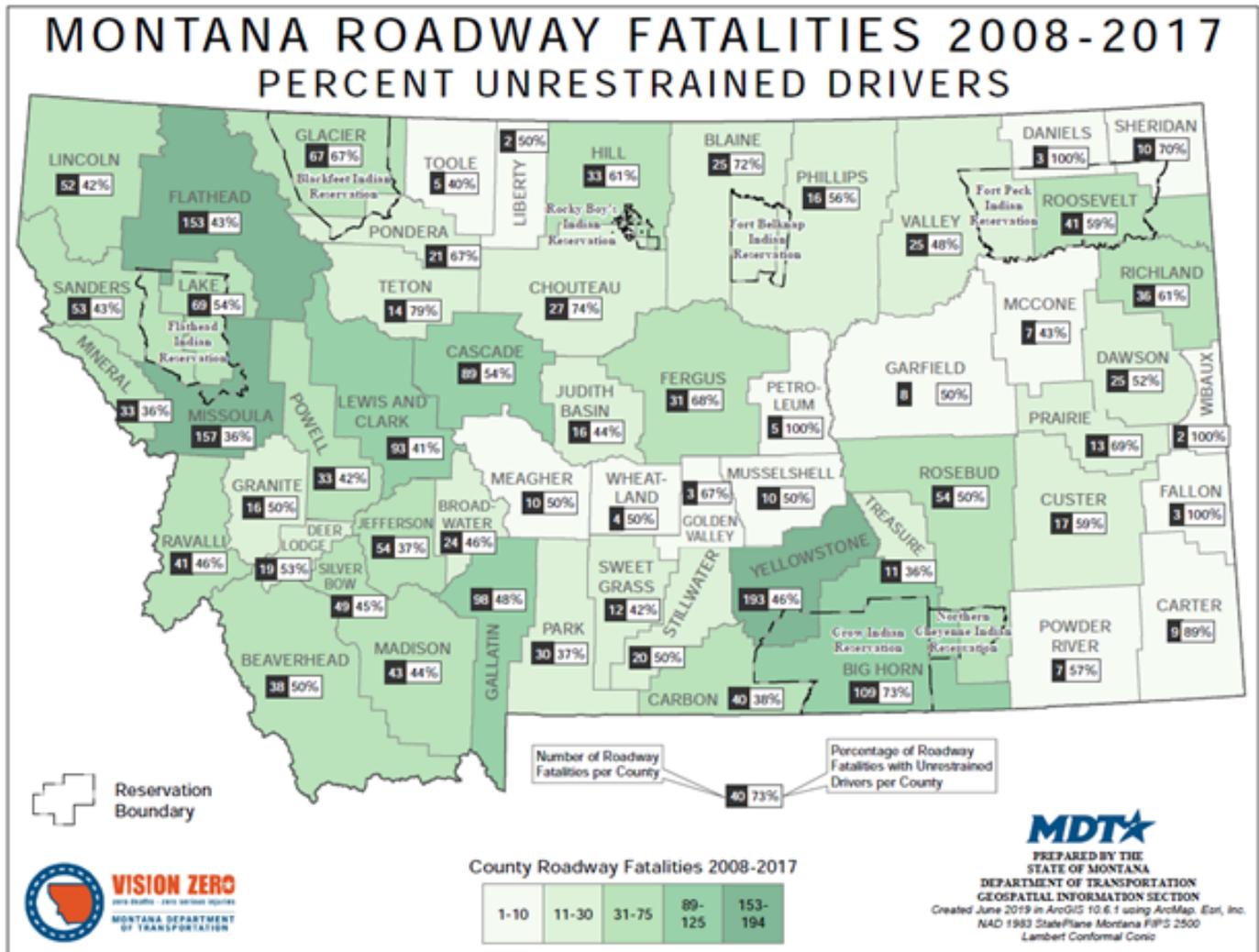
As with all fatalities, most of Montana's unrestrained fatalities occur in the summer months. During the months of May through September there were 49 fatalities representing approximately 58% of the total.

2017 Unrestrained Fatalities and Serious Injuries		Serious Injury	Fatality
Total	January	7	4
11	February	11	5
16	March	16	4
20	April	28	5
33	May	25	11
36	June	25	8
33	July	24	12
36	August	22	9
31	September	18	9
27	October	19	7
26	November	8	4
12	December	18	6

In 2018 Montana's observed seat belt rate went up to 86.6%, a significant increase from 2017 when the rate of 78.2. According to NHTSA, during 2017 the national average was 89.7%. This is the first time that seat belt

use in Montana has been above 80% with many years being considerably less. MDT will monitor this in the future to determine if this increase will continue.

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



Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	98

Countermeasure Strategies in Program Area

Countermeasure Strategy
Child Restraint System Inspection Station(s)
Public Information and Education OP
Technician/Instructor Training and Certification

Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

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

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

Proposed Project Outcome: Conduct at least four National Child Passenger Safety Trainings to certify an additional 52 technicians. Conduct regional technician and instructor updates to help ensure certifications do not lapse.

Linkage Between Program Area

Montana has an active network of child passenger safety inspection stations. The performance target is to check and distribute car seats to Montana residents specifically those that are at-risk. These stations provide checkup events throughout the year and specifically during Child Passenger Safety Week. MDT SHTSS will fund activities to provide car seats and media for check up events and provide technical support to the all stations.

Rationale

Montana relies on NHTSA's 2017 Countermeasures that Work, Chapter 2 Seat Belts and Child Restraints to ensure projects funded are proven to be effective. The countermeasures utilized in the 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)

In addition to NHTSA's 2017 Countermeasures that Work, MDT utilizes NCHRP 500, Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Volume 11: A Guide for Increasing Seat Belt Use.

In addition, these projects will support the state's Comprehensive Highway Safety Plan's strategies that include:
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.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CPS1	Child Passenger Safety Seat Purchase

Planned Activity: Child Passenger Safety Seat Purchase

Planned activity number: CPS1

Primary Countermeasure Strategy ID:

Planned Activity Description

MDT will purchase child safety seats for distribution to the child restraint inspection stations in an effort to provide seats to low income families in their communities. These seats will be part of the overall Child Passenger Safety Program in Montana which is administered by state CPS technicians. Seats will be shipped directly to local permanent inspection stations or to CPS technicians in counties that don't have inspection stations.

The distribution of these child passenger safety seats increases the probability that low-income families will have their children properly restrained. Also, it provides an opportunity to educate parents and care givers on the importance of ensuring every passenger in the vehicle is being properly restrained. MDT will use 405b

funds up to the 5% cap allowed and supplement with 402 funds. To purchase these MDT will follow the appropriate purchasing requirements.

Proposed Project Outcome: Distribution of child safety seats statewide prioritizing the distribution by risk, as part of the state’s CPS program.

Intended Subrecipients

The vendor providing the seats will be determined through the purchasing policy of the State of Montana. The distribution of the seats will be based on population and data from the Department of Public Health and Human Services, with priority given to at-risk areas and populations.

Countermeasure strategies

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low CSS Purchase/Distribution (FAST)	\$14,515.00	\$0.00	
2020	FAST Act NHTSA 402	Child Restraint (FAST)	\$10,485.00	\$0.00	\$4,194.00

Countermeasure Strategy: Public Information and Education OP

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

The impact of this activity will increase seat belt use in the state. Local coalitions will provide education and outreach regarding the importance of wearing a seat belt throughout their communities. Coordinators will work with local health departments, law enforcement, media partners, and schools to reach teen drivers. They will also attend events to distribute educational material in an effort to reach the 2020 goal of a five-year average of 77.7% as determined by the observational seat belt survey. Priority funding will be give to the BUMT's that have an active CPS program and certified CPS Instructors.

Proposed Project Outcome: Educate specific communities on seat belt and proper car seat use to assist in meeting the overall occupant protection targets and goals. Coalitions will also provide car seats and check points at the permanent inspection stations in these communities throughout the year, tracking the number of seats checked and seats provided.

Linkage Between Program Area

Seat belt use is proven to be the most effective tool to reduce fatalities and serious injuries for adults and children. Montana is a secondary enforcement state for seat belt use. During the last 10 legislative sessions there have been primary seat belt bills introduced but none have been successfully passed into law.

The observed seat belt rate increased dramatically during 2018, going from 78.2% in 2017 to 86.6% in 2018, an increase of over 8%. With that surge and the increasing trend, Montana is optimistic that the five-year average 2020 target of 77.7% will be reached. The current five-year average is slightly higher than 78%.

Rationale

Montana relies on NHTSA’s 2017 Countermeasures that Work, Chapter 2 Seat Belts and Child Restraints to ensure projects funded are proven to be effective. The countermeasures utilized in the Occupant Protection Program from Chapter 2 include:

- Chapter 2. Seat Belts and Child Restraints
 - 2.1 Short Term, High Visibility Seat Belt Law Enforcement
 - 2.3 Sustained Enforcement
 - 3.1 Supporting Enforcement (Communications and Outreach)
 - 3.2 Strategies for Targeting Low Belt Use Groups (Communications and Outreach)
 - 5.1 Short-Term High Visibility Child Restraint/Booster Law Enforcement (Countermeasures Targeting Children)
 - 6.1 Communications and Outreach Strategies for Older Children
 - 6.2 Communications and Outreach Strategies for Child Restraint Use Booster Seat Use
 - 7.1 School Programs (Other Strategies)
 - 7.2 Inspection Stations (Other Strategies)

In addition to NHTSA’s 2017 Countermeasures that Work, MDT utilizes NCHRP 500, Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Volume 11: A Guide for Increasing Seat Belt Use.

Specifically, this activity will rely on 3.1 Supporting Enforcement, 3.1 Strategies for Targeting Low Belt Use Groups (Communications and Outreach), 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).

In addition this project will support the Comprehensive Highway Safety Plan by assisting with the following strategies:

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:

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.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
BUMT	Buckle Up Montana
OPMG	Occupant Protection Mini-Grants

Planned Activity: Buckle Up Montana

Planned activity number: BUMT

Primary Countermeasure Strategy ID:

Planned Activity Description

Grassroots coalitions will be provided funding to promote occupant protection. Four coalitions will implement local public information and education programs that reach various demographics to encourage seat belt use and child passenger safety seats. Funding will be used to provide PI&E, training and other educational materials. 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 trainings and outreach.



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

Intended Subrecipients

The intended subrecipients are: Cascade County Health, Flathead County Health, Missoula City-County Health Department (Missoula and Granite) and Helena School District (Lewis and Clark, Broadwater, and Jefferson Counties).

Countermeasure strategies

Countermeasure Strategy
Public Information and Education OP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low Public Education (FAST)	\$163,857.00	\$0.00	

Planned Activity: Occupant Protection Mini-Grants

Planned activity number: OPMG

Primary Countermeasure Strategy ID:

Planned Activity Description

OP mini-grants will be awarded 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 that will assist them with events, media, brochures, etc. to encourage community members to buckle up.

Grants will also be used to assist local law enforcement officers during high-risk community events.

Subrecipients will educate the public on seat belt use and inform community members that extra patrols will be at the specific event.

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

Intended Subrecipients

Applications will be accepted throughout the fiscal year. The subrecipients will be selected in FFY2020.

Countermeasure strategies

Countermeasure Strategy
Public Information and Education OP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low Public Education (FAST)	\$25,000.00	\$0.00	

Countermeasure Strategy: Technician/Instructor Training and Certification

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

MDT and our partners will conduct at least four National CPS trainings throughout the state to certify an additional 52 technicians. There will be an annual training update provided for instructors and technicians to ensure certifications do not lapse and instructors receive the necessary CEU's to maintain their status. In addition, MDT will purchase new latch manuals for technicians statewide.

Linkage Between Program Area

Montana's pool of technicians and instructors is aging and as individuals retire or changes jobs, they may leave the program. To ensure this pool is maintained, Montana will continue to train and certify new CPS technicians and instructors to ensure statewide coverage for these activities. The funds allocated to this activity will assist with the cost of the training to include, travel, lodging, instructor fees, etc.

Rationale

Montana relies on NHTSA's 2017 Countermeasures that Work, Chapter 2 Seat Belts and Child Restraints to ensure projects funded are proven to be effective. The countermeasures utilized in the 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)

In addition to NHTSA’s 2017 Countermeasures that Work, MDT utilizes NCHRP 500, Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Volume 11: A Guide for Increasing Seat Belt Use.

This project specifically relies on 6.2 Communications and Outreach strategies for Child Restraint Use Booster Seat Use and 7.2 Inspection Stations. It also aligns with Montana’s Comprehensive Highway Safety Plan by supporting the following strategies:

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:

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CPSInstTech	CPS Instructor/Technician Training

Planned Activity: CPS Instructor/Technician Training

Planned activity number: CPSInstTech

Primary Countermeasure Strategy ID:

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

Planned Activity Description

Training will be provided for new and current CPS trainers and instructors. This will allow Montana to retain and recruit a qualified pool throughout the state. This is specifically critical in rural communities where these services can be miles away. SHTSS will manage this funding internally and coordinate the training in a variety of locations. In addition, SHTSS will purchase the updated Latch Manual for technicians statewide.

This project is used to meet one of the qualifying criteria for the Occupant Protection Grant, 405b. It satisfies 1300.21, Occupant Protection Grants (4) Child passenger safety technicians. This project will be paid from 405b exclusively, under the program funding code of 69A3751830000405bMTL.

Intended Subrecipients

The intended subrecipients will be various vendors that provide services for the training.

Countermeasure strategies

Countermeasure Strategy
Technician/Instructor Training and Certification

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low Training (FAST)	\$31,500.00	\$0.00	

Program Area: Planning & Administration

Description of Highway Safety Problems

Not applicable.

Associated Performance Measures

Planned Activities

Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
P&A	P&A	

Planned Activity: P&A

Planned activity number: P&A

Primary Countermeasure Strategy ID:

Planned Activity Description

Not applicable.

Intended Subrecipients

Not applicable.

Countermeasure strategies

Funding sources

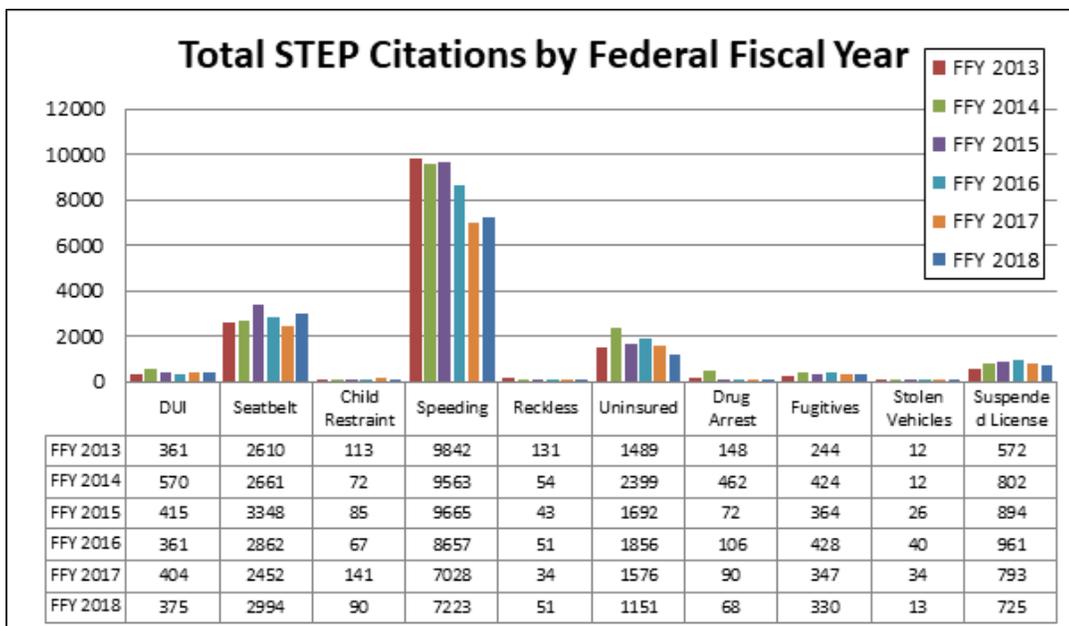
Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$100,000.00		\$40,000.00
2020	FAST Act 405d Impaired Driving High	405d High ID Coordinator (FAST)	\$105,000.00	\$21,000.00	
2018	FAST Act 405f Motorcycle Programs	405f Motorcycle Programs (MAP-21)	\$15,000.00	\$3,000.00	

2020	FAST Act NHTSA 402	Planning and Administration (FAST)	\$600,000.00	\$120,000.00	\$240,000.00
2018	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$105,000.00	\$21,000.00	

Program Area: Police Traffic Services

Description of Highway Safety Problems

Montana partners with local law enforcement agencies to provide Selective Traffic Enforcement Program projects, including state, local and tribal law enforcement agencies. During 2018 there were 31,904 citations issued as compared to 27,500 during 2017. A total of 13,279 overtime hours were worked during 2018, with 2017 have 13,300. Although the hours worked have not changed significantly, the citations issued have increased. Law enforcement agencies are critical to supporting the traffic safety objectives of Montana. Below is a breakdown of the citations for 2018.



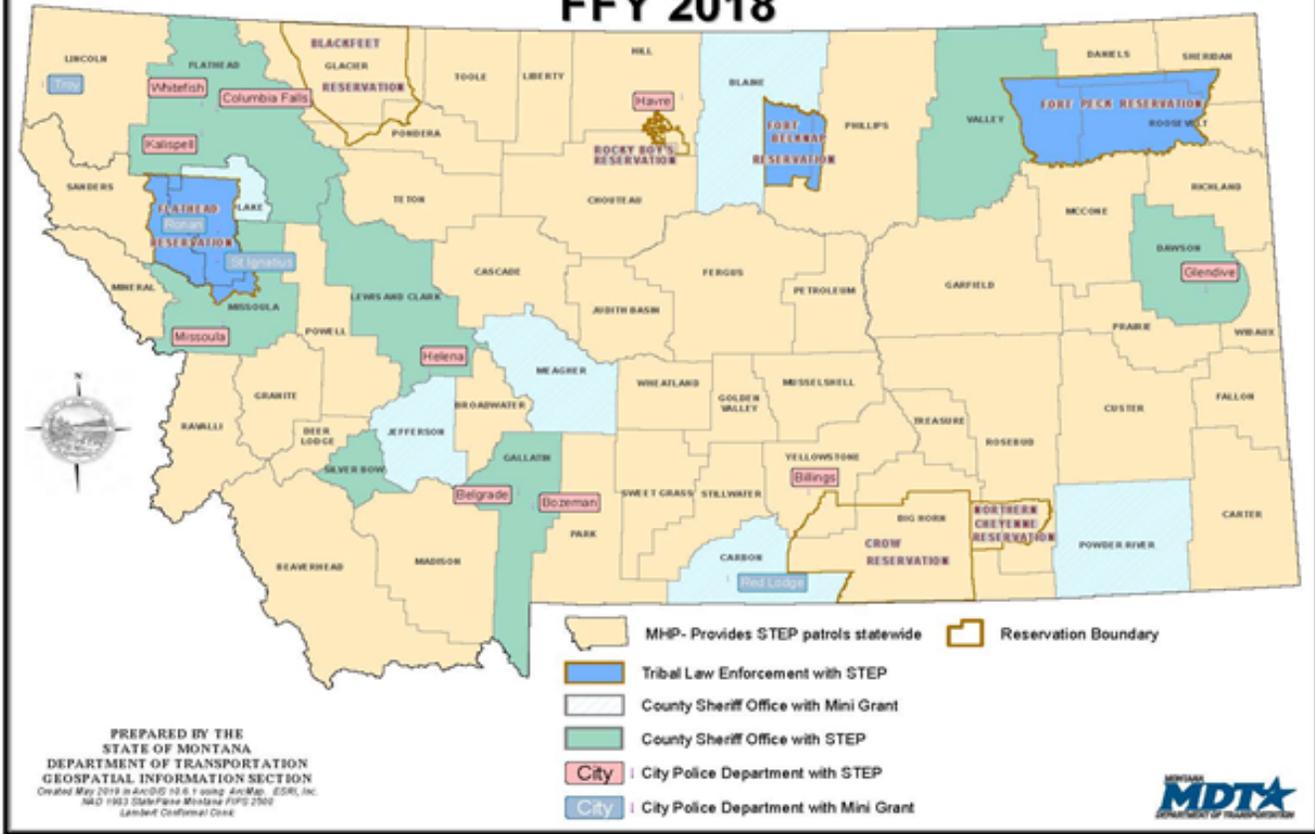
One hundred percent of Montana’s population is covered by law enforcement STEP programs because of the participation of police, sheriff, tribal and the Montana Highway Patrol. Below shows a map of the participating agencies.

With Montana’s high rate of impaired driving and lack of seat belt use, these LE programs will assist in reaching the traffic safety goals.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
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Law Enforcement Agencies with STEP FFY 2018



2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	98
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	89
2020	C-6) Number of speeding-related fatalities (FARS)	2020	5 Year	81

Countermeasure Strategies in Program Area

Countermeasure Strategy
Drug Recognition Expert (DRE) Training
Short-term, High Visibility Law Enforcement

Countermeasure Strategy: Drug Recognition Expert (DRE) Training

Program Area: Police Traffic Services

Project Safety Impacts

Training to detect impaired drivers is necessary to ensure a statewide consistent method is used by all law enforcement, if possible. This project will impact the safety program by providing impaired driving detection training. Assessment will be based on the numbers of trainings provided and the number of participants.

Linkage Between Program Area

Detecting impaired drivers is difficult and obtaining a conviction also has proved challenging as DUI laws are extremely complicated and the evidence needed to define and demonstrate impairment is complex.

Standardized Field Sobriety Tests (SFST's) are one of the most effective countermeasures in the battle against impaired driving. Research has shown law enforcement officers increase their arrest rates and are more effective in estimating the degree of influence of stopped drivers after they have been trained in the use and scoring of the SFST's. Frequent and consistent training statewide is needed to increase prosecution rates in DUI cases.

Rationale

To implement the Law Enforcement Traffic Services Program, MDT relies on NHTSA's 2017 Countermeasures that Work, Chapter 1 Alcohol and Drugged Driving, and Chapter 2 Seat Belts and Child Restraints to ensure projects funded are proven to be effective. The countermeasures utilized in the Law Enforcement Traffic Services Program include:

Chapter 1: Alcohol and 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

In addition to NHTSA's 2017 Countermeasures that Work, MDT utilizes NCHRP 500, Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Volume 11: A Guide for Increasing Seatbelt Use, and, Volume 16: A Guide for Reducing Alcohol-Related Collisions.

Also, these project will support the Comprehensive Highway Safety Plan by implementing the following strategy:

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
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TSRO	Traffic Safety Resource Officer
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Planned Activity: Traffic Safety Resource Officer

Planned activity number: TSRO

Primary Countermeasure Strategy ID:

Planned Activity Description

The TSRO project will coordinate and manage the SFST, ARIDE, and DRE training program for the state. This training will further enhance the skills and expertise of law enforcement officers in conducting high visibility enforcement campaigns. In addition, the training will increase the collection of BAC testing among drivers involved in fatal motor vehicles crashes.

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.

Proposed Project Outcome: Conduct 5 ARIDE certifications trainings; Maintain DRE certifications for officers who need recertification; Conduct 6 SFST certification trainings; Complete 1 DRE training by September 30, 2020 and others as needed; and Ensure DRE instructor certification is complete by 9/30/2020. The project will ensure officers continue to receive current training on issues important to traffic safety.

Intended Subrecipients

Montana Highway Patrol

Countermeasure strategies

Countermeasure Strategy
Drug Recognition Expert (DRE) Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving High	405d High Drug and Alcohol Training (FAST)	\$181,072.00	\$0.00	

Countermeasure Strategy: Short-term, High Visibility Law Enforcement

Program Area: Police Traffic Services

Project Safety Impacts

MDT will continue to work with state, local, city and tribal law enforcement to address impaired driving, occupant protection, speed and distracted driving. These agencies will provide a combination of national mobilizations and sustained HVE. This countermeasure strategy is required by Federal Regulation.

Assessment of this program is done by analyzing law enforcement agencies based on their participation in HVE and Nation Mobilizations, the number of citations written per hour, and past performance.

Linkage Between Program Area

Montana has significant concerns with impaired driving, occupant protection and speeding in the state. All of the fatalities for these areas are well above national averages. Because of this MDT will provide extra enforcement during National Mobilizations and at other high-risk events as law enforcement is critical when implementing a traffic safety program. Allocation of funds is based on a review of high-crash areas, high-risk events, and other criteria. The Montana Highway Patrol is given priority consideration through their STEP and Selective Enforcement Traffic Services Team as this agency will provide coverage to the entire state. These efforts will help meeting the performance targets for the areas cited above.

Rationale

To implement the Law Enforcement Traffic Services Program, MDT relies on NHTSA's 2017 Countermeasures that Work, Chapter 1 Alcohol and Drugged Driving, and Chapter 2 Seat Belts and Child Restraints to ensure projects funded are proven to be effective. The countermeasures utilized in the Law Enforcement Traffic Services Program include:

Chapter 1: Alcohol and 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

In addition to NHTSA's 2017 Countermeasures that Work, MDT utilizes NCHRP 500, Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Volume 11: A Guide for Increasing Seatbelt Use, and, Volume 16: A Guide for Reducing Alcohol-Related Collisions.

Also these projects will align with the Comprehensive Highway Safety Plan by implementing the following strategies:

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.

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

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
HPTSP	Helena Police Traffic Safety Pilot
HVE	High Visibility Enforcement
LEL	Law Enforcement Liaison
SETT	Selective Traffic Enforcement Team
STEPMG	STEP Mini-Grants

Planned Activity: Helena Police Traffic Safety Pilot

Planned activity number: HPTSP

Primary Countermeasure Strategy ID:

Planned Activity Description

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

This pilot project will be implemented using a decreasing match ratio. During 2020, the project will be funded with 80% NHTSA funds and 20% City funds. NHTSA funds will decrease by 20% each year after that until the project is fully funded by the City of Helena.

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

Intended Subrecipients

City of Helena

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low HVE (FAST)	\$5,605.00	\$0.00	
2020	FAST Act 405d Impaired Driving High	405d High HVE (FAST)	\$56,902.00	\$0.00	
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$32,489.00	\$0.00	\$12,995.00

Planned Activity: High Visibility Enforcement

Planned activity number: HVE

Primary Countermeasure Strategy ID:

Planned Activity Description

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

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

Proposed Project Outcome: Participate in the Holiday Mobilization, May “Click it or Ticket” mobilization, the Labor Day Impaired Driving Mobilization and two other local high-risk events. Each agency will conduct other sustained enforcement shifts during the year as necessary and funding allows.

Intended Subrecipients

City of Belgrade City of Billings City of Bozeman Butte-Silver Bow City of Columbia Falls Dawson County Flathead County Gallatin County City of Glendive City of Havre City of Kalispell Lewis and Clark County Missoula County City of Missoula Valley County City of Whitefish Montana Highway Patrol	
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Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low HVE (FAST)	\$15,247.00	\$0.00	
2020	FAST Act 405d Impaired Driving High	405d High HVE (FAST)	\$304,531.00	\$0.00	
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$188,623.00	\$0.00	\$123,830.00

Planned Activity: Law Enforcement Liaison

Planned activity number: LEL

Primary Countermeasure Strategy ID:

Planned Activity Description

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 Law Enforcement Liaison (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.

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

Intended Subrecipients

City of Belgrade

City of Missoula

Montana Sheriff's and Peace Officer's Association

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low HVE (FAST)	\$2,242.00	\$0.00	
2020	FAST Act 405d Impaired Driving High	405d High HVE (FAST)	\$22,762.00	\$0.00	
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$12,996.00	\$0.00	\$5,198.00

Planned Activity: Selective Traffic Enforcement Team

Planned activity number: SETT

Primary Countermeasure Strategy ID:

Planned Activity Description

The MHP Safety Enforcement Traffic Team (SETT) is a roving patrol that was established in 2008. This team is dedicated to traffic safety issues with the goal of deterring and detecting impaired driving, unrestrained passengers, speeding, and a host of other traffic safety offenses. As appropriate, they will also provide safety education to the motoring public.

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

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

Montana State University vs University of Montana football game

Flathead/Whitefish Winter Carnival Festival

Butte/Silver Bow St. Patrick's Day Celebration

4th of July Celebration

Carbon and Yellowstone County Iron Horse Rodeo Celebration

Other events may be added, and some may be removed depending on the event and the need.

Intended Subrecipients

Montana Highway Patrol

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving High	405d High HVE (FAST)	\$560,673.00	\$0.00	
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$186,891.00	\$0.00	\$74,756.00

Planned Activity: STEP Mini-Grants

Planned activity number: STEPMG

Primary Countermeasure Strategy ID:

Planned Activity Description

Mini-grants will be available for Non-STEP participating agencies for local high visibility enforcement at specific events known to be high-risk. Agencies can apply for overtime mini-grants and priority will be given to those with an evidenced based need. Applications will be accepted throughout the fiscal year. The subrecipients will be selected in FFY2020.

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

Intended Subrecipients

These subrecipients of these grants will be determined throughout the year and evaluated based on traffic safety data for the community.

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low HVE (FAST)	\$3,540.00	\$0.00	
2020	FAST Act 405d Impaired Driving High	405d High HVE (FAST)	\$35,940.00	\$0.00	
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$20,520.00	\$0.00	\$20,520.00

Program Area: Traffic Records

Description of Highway Safety Problems

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

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

SHTSS's Data Research Analyst is an end-user of the system with full access to the SIMS data. The analyst reviews fatality and serious injury trends in each NHTSA core performance measure to determine where resources should be focused. The analysis of available data identifies all of the performance targets established. Currently, DPHHS is working to gather EMS data from rural area EMS Responders with regard to crash outcomes. In addition, Judicial Services has been compiling information on DUI citations and outcomes to better understand the impaired driving problem in Montana. This information is compiled using Montana Highway Patrol and the Board of Crime Control numbers. The data is provided on-line from MHP and provided directly in hard copy from the Board of Crime Control. been provided to SHTSS staff for analysis and inclusion in the annual problem identification.

These data sets with greatly improve the quality and accuracy of the data to support traffic safety efforts in Montana.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
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2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	182.2
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	860.4
2020	C-3) Fatalities/VMT (FARS, FHWA)	2020	5 Year	1.399
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	98
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	89
2020	C-6) Number of speeding-related fatalities (FARS)	2020	5 Year	81
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	5 Year	30
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	5 Year	19
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	5 Year	27
2020	C-10) Number of pedestrian fatalities (FARS)	2020	5 Year	14
2020	C-11) Number of bicyclists fatalities (FARS)	2020	5 Year	1

Countermeasure Strategies in Program Area

Countermeasure Strategy
Improves accuracy of a core highway safety database
Improves timeliness of a core highway safety database

Countermeasure Strategy: Improves accuracy of a core highway safety database

Program Area: Traffic Records

Project Safety Impacts

The impacts of this project will improve accuracy in data. Planned activities will be funded to meet this goal.

Linkage Between Program Area

Occasionally, data can be entered inaccurately. Data managers need to be able to validate accuracy of the data. This usually requires data software upgrades or new a new system. Montana will fund activities that will improve the accuracy of data.

Rationale

Improving accuracy is in the Federal regulation as a requirement for a Traffic Records program. Accuracy is an effective strategy as discussed in NHTSA's "Crash Data Improvement Program Guide", December 2017. In addition, this project will support the Comprehensive Highway Safety Plan by supporting the following strategy: Overarching Strategy: Data – Improve the accuracy, completeness, integration, timeliness, uniformity, and accessibility of data used in traffic safety analysis.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
RCIS	MDT Road Condition Information System Upgrade
WBCT	Web-Based Crash Trainer

Planned Activity: MDT Road Condition Information System Upgrade

Planned activity number: RCIS

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Funding for this project will help develop a new roadway information data collection system to better serve the traveling public in Montana. The information will be provided in "real time" and be more accurate reporting of the road conditions.

Intended Subrecipients

Montana Department of Transportation

Countermeasure strategies

Countermeasure Strategy
Improves accuracy of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$200,000.00	\$0.00	

Planned Activity: Web-Based Crash Trainer

Planned activity number: WBCT

Primary Countermeasure Strategy ID:

Planned Activity Description

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.

Intended Subrecipients

Montana Highway Patrol

Countermeasure strategies

Countermeasure Strategy
Improves accuracy of a core highway safety database
Improves timeliness of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$25,360.00	\$0.00	

Countermeasure Strategy: Improves timeliness of a core highway safety database

Program Area: Traffic Records

Project Safety Impacts

The overall traffic safety impacts will improve the timeliness of receiving data between when an event happens and when it is available through the appropriate database. MDT will fund project that will assist in meeting this goal in accordance with the Traffic Records Assessment conducted in 2019.

Linkage Between Program Area

Traffic Safety data bases are not always available in a timely manner. Activities funded will assist subrecipients to improve the methods and expedite the gathering and sharing of traffic safety information.

Rationale

Improving timeliness is a countermeasure strategy as required in the Federal Regulation. It is proven to be an effective strategy that will assist SHTSO's in analyzing data to determine traffic safety problems in their state. This has been proven to be an effective strategy as outlined in NHTSA's "Crash Data Improvement Program Guide" from December 2017. These projects will also support Montana's Comprehensive Highway Safety Plan in achieving the following goal: Overarching Strategy: Data – Improve the accuracy, completeness, integration, timeliness, uniformity, and accessibility of data used in traffic safety analysis.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
DOJCR	DOJ/MHP Crash Data Repository
WBCT	Web-Based Crash Trainer

Planned Activity: DOJ/MHP Crash Data Repository

Planned activity number: DOJCR

Primary Countermeasure Strategy ID:

Planned Activity Description

The Montana Highway Patrol (MHP) will develop a crash data repository, that will be available to law enforcement agencies statewide. This will provide the opportunity to submit crash reports to MHP electronically. Currently over 40% of crash reports are submitted to MHP as paper reports. Most law enforcement agencies that are submitting paper reports are collecting and storing this information electronically at the local level.

The crash repository will have the potential to receive over 90% of all crash reports electronically, eliminating much, if not all, of the paper reports. This crash repository is a natural extension of the MHP Web Based Crash Reporting (WBCR) program currently supported by Montana's Traffic Records Coordinating Committee. The performance measure NHTSA-Crash-Database-Timeliness-C-T-1 currently being used for this crash repository which is consistent with the WBCR. MHP will be working with a contractor, SmartCop, to implement this crash repository.

Performance Measures

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

By establishing automatic transfer of crash data to the crash repository, time added by manually entering these will be eliminated. Additional time will be saved by local agencies includes printing, mailing or electronically sending paper reports. Timeliness will be improved from days and weeks down to time needed for completion of the report after the investigation, approval process to ensure investigative quality and data capture. In addition to the timeliness performance measure monitoring timespan from crash event date/time to completion/approval date/time, it is expected that the crash data will be transferred into the state repository database and available for statistical use within 24

hours of the report approval. This will be an extension of the MHP Web Based Crash Reporting performance measure.

Intended Subrecipients

Department of Justice/Montana Highway Patrol

Countermeasure strategies

Countermeasure Strategy
Improves timeliness of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$72,200.00	\$0.00	

Planned Activity: Web-Based Crash Trainer

Planned activity number: WBCT

Primary Countermeasure Strategy ID:

Planned Activity Description

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.

Intended Subrecipients

Montana Highway Patrol

Countermeasure strategies

Countermeasure Strategy
Improves accuracy of a core highway safety database
Improves timeliness of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2017	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$25,360.00	\$0.00	
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Program Area: Young Drivers

Description of Highway Safety Problems

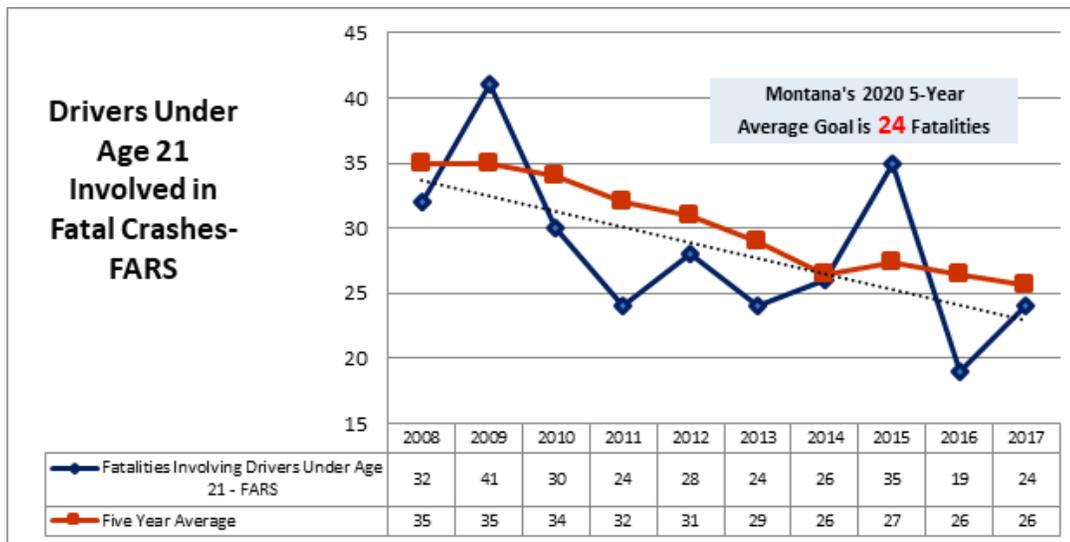
MDT continues to partner with Family, Career and Community Leaders of America (FCCLA) on a teen peer-to-peer traffic safety program. This group has promoted traffic safety for the last four years. Through this partnership, FCCLA chapters develop campaigns and other educational outreach that is then delivered to the schools and the community. These chapters have been utilized in a wide variety of venues to include printed material created by members of the chapter, school assemblies, social media, newspaper and TV. There have been some innovative campaigns that are having an impact on teen drivers.

Currently the goals for young drivers are:

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

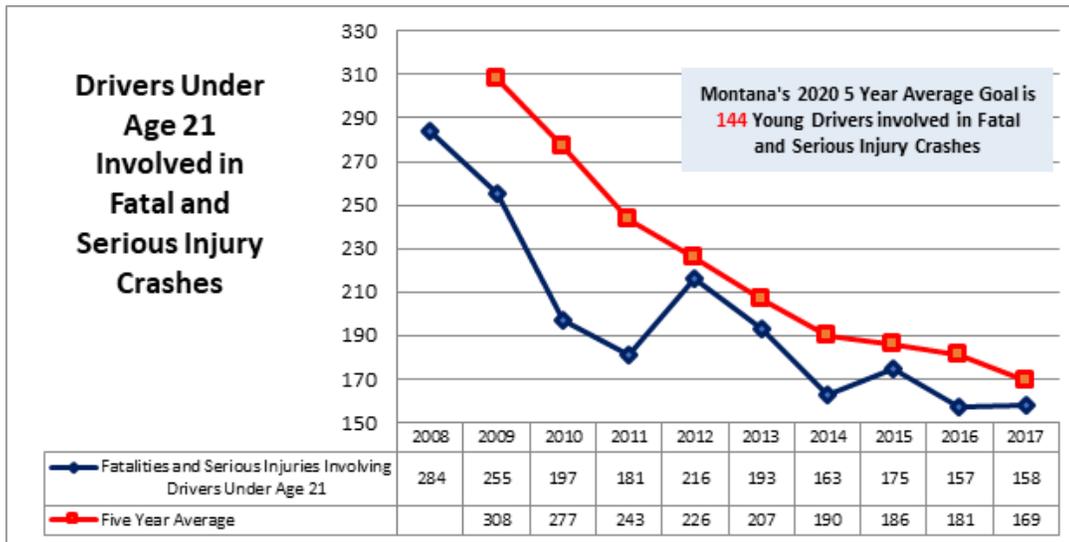
Reduce the five-year average number of fatalities and incapacitating injuries resulting from crashes involving young drivers from 194 in 2014 to 144 by 2020

The following represents the progress being made to reach those goals.



Teen fatalities went up during 2017. This increase was a 26% increase over 2016. However, it was one of the lowest years in the last ten years. Because of the smaller amount of fatalities, small changes in the total can exaggerate the overall increase. The target for 2017 for fatalities involving drivers age 20 or less was 27. Even with the increase, the five-year rolling average annual goal was met at 26. The long-range goal is a five-year average of 24 by 2020. Given the current downward trend, Montana is confident this goal will be met.

Young drivers' fatalities and serious injuries remained fairly consistent with 2016. These years,



2016 and 2017, are the lowest years in the past ten years. Fatalities and serious injuries have decreased dramatically over the last ten years. The 2020 long-range goal is a five-year rolling average of 144 by 2020. Given the downward trend, Montana may be able to achieve 144 fatalities and serious injuries in the years ahead, however, reaching the long-range 2020 goal may prove challenging.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	5 Year	27

Countermeasure Strategies in Program Area

Countermeasure Strategy
Highway Safety Office Program Management
Teen Peer-to-Peer Traffic Safety Education

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: Young Drivers

Project Safety Impacts

The Youth Risk Behavior Survey is conducted by the Office of Public Instruction every two years. SHTSS uses the results of this survey to analyze risk behaviors in youth with regard to traffic safety issues to include, seat belt use, impaired driving, riding with an impaired driver, etc. This will assist SHTSS in determining traffic safety priorities for young drivers.

Linkage Between Program Area

This provides a broader look at the traffic safety behaviors of youth beyond crashes and fatalities. The survey

will help identify problems prior to a vehicle crash. It will also assist in selecting planned activities and funding levels. This data assists in establishing the target for the performance area monitoring the fatalities of drivers under the age of 20.

Rationale

Montana relies on NHTSA’s 2017 Countermeasures that Work, Chapter 2 Seat Belts and Child Restraints to ensure projects funded are proven to be effective. The countermeasures utilized in the Teen Traffic Safety Program from Chapter 2 include:

- Chapter 2. Seat Belts and Child Restraints
 - 6.1 Communications and Outreach Strategies for Older Children
 - 7.1 School Programs (Other Strategies) recidivism

The results of the survey will decide the focus of school programs and outreach strategies. In addition, this project ties directly to the state’s Comprehensive Highway Safety Plan supporting the following strategy.

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.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
YRBS	Youth Risk Behavior Survey

Planned Activity: Youth Risk Behavior Survey

Planned activity number: YRBS

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Proposed Project Outcome: Provide the Office of Public Instruction funding to assist with the costs of conducting the survey. This survey will be used by MDT to track teen traffic safety issues.

Intended Subrecipients

Office fo Public Instruction.

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Teen Safety Program (FAST)	\$3,000.00	\$0.00	\$1,200.00

Countermeasure Strategy: Teen Peer-to-Peer Traffic Safety Education

Program Area: Young Drivers

Project Safety Impacts

The impact of this project will be educating teens statewide on a variety of traffic safety issues. SHTSS will partner with FCCLA to reduce teen crashes, fatalities and serious injuries through outreach and education at a peer-to-peer level. These could include educational materials, PSA's, newspaper, video, and other creative ideas developed by FCCLA chapters to promote traffic safety. Assessing this program will include the number of FCCLA chapters that participate and the outreach of those campaigns.

Proposed Project Outcome: Work with FCCLA to reduce teen crashes, fatalities and serious injuries through outreach and education at a peer-to-peer level.

Linkage Between Program Area

Teens in Montana remain an at-risk group for traffic safety fatalities and serious injuries. In an effort to reduce those, SHTSS has implemented a teen traffic safety program. Since 2015, MDT has partnered with Family, Career and Community Leaders of American (FCCLA) to promote teen traffic safety. There are more than 1,095 FCCLA members in 67 chapters throughout the state. Chapters develop their own peer-to-peer traffic safety messaging and campaigns.

The activities and messages that the teens develop will push Montana toward meeting the performance target for this demographic.

Rationale

Montana relies on NHTSA's 2017 Countermeasures that Work, Chapter 2 Seat Belts and Child Restraints to ensure projects funded are proven to be effective. The countermeasures utilized in the Teen Traffic Safety Program from Chapter 2 include:

Chapter 2. Seat Belts and Child Restraints

6.1 Communications and Outreach Strategies for Older Children

7.1 School Programs (Other Strategies)

This project will also supporting strategies contained in the state's Comprehensive Highway Safety Plan as follows:

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.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TEEN	Teen Peer-to-Peer Project

Planned Activity: Teen Peer-to-Peer Project

Planned activity number: TEEN

Primary Countermeasure Strategy ID:

Planned Activity Description

For the fourth consecutive year, MDT partnered with Family, Career and Community Leaders of America (FCCLA) to promote teen traffic safety. FCCLA is a student organization for young men and women in family and consumer sciences education through grade 12 with approximately 70 chapters across Montana. Teen drivers represent approximately 13% of all licensed driver, yet represent 22% of all fatalities. Because of this, MDT has made teen traffic safety a priority.

MDT has been successful in securing teen traffic safety grants through the Governor's Highway Safety Association, Ford Driving Skills for Life and National Road Safety Foundations to enhance the teen program. FCCLA chapters were awarded funding to assist them in developing a traffic safety campaign in their community. There were 16 participating chapters that received funding (either FDSL, NRSF, NHTSA or a combination) and were required to submit final reports to MDT.

During FFY2020, MDT will continue its partnership with FCCLA and continue to seek out other funding sources available to leverage the program.

Proposed Project Outcome: Work with FCCLA to reduce teen crashes, fatalities and serious injuries through outreach and education at a peer-to-peer level.

Intended Subrecipients

Applications will be accepted in the fall when school resumes. The intended subrecipients will be FCCLA chapters.

Countermeasure strategies

Countermeasure Strategy
Teen Peer-to-Peer Traffic Safety Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$10,000.00	\$0.00	\$4,000.00

Evidence-based traffic safety enforcement program (TSEP)

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

Deployment of Resources

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

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

Effectiveness Monitoring

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

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

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

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
ID Media Campaigns
OP Mass Media Campaigns
Short-term, High Visibility Law Enforcement
Tribal STEP Program

HVE planned activities that demonstrate the State's support and participation in the National HVE

mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Unique Identifier	Planned Activity Name
HPTSP	Helena Police Traffic Safety Pilot
HVE	High Visibility Enforcement
ID MEDIA	Labor Day Media Campaign
MDCampaign	Memorial Day Campaign
NASTEP	Tribal STEP Program

405(b) Occupant protection grant

Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

Program Area Name
Communications (Media)
Native American Traffic Safety Program
Occupant Protection (Adult and Child Passenger Safety)
Police Traffic Services
Young Drivers

Participation in Click-it-or-Ticket (CIOT) national mobilization

Agencies planning to participate in CIOT:

Agency
Belgrade Police Department
Billings Police Department
Bozeman Police Department
Butte-Silver Bow Law Enforcement
City of Columbia Falls Police Department
City of Missoula Police Department
Dawson County Sheriff's Office
Flathead County Sheriff's Office
Gallatin County Sheriff's Office
Glendive Police Department
Havre Police Department
Helena Police Department
Kalispell Police Department
Lewis and Clark County Sheriff's Office
Missoula County Sheriff's Office
Montana Highway Patrol
Valley County Sheriff's Office

Description of the State's planned participation in the Click-it-or-Ticket national mobilization:

Planned Participation in Click-it-or-Ticket

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

In addition, the Safety Traffic Enforcement Team through Montana Highway patrols will support and work with local law enforcement agencies. Priority will be give to those areas where seat belt use is low, as shown in historical data. Press releases that are specific to MHP enforcement are distributed.

Local coalitions support law enforcement during this time by educating communities regarding proper restraint use and informing the public of the extra law enforcement patrols.

List of Task for Participants & Organizations

Child restraint inspection stations

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Countermeasure Strategy
Child Restraint System Inspection Station(s)
Public Information and Education OP
Technician/Instructor Training and Certification

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Unique Identifier	Planned Activity Name
BUMT	Buckle Up Montana
CPS1	Child Passenger Safety Seat Purchase
CPSInstTech	CPS Instructor/Technician Training
CPSMedia	CPS Media
OPMG	Occupant Protection Mini-Grants
SOAR	Safe On All Roads

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 80

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: 456,314

Populations served - rural: 423,438

Populations served - at risk: 100,922

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified

Child Passenger Safety Technician.

Child passenger safety technicians

Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Countermeasure Strategy
Public Information and Education OP
Technician/Instructor Training and Certification

Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Unique Identifier	Planned Activity Name
BUMT	Buckle Up Montana
CPS1	Child Passenger Safety Seat Purchase
CPSInstTech	CPS Instructor/Technician Training
CPSMedia	CPS Media
OPMG	Occupant Protection Mini-Grants
SOAR	Safe On All Roads

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: 4

Estimated total number of technicians: 52

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

Qualification criteria for a lower seat belt use rate State

The State applied under the following criteria:

Primary enforcement seat belt use statute: No

Occupant protection statute: No

Seat belt enforcement: Yes

High risk population countermeasure programs: Yes

Comprehensive occupant protection program: No

Occupant protection program assessment: Yes

Seat belt enforcement

Countermeasure strategies demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:

Countermeasure Strategy
OP Mass Media Campaigns
Short-term, High Visibility Law Enforcement

Planned activities demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement, and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:

Unique Identifier	Planned Activity Name
HPTSP	Helena Police Traffic Safety Pilot
HVE	High Visibility Enforcement
LEL	Law Enforcement Liaison
HREvents	Media for Short Term Enforcement at High Risk Events
MDCampaign	Memorial Day Campaign
OPMedia	OP Media Campaign
SETT	Selective Traffic Enforcement Team
STEPMG	STEP Mini-Grants

High risk population countermeasure programs

Countermeasure strategies demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

Countermeasure Strategy
Highway Safety Office Program Management
Native American Campaigns
Safe On All Roads
Technician/Instructor Training and Certification
Teen Peer-to-Peer Traffic Safety Education
Tribal STEP Program

Submit planned activities demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

Occupant protection program assessment

Date of the NHTSA-facilitated assessment of all elements of its occupant protection program.

Date of the NHTSA-facilitated assessment: 04/Dec,2017

405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

Meeting Date
12/Dec,2018
06/Mar,2019
29/May,2019

Name and title of the State’s Traffic Records Coordinator:

Name of State’s Traffic Records Coordinator: Mark Keeffe

Title of State’s Traffic Records Coordinator: Data Analyst

TRCC members by name, title, home organization and the core safety database represented:

List of TRCC members

TRCC Members – 2016/2017	Name	Organization	Title
Database	Dan Bisom	Montana Department of Transportation	Motor Carrier Services Operations Research Analyst Motor Carrier Services Operations Research Analyst
Commercial Vehicle Compliance and Violations – B, F	Ed Ereth	Montana Department of Transportation	Planning Data amp Statistics Bureau Chief
Roadway and Traffic Data - E	Jim DeTienne	Department of Health and Human Services - EMS and Trauma Section	EMS amp Trauma Section Supervisor
EMS Reporting - D	Robert Armstrong Robert Armstrong	Montana Highway Patrol	Operations Commander
Montana Crash Reporting - A	Patricia Burke	Montana Department of Transportation	Safety Management Section Supervisor
MDT Crash -A	Lisa Mader	Montana Supreme Court	Office of Court Administration, Information Technology Director
Montana Court Adjudication - B	Michele Snowberger	Department of Justice - Motor Vehicles Division	DOJ/MVD Records amp Driver Control Bureau Chief
Drivers Records – C, F	Kathy Wilkins	Department of Justice - Board of Crime Control	Data Unit Manager
Montana Criminal Citations - B	Mike Cochrane Mike Cochrane	Department of Justice - ITSD	Project Manager Information Technology Services Division
MHP Crash Reporting - A	Janet Kenny	Montana Department of Transportation	TRCC Chair

	Mike Tooley	Montana Department of Transportation	MDT Director and Governor's Representative for Highway Safety
	Lynn Zanto	Montana Department of Transportation	MDT Planning Division Administrator and Program Sponsor
	Mike Bousliman	Montana Department of Transportation	MDT Information Systems Division CIO and Program Sponsor
	Mark Keeffe	Montana Department of Transportation	TRCC Program Coordinator

Traffic Records System Assessment

Montana 2019 TRCC Self-Assessment

The Montana State Highway Traffic Safety Section (SHTSS) requested a Traffic Records Program Assessment from the NHTSA Region 10 Administrator in 2018. The assessment began in December 2018 and was completed in May 2019.

To begin the assessment SHTSS staff and the Traffic Records Coordinating Committee (TRCC) participated in entering responses to the uniform set of questions contained in the Traffic Records Program Assessment Advisory (Report No. DOT HS 811 644). The questions were answered by subject matter experts through the NHTSA State Traffic Records Assessment Program (STRAP).

According to 23 CFR Part 1300, § 1300.22, applicants for State traffic information system improvements grants are required to: "include(s) a list of all recommendations from its most recent highway safety data and traffic records system assessment". In addition to the list, the state recommendations also:

Identifies which such recommendations described in paragraph (b)(2)(ii) of this section, the State intends to address in this fiscal year, the projects in the HSP that implement each recommendation and the performance measures to be used to demonstrate quantifiable and measurable progress; and

Identifies which recommendations described in paragraphs (b)(2)(ii) of this section the state does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

The following are the 2019 TRCC assessment recommendations:

Strategic Planning Recommendations

Strengthen the TRCC's abilities for strategic planning that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Crash Recommendations

Improve the applicable guidelines for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the procedures/ process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Crash data system that reflects best practices

identified in the Traffic Records Program Assessment Advisory.

Vehicle Recommendations

Improve the procedures/ process flows for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Driver Recommendations

Improve the interfaces with the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Roadway Recommendations

Improve the description and contents of the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the applicable guidelines for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the procedures/ process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Citation/Adjudication Recommendations

Improve the data dictionary for the Citation and Adjudication data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Citation and Adjudication data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

EMS/ Injury Surveillance Recommendations

Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Injury Surveillance system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Data Use and Integration Recommendations

Improve the traffic records systems capacity to integrate data that reflect best practices identified in the Traffic Records Program Assessment Advisory

Montana 2019 Responses to the Self-Assessment Module Recommendations

SHTSS will continue to work through the Traffic Records Coordinating Committee to integrate the recommendations where practicable. Janet Kenny, Supervisor of the State Highway Traffic Safety Section, is TRCC as chairperson.

Montana Responses to Assessment Module Recommendations:

Strategic Planning Recommendations

Strengthen the TRCC's abilities for strategic planning that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response: The Montana Traffic Records Strategic Plan (TRSP) was completed in 2015 and accounts for the broad view of the activities going on in all parts of the traffic records system, the TRSP Annual Element provides needed updates annually by the TRCC to provide documentation and updates for Montana's existing traffic safety programs and to report the status of the TRSP implementation, including an updated timeline. Montana will continue this annual element update.

TRCC Goal: An actively engaged TRCC Committee, freely shared information/data, TRCC team decisions, Informed stakeholders, strategic plan is a blueprint

TRSP Strategy: TRCC #5 Maintain multi-jurisdictional Traffic Records Coordinating Committee and #10 Enhance awareness among agency leadership by developing an annual report card, i.e. the Annual Element.

Montana Responses to Assessment Module Recommendations: As recommendations are similar between section modules, MDT will be submitting responses grouped by data dictionary, interfaces, data quality control and integration.

Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Recommendations for modules: Crash, Vehicle, Roadway, Citation/Adjudication, and EMS/Injury Surveillance

Response:

Crash: 2019/2020 TRCC Funded Project : the DOJ MHP Crash Data Repository will start in late 2019 or early 2020. This will enable Montana to have in place a system capable of electronically collecting and archiving over 90% of all roadway crashes. The new repository will allow all law enforcement agencies currently using computer input crash reporting to submit crash reports electronically to MHP, eliminating the printing and shipping of crash reports, and manual data entry of these crash reports in MHP's current crash database. This project is a natural extension of the on-going MHP Web Based Crash Reporting (WBCR) project funded by TRCC.

TRSP Strategy: #11 Continue to fund and support increasing the use of electronic data reporting among local enforcement.

Performance Measure: Timeliness, Uniformity

EMS/Injury Surveillance: 2019 TRCC Funded Project: EMS Data Collection Project, Montana DPHHs EMS & Trauma Systems provides a data collection system to all EMS agencies in the state. This project will allow rural volunteer ambulance services the ability to enter data through the Montana EMS data collection system. This project will increase the number of rural ambulance services (95% is goal) using the ePCR system to report to the state EMS data collection system.

TRSP Strategy: #9 Identify issues related to crash records in current injury surveillance systems including EMS data and #7 Continue to fund and support existing systems.

Performance Measure: Completeness, Uniformity

Vehicle/Driver/Roadway/Citation/Adjudication/EMS/Injury Surveillance: Agency projects: Several database upgrades are currently underway throughout Montana's state agencies; further additions to MDT's Safety

Information Management System (SIMS) application (completed in 2014) will be investigated as these projects reach completion and implementation.

TRSP Strategy: #7 Continue to fund and support existing systems.

Performance Measures: The various agency database upgrades will address the six core traffic records performance attributes.

Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Recommendations for modules: Crash, Vehicle, Driver, Roadway, Citation/Adjudication, and EMS/Injury Surveillance)

Response:

Driver: Montana Motor Vehicle Division, in the Department of Justice, has implemented several projects in the last year to enhance the quality of driver data being collected and used to verify credentials for procuring a Montana driver license, whether personal or commercial. These projects are in various stages of implementation and will be reporting performance progress to the TRCC. (DOJ MVD Digital Image Exchange, DOJ MVD Passport Verification, DOJ MVD CDL Audit)

TRSP Strategy: #7 Continue to fund and support existing systems.

Performance Measures: Uniformity, Accuracy

Driver & Citation/Adjudication: 2019 TRCC funded Project: DOJ/MHP Upgrades to the JRCS System: the Montana Highway Patrol (MHP) is updating its database transfer system with the MDOJ updated centralized statewide courts database 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 (drivers licenses). The JRCS will establish a direct data link between the driver's information from MVD and the individual's citation adjudication data.

TRSP Strategy: #7 Continue to fund and support existing systems. #8 Work with DOJ Systems to determine if completeness, timeliness, accessibility can be improved. #17 Improve the timeliness of citation and adjudication integration into crash records.

Performance Measures: Integration, accessibility, Timeliness

Crash/Vehicle/Roadway/EMS/Injury Surveillance: The State of Montana's participating traffic records systems (Crash, Vehicle, Driver, Roadway, Citation/Adjudication, EMS/Injury Surveillance) will continue to monitor and improve their data quality control programs and identify upgrades as feasible. Agency Projects: database upgrades are currently underway throughout Montana's state agencies; further additions to MDT's Safety Information Management System (SIMS) application (completed in 2014) will be investigated as these projects reach completion and implementation.

Improve the data dictionary for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response: Montana's TRCC does not have the mandate to oversee the database practices of any state agency. The recommendations generated by the self-assessment tool have been provided to all TRCC participating agencies. Establishing a publishable collection of database elements associated with traffic records is a goal of the TRSP, however not a priority at this point.

Improve the traffic records systems capacity to integrate data that reflect best practices identified in

the Traffic Records Program Assessment Advisory

Response: Montana's TRCC will continue to work with and support any traffic records integration efforts. The TRCC does not have the mandate to create, manage, or direct data integration projects. The recommendations generated by the self-assessment tool have been provided to all TRCC participating agencies.

Traffic Records for Measurable Progress

Montana 2019 Responses to the Self-Assessment Module Recommendations

SHTSS will continue to work through the Traffic Records Coordinating Committee to integrate the recommendations where practicable. Janet Kenny, Supervisor of the State Highway Traffic Safety Section, is TRCC as chairperson.

Montana Responses to Assessment Module Recommendations:

Strategic Planning Recommendations

Strengthen the TRCC's abilities for strategic planning that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response: The Montana Traffic Records Strategic Plan (TRSP) was completed in 2015 and accounts for the broad view of the activities going on in all parts of the traffic records system, the TRSP Annual Element provides needed updates annually by the TRCC to provide documentation and updates for Montana's existing traffic safety programs and to report the status of the TRSP implementation, including an updated timeline. Montana will continue this annual element update.

TRCC Goal: An actively engaged TRCC Committee, freely shared information/data, TRCC team decisions, Informed stakeholders, strategic plan is a blueprint

TRSP Strategy: TRCC #5 Maintain multi-jurisdictional Traffic Records Coordinating Committee and #10 Enhance awareness among agency leadership by developing an annual report card, i.e. the Annual Element.

Montana Responses to Assessment Module Recommendations: As recommendations are similar between section modules, MDT will be submitting responses grouped by data dictionary, interfaces, data quality control and integration.

Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Recommendations for modules: Crash, Vehicle, Roadway, Citation/Adjudication, and EMS/Injury Surveillance

Response:

Crash: 2019/2020 TRCC Funded Project : the DOJ MHP Crash Data Repository will start in late 2019 or early 2020. This will enable Montana to have in place a system capable of electronically collecting and archiving over 90% of all roadway crashes. The new repository

will allow all law enforcement agencies currently using computer input crash reporting to submit crash reports electronically to MHP, eliminating the printing and shipping of crash reports, and manual data entry of these crash reports in MHP's current crash database. This project is a natural extension of the on-going MHP Web Based Crash Reporting (WBCR) project funded by TRCC.

TRSP Strategy: #11 Continue to fund and support increasing the use of electronic data reporting among local enforcement.

Performance Measure: Timeliness, Uniformity

EMS/Injury Surveillance: 2019 TRCC Funded Project: EMS Data Collection Project, Montana DPHHs EMS & Trauma Systems provides a data collection system to all EMS agencies in the state. This project will allow rural volunteer ambulance services the ability to enter data through the Montana EMS data collection system. This project will increase the number of rural ambulance services (95% is goal) using the ePCR system to report to the state EMS data collection system.

TRSP Strategy: #9 Identify issues related to crash records in current injury surveillance systems including EMS data and #7 Continue to fund and support existing systems.

Performance Measure: Completeness, Uniformity

Vehicle/Driver/Roadway/Citation/Adjudication/EMS/Injury Surveillance: Agency projects: Several database upgrades are currently underway throughout Montana's state agencies; further additions to MDT's Safety Information Management System (SIMS) application (completed in 2014) will be investigated as these projects reach completion and implementation.

TRSP Strategy: #7 Continue to fund and support existing systems.

Performance Measures: The various agency database upgrades will address the six core traffic records performance attributes.

Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Recommendations for modules: Crash, Vehicle, Driver, Roadway, Citation/Adjudication, and EMS/Injury Surveillance)

Response:

Driver: Montana Motor Vehicle Division, in the Department of Justice, has implemented several projects in the last year to enhance the quality of driver data being collected and used to verify credentials for procuring a Montana driver license, whether personal or commercial.

These projects are in various stages of implementation and will be reporting performance progress to the TRCC. (DOJ MVD Digital Image Exchange, DOJ MVD Passport Verification,

DOJ MVD CDL Audit)

TRSP Strategy: #7 Continue to fund and support existing systems.

Performance Measures: Uniformity, Accuracy

Driver & Citation/Adjudication: 2019 TRCC funded Project: DOJ/MHP Upgrades to the JRCS System: the Montana Highway Patrol (MHP) is updating its database transfer system with the MDOJ updated centralized statewide courts database 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 (drivers licenses). The JRCS will establish a direct data link between the driver's information from MVD and the individual's citation adjudication data.

TRSP Strategy: #7 Continue to fund and support existing systems. #8 Work with DOJ Systems to determine if completeness, timeliness, accessibility can be improved. #17 Improve the timeliness of citation and adjudication integration into crash records.

Performance Measures: Integration, accessibility, Timeliness

Crash/Vehicle/Roadway/EMS/Injury Surveillance: The State of Montana's participating traffic records systems (Crash, Vehicle, Driver, Roadway, Citation/Adjudication, EMS/Injury Surveillance) will continue to monitor and improve their data quality control programs and identify upgrades as feasible. Agency Projects: database upgrades are currently underway throughout Montana's state agencies; further additions to MDT's Safety Information Management System (SIMS) application (completed in 2014) will be investigated as these projects reach completion and implementation.

Web-Based Crash Trainer

Project ID: MT-P-00034

TRCC Project Priority: High

Lead Agency: Dept of Justice – Montana Highway Patrol

Project Director / Primary Contact:

Name:Title:	James ThomasBureau Chief	Major Tom ButlerOperations Commander
Agency:	MT Dept of Justice	MT Dept of Justice
Office:Address:Office:Address:	JITSD/Support Services Bureau303 N RobertsJITSD/Support Services Bureau303 N Roberts	Montana Highway Patrol2550 Prospect Ave, PO Box 201419Montana Highway Patrol2550 Prospect Ave, PO Box 201419
City, ZIP:	Helena, MT 59620	Helena, MT 59620-1419

Phone:	406-444-0553	406-444-3588
Email:	jathomas@mt.gov	tobutler@mt.gov

Partner Agencies:

Name of the Agencies that are partners with the Lead Agency in the implementation of the project. Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is responsible for the implementation and ultimate success of the project.

Department of Transportation

Project Description:

This section provides a brief overview of what the project will entail.

Provides a means for local law enforcement to enter crash data directly into SmartCop’s web-based crash reporting system. This also includes a data support project manager who will ensure that all crash reporting agencies across the state will use a standardized MMUCC compliant form.

Performance Measure(s):

Determine at least one performance measure for each planned/start-up/active project. The performance measure(s) must conform to one of the model performance measures published by NHTSA as a guide to help States monitor and improve the quality of the data in their traffic records systems.

Performance Area: Timeliness
System: Crash
Increase/Decrease: Increase

Measurement:
The percent of crash reports entered into the database within 10 days after the crash within a period determined by the State. (C-T-3)

Measurement Method:
Using crashes that occur from January through March, take the number of crash reports entered into the database within 10 days after the crash and divide that number by the total number of crashes that occurred during the timeframe.

The actual method used to capture the measure is still being developed. The baseline value and goals will be determined once the measurement can be obtained.

Performance Area: Uniformity
System: Crash
Increase/Decrease: Increase

Measurement:

The number and percent of crash reports entered into a database via a common statewide uniform format within a period defined by the State. (C-U-2)

Measurement Method:

Using crash date, take the number of crash reports entered electronically and divide that number by the total number of crashes that occurred during the timeframe. Include the raw number of crash reports entered electronically as part of the measurement.

MHP Crash Repository – Project Cost \$72,200

The Montana Highway Patrol (MHP) will develop a crash data repository, that will make available to all law enforcement agencies statewide the opportunity to submit crash reports to MHP electronically. Currently over 40% of crash reports are submitted to MHP in paper reports. Most of these paper reports are submitted to MHP from law enforcement agencies that collect and store crash reports electronically. The crash repository will have the potential to receive over 90% of all crash reports generated annually.

This crash repository is a natural extension of the MHP Web Based Crash Reporting (WBCR) program currently supported by Montana’s Traffic Records Coordinating Committee, and as such the performance measure NHTSA-Crash-Database-Timeliness-C-T-1 currently being used for WBCR will be used for this crash repository. MHP will be working with a contractor, SmartCop, to implement this crash repository.

1. Identify/describe appropriate NHTSA approved “Traffic Records Systems” performance measure(s) to be used for project reporting:

Timeliness – NHTSA-Crash-Database-Timeliness-C-T-1

By establishing automatic transfer of crash data to the crash repository, time that was added by printing, mailing or electronically sending paper reports and the labor intensive process of manual keypunch of data into the current database, timeliness will be improved from days and weeks down to just the time needed for completion of the report after the investigation is complete and the approval process to insure investigative quality and data capture. In addition to timeliness measures monitoring timespan from crash event date/time to completion/approval date/time, it is expected that the crash data will be ingested into the state repository database and available for statistical use within 24 hours of the report approval. This will be an extension of the MHP Web Based Crash Reporting performance measure.

Accuracy and Completeness – NHTSA Crash Database Accuracy

The vendor, SmartCop, will establish a baseline set of validation rules similar in scope to what is used in the MHP and WebCrash reporting systems to ensure that information is not left out of reports or data, such as date/time fields is appropriate. Electronic validation rules do not replace the review and approval process, which has a direct impact on the quality of the investigation. Validation rules

enhance the accuracy process and do dictate that required fields have data and greatly improves report completeness.

Integration

Once completed, the State Crash Repository database can be linked to other appropriate databases, such as the EMS database.

Traveler Information System Upgrade – Project Cost: \$200,000

This project will upgrade the MDT Traveler Information System by implementing a new automated roadway information data collection system to better report roadway conditions to the travelling public.

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

Baseline: MDT’s historic seasonal average number of daily roadway conditions reports is 1.3. (2016-2018).

The measure is the computed roadway system seasonal average number of daily roadway condition reports input into Roadway Information Systems reporting data base.

Target is an increase in the seasonal average number of daily roadway condition reports input in the database compared to historic reporting to two (2).

This project will be Montana Roadway Database Completeness and accuracy.

Traffic Records Supporting Non-Implemented Recommendations

Improve the data dictionary for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response: Montana’s TRCC does not have the mandate to oversee the database practices of any state agency. The recommendations generated by the self-assessment tool have been provided to all TRCC participating agencies.

Improve the traffic records systems capacity to integrate data that reflect best practices identified in the Traffic Records Program Assessment Advisory

Response: Montana’s TRCC will continue to work with and support any traffic records integration efforts. The TRCC does not have the mandate to create, manage, or direct data integration projects. The recommendations generated by the self-assessment tool have been provided to all TRCC participating agencies

Traffic Records for Model Performance Measures

There is no mandate that law enforcement agencies use an electronic crash reporting system, however, MDT in partnership with Montana Highway Patrol (MHP) continue to recruit Sheriff, Police, and Tribal law enforcement offices to participate.

A performance measure for this project is:

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.

C-T-1: The median or mean number of days from (a) the crash date to (b) the date the crash report is entered into the database.

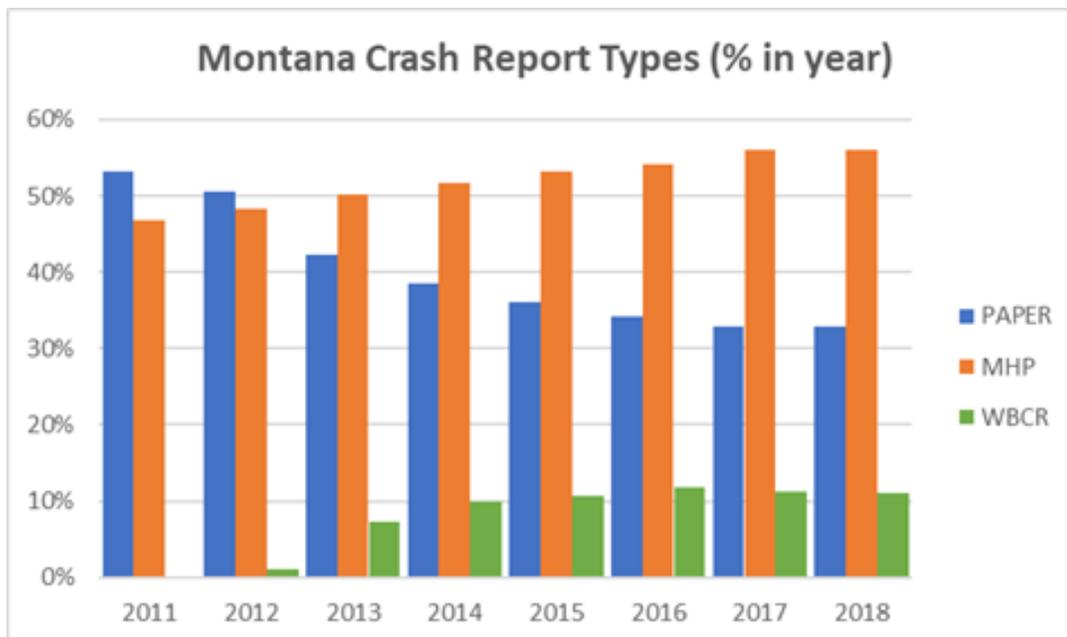
This NHTSA performance measure has been annually used to support the Montana TRCC's funding of the Montana Highway Patrol (MHP) WBCR training contract.

There are three crash reporting methods: Smart Cop, WBCR and Paper submittal described below:

1. MHP crash reports are submitted by the officer through their own software system, SmartCop.
2. Web-Based Crash Reporting - WBCR crash reports are submitted via a web-based software program. The implementation of WBCR has proven to be a popular choice for many smaller law enforcement agencies in Montana. WBCR produces report compatible with SmartCop.
3. Other crash reports are paper copies that are submitted to MHP. Most of the large cities in Montana are submitting reports via paper. These larger agencies have web-based processes for creating crash reports, but the MHP SmartCop/WBCR system does not support these other web-based reporting systems. As of 2016, MHP has changed its approach to recruiting law enforcement agencies submit reports through the WBCR and is now focusing on finding electronic protocols that will accept the web-based crash reports from the larger cities.

The following chart of aggregated results from the Montana Crash Data Base represents the improvements Montana has seen in crash reporting since the implementation of web-based crash reporting. (This is also contained within the Annual Element.) The five years of reporting – April 1, 2012 to March 31, 2019 is represented (the 4th quarter of 2018 represents January, February and March of 2019)

Below are the charts showing MDT's progress moving away from paper reporting and decreasing the average number of days to process.

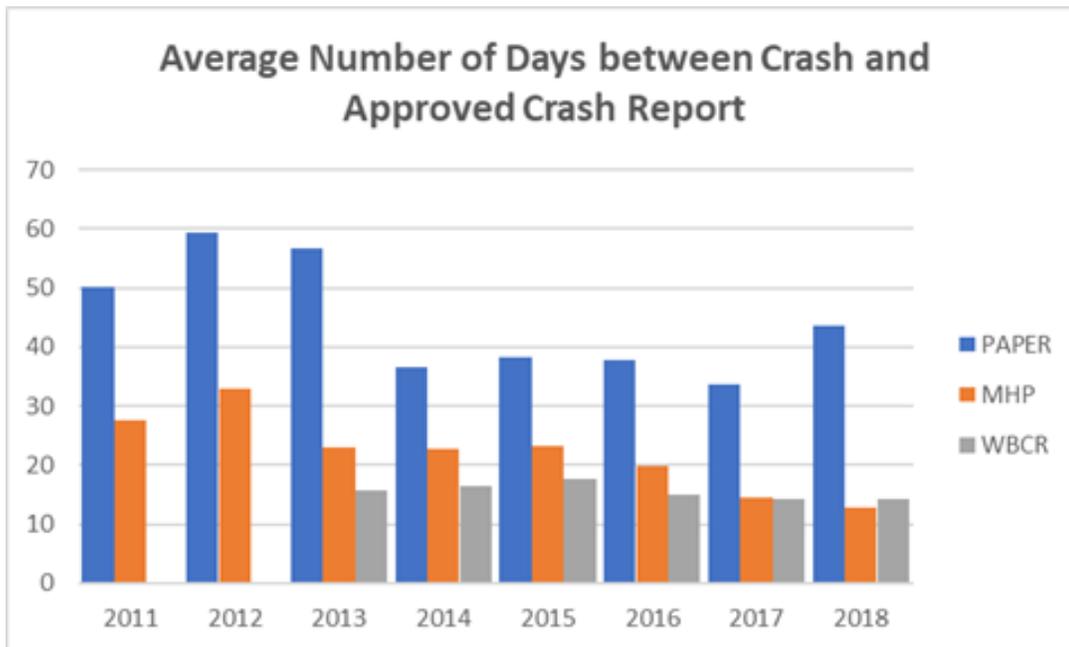


As shown in the chart, the number of paper crash reports have been decreasing each year since 2011. The MHP data, which is submitted electronically, has been increasing. Web-based crash reporting (WBCR) remains

Year (April 1- March 31)	Quarter	Report Volume (# of submitted reports)			Timeliness (Average # of Days)		
		MHP SmartCop	WBCR	Paper	MHP SmartCop	WBCR	Paper
2012	1	1,946	0	2,434	40		58.7
2012	2	2,423	51	2,365	33.9		42.6
2012	3	3,036	173	2,682	20.8		60.4
2012	4	2,258	384	2,110	25.7	9.5	63.3
2013	1	2,100	319	2,033	25.8	17.5	59.4
2013	2	2,563	282	2,212	20.4	21.5	57.6
2013	3	3,397	525	2,338	15.9	15	46.9
2013	4	2,894	541	2,328	18.2	4.5	62.2
2014	1	2,059	366	1,779	22.5	16.9	29.2
2014	2	2,698	526	1,902	21.6	19.7	28.1
2014	3	3,615	718	2,389	16.5	15	27
2014	4	2,448	533	1,882	21	16.7	36.1
2015	1	2,412	526	1,896	24.4	18.2	35.8
2015	2	3,060	603	2,066	21.1	19.4	43.2
2015	3	4,063	767	2,307	15.7	12.9	38.3
2015	4	2,420	584	1,713	17.3	14.5	38
2016	1	2,529	561	1,883	19.8	17.5	33.9
2016	2	3,166	687	1,762	16.8	15.2	42.5
2016	3	3,933	784	2,226	12.8	12.5	36.5
2016	4	3,033	703	1,957	11	11.6	38.5
2017	1	2,599	560	1,672	16.6	15.8	31.8
2017	2	3,287	585	1,875	15.5	14.7	28.0
2017	3	4,522	826	2,377	11.8	11.9	35.2
2017	4	3,320	694	2,167	12.0	12.4	52.9
2018	1	2,659	581	1,679	14.6	15.3	37.8
2018	2	3,096	648	1,784	14.0	15.5	45.5
2018	3	3,875	633	1,966	10.4	13.8	38.0
2018	4	3,251	620	2,201	9.5	12.7	45.1
MHP and WBCR are electronically submitted crash reports.							
Paper are reports hand entered into the MHP database by MHP personnel.							

consistent; however, MDT will fund a project during 2020 that will further improve the ability for electronic submission of crash reports. See 7.1.2 DOF MHP Crash Data Repository.

The over number of days required to receive the final approved crash report has also been steadily decreasing



sin 2011. Electronic submittal through and WBCR MHP has decreased consistently since 2011. Paper submittal increased slightly during 2018 but remains below the earlier years of the project. To review all of the performance measures please see the Annual Element.

State traffic records strategic plan

Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State’s core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:

Supporting Documents
TRCC-Strategic-Plan-FFY2020 Update.pdf
TRSP-ANNUAL-ELEMENT_FFY2020_Update.pdf

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
DOJCR	DOJ/MHP Crash Data Repository
RCIS	MDT Road Condition Information System Upgrade
WBCT	Web-Based Crash Trainer

Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Supporting Documents
TRCC-Strategic-Plan-FFY2020 Update.pdf
TRSP-ANNUAL-ELEMENT_FFY2020_Update.pdf

State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: 29/May,2019

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015

405(d) Impaired driving countermeasures grant

Impaired driving assurances

Impaired driving qualification: High-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Impaired driving program assessment

Date of the last NHTSA-facilitated assessment of the State's impaired driving program conducted:

Date of Last NHTSA Assessment: 03/Dec,2018

Authority to operate

Direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

Authority and Basis of Operation

See Article II.5 below outlining authority and basis of operation.

Executive Leadership Team

Charter

The purpose, membership, role and responsibilities of the Executive Leadership Team are as follows:

Article 1: Executive Leadership Team

Section 1: Name

The name of this committee shall be the Executive Leadership Team (ELT).

Section 2: Origin

The Executive Leadership Team, as identified in Montana's 2015 Comprehensive Highway Safety Plan (CHSP), is the guiding authority on implementing highway safety strategies statewide to reduce fatalities and

serious injury crashes. The CHSP was approved by the Federal Highway Administration (FHWA) on June 26, 2015.

Section 3: Purpose

The purpose of the Executive Leadership Team is to provide direction on the implementation of Montana's Comprehensive Highway Safety Plan. The role of the Executive Leadership Team members is as follows:

- 1) Provide leadership and collaboration addressing statewide highway safety needs.
- 2) Prioritize and institutionalize Vision Zero across agencies.
- 3) Commit resources to implement statewide highway safety initiatives.

Section 4: Membership

The Executive Leadership Team shall consist of the following officials who shall be voting members unless designated as non-voting:

- 1) Governor of Montana
- 2) Director, Montana Department of Transportation & Governor's Highway Safety representative
- 3) Director, Office of Indian Affairs
- 4) Attorney General, Department of Justice
- 6) Director, Department of Health and Human Services
- 7) Director, Department of Corrections
- 8) Court Administrator, Office of the Court Administrator Office
- 9) Chief Public Defender, Office of State Public Defender
- 10) Montana County Attorney Association
- 11) Montana Sheriffs and Peace Officers Association
- 12) Superintendent, Office of Public Instruction
- 13) Director, Department of Revenue
- 14) Executive Director, Montana Association of Counties
- 15) Executive Director, Montana League of Cities and Towns
- 16) Administrator, Montana Taverns Association
- 17) State Legislative Senator and Representative
- 18) Judiciary Representative

Any Executive Leadership Team member may designate a proxy in their absence. Designation of a proxy shall be in writing addressed to the Secretary of the Executive Leadership Team.

Article II – Duties and Responsibility

The Executive Leadership Team is recognized as the guiding authority on implementing highway safety strategies statewide and has the following duties and responsibilities:

- 1) Identify and remove barriers within and between agencies to achieve Vision Zero.
- 2) Incorporate common CHSP safety strategies and initiatives into agency plans and policies.
- 3) Delegate appropriate staff to participate actively in the implementation of the CHSP.
- 4) Approve the CHSP Emphasis Area work plans and support the implementation of strategies and safety efforts.
- 5) Serve as Montana's Statewide Impaired Driving Task Force as required by 23 CFR 1200.23.

Section: Duties of Chairman and Staff

As the Governor's Representative for Highway Safety the Director of the Montana Department of Transportation shall be the Chairman of the Executive Leadership Team. MDT will be responsible for providing staff resources to the Team.5) Colonel, Montana Highway Patrol

1) The Chairman shall preside at all meetings of the Executive Leadership Team and call special meetings as needed.

2) MDT staff shall document and distribute meeting summaries, attendance, and notify members of meeting and other duties that may be required by the Chairman.

Section 2: Responsibilities - Coordination and Collaboration

Executive Leadership Team shall communicate current and emerging safety issues and goals; and designate staff to the Advisory Committee and Emphasis Area Teams to coordinate statewide efforts and collaborate on policies, programs and activities. Responsibilities include:

1) Designation of staff to implement the CHSP safety strategies to ensure active participation, coordination, collaboration, communication, and consistency on programs and activities across agencies.

2) Approval of the CHSP emphasis area work plans and strategies, including but not limited to the impaired driving plan.

Article III: Meetings

The Executive Leadership Team shall meet at minimum twice a year to carry out the duties and responsibilities of this Team.

Meeting shall be held in conformance with appropriate sections of Montana Code Annotated (MCA 2-3-203 <http://leg.mt.gov/bills/mca/2/3/2-3-203.htm>) which concern open meeting laws. Specifically all meetings shall be open to the public.

The following order of business shall be observed at all meetings:

1. Roll Call
2. Approval of minutes of previous meeting
3. Old Business
4. New Business
5. Action Items
6. Announcements
7. Public Comment
8. Next Meeting/Adjournment

Article IV: Action Item Procedures

Any Executive Leadership Team member may present an action item to the Team of the whole. The action item shall then be voted on and approved by a simple majority. If known in advance, action items will be indicated on meeting agendas.

Article V: Adoption of Article

These articles may be adopted by a majority of the Executive Leadership Team.

Article IX: Amendments to the Charter

These articles may be amended by a majority of the Executive Leadership Team.

Dated this 12 Day of July, 2016.

Approved for the Executive Leadership Team

By:

Michael Tooley

Executive Leadership Team Chair

Key Stakeholders

Executive Leadership Team

2019 TEAM MEMBERS

Governor Bullock

State of Montana

Legislative Representative

Senator Diane Sands

Tim Fox, Montana Attorney General

Montana Department of Justice

Judge Mary Jane Knisely

13th Judicial District Court Judge

Judicial Outreach Liaison

Reginald D. Michael, Director

Montana Department of Corrections

Eric Bryson, Deputy Director

Montana Association of County Officials

Tim Burton, Executive Director

Montana League of Cities and Towns

Tom Butler, Colonel

Montana Highway Patrol

Montana Department of Justice

Rhonda Schaffer, Office of Public Defender

Office of the State Public Defender

John Iverson, Government Affairs Director

Montana Tavern's Association

Gene Walborn, Director

Montana Department of Revenue

Beth McLaughlin, Administrator

Court Administrator's Office

Sheila Hogan, Director

Montana Department of Health and Human Services

Elsie Arntzen, Superintendent

Office of Public Instruction

Brian Harris, Undersheriff

Broadwater County, Montana Sheriff's and Peace Officers Association

Jason Smith, Director

Office of Indian Affairs

Governor's Office

Erin McGowan

Montana County Attorney's Association

Michael Tooley, Director

Montana Department of Transportation & Governor's Highway Safety Representative

Plan Area Review

Montana's 2018 Impaired Driving Assessment

Montana is above the national average for the percentage of alcohol related fatalities on roadways. Montana's alcohol-impaired fatality rate is 0.62 per 100 million Vehicle Miles Traveled (VMT) for 2014-2016, according to classifications provided by the National Highway Traffic Safety Administration. 0.62 is consider high-range, with the threshold being .60.

High Range States are required to complete an Impaired Driving (ID) Assessment every three years. On December 3-7, 2018, an ID Assessment was conducted where over 60 professionals representing various state and local organizations participated, discussing their respective roles and programs with impaired driving. The ID Assessment was conducted by a five (5) member team designed to take a comprehensive look at state, local and tribal impaired driving programs within Montana.

In total, there were six (6) priority recommendations and nineteen (19) lower tier recommendations. Outlined below are those recommendations, their tie to Montana's Comprehensive Highway Safety Plan (CHSP) Impaired Driving Emphasis Area Strategy and how it is addressed by the state.

Access to the full State of Montana Impaired Driving Assessment

<https://www.mdt.mt.gov/visionzero/docs/Montana-Impaired-Driving-Assessment-Report.pdf>

Priority Recommendations

Program Management and Strategic Planning

Priority Recommendations	CHSP EA Strategy	Addressed by state
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	<p>Safety Plan (CHSP) implementation process currently includes analysis of other data sources such as citation data, conviction data, and drivers records, as well as the assessment of need for improvements and integration of these data sources. These data sets inform the approach to stronger laws and penalties, arrest rates and repeat offenders. Montana will continue to strive for improvements, enhancements and use of these data sets. Montana's Comprehensive Highway Safety Plan (CHSP) implementation process currently includes analysis of other data sources such as citation data, conviction data, and drivers records, as well as the assessment of need for improvements and integration of these data sources. These data sets inform the approach to stronger laws and penalties, arrest rates and repeat offenders. Montana will continue to strive for improvements, enhancements and use of these data sets. Montana's Comprehensive Highway Safety Plan (CHSP) implementation process currently includes analysis of other data sources such as citation data, conviction data, and drivers records, as well as the assessment of need for improvements and integration of these data sources. These data sets inform the approach to stronger laws and penalties, arrest rates and repeat offenders. Montana will continue to strive for improvements, enhancements and use of these data sets.</p>
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<p>Enact legislation that re-codifies all DUI laws into a single location within the Montana Code.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.</p>		<p>During the 2019 Legislative Session, legislation was introduced that would reorganize, simplify, and correct current DUI in Montana. It would strengthen and restructure current DUI law into 18 primary sections, which should be codified in the same Part within Title 61, Chapter 8 of the Montana Code Annotated. Unfortunately, Legislation did not pass. SJ 28, Study of Traffic Safety Laws did pass and will be prioritized by the Legislative Interim Committee.</p>
<p>Enact a primary seat belt law. Enact a primary seat belt law.</p>	<p>Strategies for increasing occupant protection fall under the purview of CHSP Occupant Protection Emphasis Area Team. CHSP OP EA Strategy 1: Support policies, education, training, programs, and activities that promote and increase seat belt and child safety seat use. Strategies for increasing occupant protection fall under the purview of CHSP Occupant Protection Emphasis Area Team. CHSP OP EA Strategy 1: Support policies, education, training, programs, and activities that promote and increase seat belt and child safety seat use.</p>		<p>During the 2019 Legislative Session, House Bill 49 was introduced, which would create an Occupant Protection Safety Pilot Program. HB 49 includes primary seatbelt codification. HB was tabled in House Judiciary. During the 2019 Legislative Session, House Bill 49 was introduced, which would create an Occupant Protection Safety Pilot Program. HB 49 includes primary seatbelt codification. HB was tabled in House Judiciary.</p>

<p>Encourage law enforcement agencies to implement a data driven approach to conducting aggressive traffic enforcement while combating crime. Encourage law enforcement agencies to implement a data driven approach to conducting aggressive traffic enforcement while combating crime.</p>	<p>CHSP ID EA Strategy 2: Reduce impaired driving through enforcement.</p>		<p>In Montana, there are approximately 108 Law Enforcement Agencies at the City, County and State level. By in large, law enforcement agencies utilize data driven approaches when conducting traffic enforcement and combating crime. MDT provides crash data and mapping options to agencies statewide. MDT supports the Law Enforcement Liaison (LEL) Program. LEL's serve as a vital link and conduit between Montana's Highway Safety Office and the state's law enforcement community by promoting and enhancing state and national highway safety programs. MDT will continue to support the LEL program, work with individual agencies and work with the various associations representing law enforcement in promoting traffic enforcement data driven approaches. In Montana, there are approximately 108 Law Enforcement Agencies at the City, County and State level. By in large, law enforcement agencies utilize data driven approaches when conducting traffic enforcement and combating crime. MDT provides crash data and mapping options to agencies</p>
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			<p>statewide.MDT supports the Law Enforcement Liaison (LEL) Program. LEL's serve as a vital link and conduit between Montana's Highway Safety Office and the state's law enforcement community by promoting and enhancing state and national highway safety programs.MDT will continue to support the LEL program, work with individual agencies and work with the various associations representing law enforcement in promoting traffic enforcement data driven approaches.In Montana, there are approximately 108 Law Enforcement Agencies at the City, County and State level. By in large, law enforcement agencies utilize data driven approaches when conducting traffic enforcement and combating crime. MDT provides crash data and mapping options to agencies statewide.MDT supports the Law Enforcement Liaison (LEL) Program. LEL's serve as a vital link and conduit between Montana's Highway Safety Office and the state's law enforcement community by promoting and enhancing state and national highway safety programs.MDT will</p>
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			continue to support the LEL program, work with individual agencies and work with the various associations representing law enforcement in promoting traffic enforcement data driven approaches.
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<p>Expand DUI Courts in Montana</p>		<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>There are eight dedicated DUI Courts in Montana and an additional twenty-three other treatment courts that have specialized dockets. Treatment courts other than DUI Courts often serve offenders that have a history of DUI. MDT and the Office of the Court Administrator (OCA) work closely and collaboratively to ensure fidelity of current treatment courts and continue to evaluate funding options for new courts or expanding current courts capacity. Additionally, MDT, OCA and the MDOJ, with the National Center for DWI Courts is hosting an Operational Tune-up Training for existing DUI in May of 2019. This helps in expanding current courts capacity to treat DUI Offenders. There are eight dedicated DUI Courts in Montana and an additional twenty-three other treatment courts that have specialized dockets. Treatment courts other than DUI Courts often serve offenders that have a history of DUI. MDT and the Office of the Court Administrator (OCA) work closely and collaboratively to ensure fidelity of current treatment courts and continue to evaluate funding options for new</p>
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		<p>Courts is hosting an Operational Tune-up Training for existing DUI in May of 2019. This helps in expanding current courts capacity to treat DUI Offenders. There are eight dedicated DUI Courts in Montana and an additional twenty-three other treatment courts that have specialized dockets. Treatment courts other than DUI Courts often serve offenders that have a history of DUI. MDT and the Office of the Court Administrator (OCA) work closely and collaboratively to ensure fidelity of current treatment courts and continue to evaluate funding options for new courts or expanding current courts capacity. Additionally, MDT, OCA and the MDOJ, with the National Center for DWI Courts is hosting an Operational Tune-up Training for existing DUI in May of 2019. This helps in expanding current courts capacity to treat DUI Offenders.</p>
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Communication Program – No Recommendations

Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation – No Recommendations

Program Evaluation and Data

<p>Expand the use of compatible electronic crash reporting systems to increase the timeliness, accuracy, and completeness of crash data across all agencies.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.</p>	<p>Currently, Montana’s largest law enforcement, the Montana Highway Patrol (MHP), utilizes SMARTCOP, which is a comprehensive and integrated informational tool for crash data. The larger City and County law enforcement agencies utilize electronic crash reporting systems as well. Not all of those agencies use SMARTCOP however. MHP has dedicated personnel who work with local law enforcement agencies to enhance crash reporting systems. Approximately 35% of all crash reports are created electronically but submitted to MHP as paper reports. Beginning in the Fall of 2019, MHP will be establishing a new crash data repository (database) that will have the capacity to receive electronically created crash reports from law enforcement agencies. This will ultimately bring the electronic reporting of Montana’s roadway crashes to roughly 95% of all crashes.</p>
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All Recommendations

I. Program Management and Strategic Planning

A. State and Tribal DWI Task Forces or Commissions

Recommendation	CHSP EA Strategy	Addressed by state
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<p>Expand the Executive Leadership Team Charter to include a representative from the business sector.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>Montana’s Executive leadership team includes the Montana Tavern Association whose purpose is to be policy advocates, provide advice and direction to its members. The Association is made up of businesses and local tavern associations across the state. Montana will continue to explore opportunities to enhance business relationships and involvement through the Emphasis area teams and the implementation of strategies to reduce the number and severity of impaired driving crashes.</p>
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B. Strategic Planning

Recommendation	CHSP EA Strategy	Addressed by state
<p>Priority Recommendation: Expand the data analysis used for Comprehensive Highway Safety Plan problem identification to include not only crash, but all other available data sets (e.g., arrest, conviction, driver record). Priority Recommendation: Expand the data analysis used for Comprehensive Highway Safety Plan problem identification to include not only crash, but all other available data sets (e.g., arrest, conviction, driver record). Priority Recommendation: Expand the data analysis used for Comprehensive Highway Safety Plan problem identification to include not only crash, but all other available data sets (e.g., arrest, conviction, driver record).</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations</p>	<p>Montana’s CHSP implementation process currently includes analysis of other data sources such as citation data, conviction data, and drivers records, as well as the assessment of need for improvements and integration of these data sources. These data sets inform the approach to stronger laws and penalties, arrest rates and repeat offenders. Montana will continue to strive for improvements, enhancements and use of these data sets. Montana’s CHSP implementation process currently includes analysis of other data sources such as citation data, conviction data, and drivers records, as well as the assessment of need for improvements and integration of these data sources. These data sets inform the approach to stronger laws and penalties, arrest rates and repeat offenders. Montana will continue to strive for improvements, enhancements and use of these data sets.</p>

C. Program Management

Recommendation	CHSP EA Strategy	Addressed by state
<p>Monitor the impact of the City of Helena’s dedicated traffic safety pilot program to apprehend impaired drivers and educate community members and, if successful, replicate it in other communities.</p>	<p>CHSP ID EA Strategy 2: Reduce impaired driving through enforcement.</p>	<p>The City of Helena’s dedicated traffic safety pilot program is showing promise. During the first period of FFY 2019, The Helena PD increased DUI arrests from 218 in 2017 to 303 in 2018. 303 is the highest number of DUI arrests for the City during this four-month timeframe in over ten years. The City of Helena’s dedicated traffic safety pilot program is in its first year of implementation. MDT will continue to monitor the program and consider replication in other communities if deemed successful.</p>

D. Resources

Recommendation	CHSP EA Strategy	Addressed by state
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<p>Allocate to a county DUI Task Force a portion of the DUI fines a county receives to supplement the reduction in revocation fees. Allocate to a county DUI Task Force a portion of the DUI fines a county receives to supplement the reduction in revocation fees.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.</p>	<p>Fines are disposed of pursuant to 3-10-601 (Justice Courts) ½ to County General Fund, ½ to State General Fund. District Court fines are disposed of pursuant to 46-18-235 to the State General Fund. Counties have local control of local funds and utilize based upon local priorities and resources available. Any strategy changing proportion of fines distribution will require legislative approval. There were no specific legislative bills introduced that would allocate a portion of fines to DUI Task Forces. However, HB 635 was introduced that would create a DUI Reduction Grant Board, funded by adjustments in the alcohol tax. DUI Task Forces would have been eligible for those funds. MDT does provide NHTSA funding opportunities to DUI Task Forces through an annual application process and through mini-grants, which are open-ended and up to \$5,000. Fines are disposed of pursuant to 3-10-601 (Justice Courts) ½ to County General Fund, ½ to State General Fund. District Court fines are disposed of pursuant to 46-18-235 to the State General Fund. Counties have local control of local funds and utilize based upon local priorities and resources available. Any strategy changing proportion of fines distribution will require legislative approval. There were no specific legislative bills introduced that would allocate a portion of fines to DUI Task Forces. However, HB 635 was introduced that would create a DUI Reduction Grant Board, funded by adjustments in the alcohol tax. DUI Task Forces would have been eligible for those</p>
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<p>Allocate a portion of the DUI fines a county receives to establish a DUI Task Force and once State-approved, supplement the revocation fees as needed.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.</p>	<p>Fines are disposed of pursuant to 3-10-601 (Justice Courts) ½ to County General Fund, ½ to State General Fund. District Court fines are disposed of pursuant to 46-18-235 to the State General Fund. Counties have local control of local funds and utilize based upon local priorities and resources available. Any strategy changing proportion of fines distribution will require legislative approval. There were no specific legislative bills introduced that would allocate a portion of fines to DUI Task Forces. However, HB 635 was introduced that would create a DUI Reduction Grant Board, funded by adjustments in the alcohol tax. DUI Task Forces would have been eligible for those funds. MDT does provide NHTSA funding opportunities to DUI Task Forces through an annual application process and through mini-grants, which are open-ended and up to \$5,000. This can be used to establish a DUITF. Fines are disposed of pursuant to 3-10-601 (Justice Courts) ½ to County General Fund, ½ to State General Fund. District Court fines are disposed of pursuant to 46-18-235 to the State General Fund. Counties have local control of local funds and utilize based upon local priorities and resources available. Any strategy changing proportion of fines distribution will require legislative approval. There were no specific legislative bills introduced that would allocate a portion of fines to DUI Task Forces. However, HB 635 was introduced that would create a DUI Reduction Grant Board, funded by adjustments in the alcohol tax. DUI Task Forces would</p>
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II. Prevention

A. Responsible Alcohol Service – No Recommendations

B. Community-Based Programs

B. 1 Schools

Recommendation	CHSP EA Strategy	Addressed by state
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<p>Promote and seek sustainable sources of funding for schools to adopt evidence-based prevention education programs. Promote and seek sustainable sources of funding for schools to adopt evidence-based prevention education programs.</p>	<p>CHSP ID EA Strategy 3: Reduce impaired road users through prevention education.</p>	<p>The Office of Public Instruction's (OPI) Health Enhancement and Safety Division supports schools and communities through standards and programs designed to promote health, increase safety, and improve nutrition in Montana schools. Through federal grants and other resources, this Division provides resources designed to prevent major health problems and health-risk behaviors among youth and to help Montana students reach their full potential. The OPI's Traffic Education Unit approves instructors and school-based driver's education for Montana School Districts based on standards. Limited funding for driver's education is provided through the Cooperative Driver Testing Program from a percentage of driver license fees. Curriculum, training resources and technical assistance is part of OPI's business practices Montana colleges participate in the American College Health Association (ACHA) the Student Affairs Administrators in Higher Education (NASPA). Both organizations focus on college substance abuse prevention, intervention and treatment. The Office of Public Instruction's (OPI) Health Enhancement and Safety Division supports schools and communities through standards and programs designed to promote health, increase safety, and improve nutrition in Montana schools. Through federal grants and other resources, this Division provides resources designed to prevent major health problems and health-risk behaviors among youth and to help Montana</p>
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		<p>students reach their full potential. The OPI's Traffic Education Unit approves instructors and school-based driver's education for Montana School Districts based on standards. Limited funding for driver's education is provided through the Cooperative Driver Testing Program from a percentage of driver license fees. Curriculum, training resources and technical assistance is part of OPI's business practices Montana colleges participate in the American College Health Association (ACHA) the Student Affairs Administrators in Higher Education (NASPA). Both organizations focus on college substance abuse prevention, intervention and treatment. The Office of Public Instruction's (OPI) Health Enhancement and Safety Division supports schools and communities through standards and programs designed to promote health, increase safety, and improve nutrition in Montana schools. Through federal grants and other resources, this Division provides resources designed to prevent major health problems and health-risk behaviors among youth and to help Montana students reach their full potential. The OPI's Traffic Education Unit approves instructors and school-based driver's education for Montana School Districts based on standards. Limited funding for driver's education is provided through the Cooperative Driver Testing Program from a percentage of driver license fees. Curriculum, training resources and technical assistance is part of OPI's business practices Montana colleges participate</p>
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		<p>in the American College Health Association (ACHA) the Student Affairs Administrators in Higher Education (NASPA). Both organizations focus on college substance abuse prevention, intervention and treatment. The Office of Public Instruction's (OPI) Health Enhancement and Safety Division supports schools and communities through standards and programs designed to promote health, increase safety, and improve nutrition in Montana schools. Through federal grants and other resources, this Division provides resources designed to prevent major health problems and health-risk behaviors among youth and to help Montana students reach their full potential. The OPI's Traffic Education Unit approves instructors and school-based driver's education for Montana School Districts based on standards. Limited funding for driver's education is provided through the Cooperative Driver Testing Program from a percentage of driver license fees. Curriculum, training resources and technical assistance is part of OPI's business practices Montana colleges participate in the American College Health Association (ACHA) the Student Affairs Administrators in Higher Education (NASPA). Both organizations focus on college substance abuse prevention, intervention and treatment. The Office of Public Instruction's (OPI) Health Enhancement and Safety Division supports schools and communities through standards and programs designed to promote health, increase safety, and improve nutrition</p>
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		<p>in Montana schools. Through federal grants and other resources, this Division provides resources designed to prevent major health problems and health-risk behaviors among youth and to help Montana students reach their full potential. The OPI's Traffic Education Unit approves instructors and school-based driver's education for Montana School Districts based on standards. Limited funding for driver's education is provided through the Cooperative Driver Testing Program from a percentage of driver license fees. Curriculum, training resources and technical assistance is part of OPI's business practices Montana colleges participate in the American College Health Association (ACHA) the Student Affairs Administrators in Higher Education (NASPA). Both organizations focus on college substance abuse prevention, intervention and treatment. The Office of Public Instruction's (OPI) Health Enhancement and Safety Division supports schools and communities through standards and programs designed to promote health, increase safety, and improve nutrition in Montana schools. Through federal grants and other resources, this Division provides resources designed to prevent major health problems and health-risk behaviors among youth and to help Montana students reach their full potential. The OPI's Traffic Education Unit approves instructors and school-based driver's education for Montana School Districts based on standards. Limited funding for driver's education is provided</p>
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		<p>through the Cooperative Driver Testing Program from a percentage of driver license fees. Curriculum, training resources and technical assistance is part of OPI's business practices Montana colleges participate in the American College Health Association (ACHA) the Student Affairs Administrators in Higher Education (NASPA). Both organizations focus on college substance abuse prevention, intervention and treatment.</p>
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B-2. Employers – No Recommendations

B-3. Community Coalitions and Traffic Safety Programs – No Recommendations

B-4. Transportation Alternatives – No Recommendations

Criminal Justice System

A. Laws

Recommendation	CHSP EA Strategy	Addressed by state
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<p>Priority Recommendation Enact legislation that re-codifies all DUI laws into a single location within the Montana Code. Priority Recommendation Enact legislation that re-codifies all DUI laws into a single location within the Montana Code. Priority Recommendation Enact legislation that re-codifies all DUI laws into a single location within the Montana Code.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations</p>	<p>During the 2019 Legislative Session, legislation was introduced that would reorganize, simplify, and correct current DUI in Montana. It would strengthen and restructure current DUI law into 18 primary sections, which should be codified in the same Part within Title 61, Chapter 8 of the Montana Code Annotated. Unfortunately, Legislation did not pass. SJ 28, Study of Traffic Safety Laws did pass and will be prioritized by the Legislative Interim Committee. During the 2019 Legislative Session, legislation was introduced that would reorganize, simplify, and correct current DUI in Montana. It would strengthen and restructure current DUI law into 18 primary sections, which should be codified in the same Part within Title 61, Chapter 8 of the Montana Code Annotated. Unfortunately, Legislation did not pass. SJ 28, Study of Traffic Safety Laws did pass and will be prioritized by the Legislative Interim Committee.</p>
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<p>Priority Recommendation Enact a primary seat belt law for Montana</p> <p>Priority Recommendation Enact a primary seat belt law for Montana</p>	<p>Strategies for increasing occupant protection fall under the purview of CHSP Occupant Protection Emphasis Area Team. CHSP OP EA Strategy 1: Support policies, education, training, programs, and activities that promote and increase seat belt and child safety seat use. Strategies for increasing occupant protection fall under the purview of CHSP Occupant Protection Emphasis Area Team. CHSP OP EA Strategy 1: Support policies, education, training, programs, and activities that promote and increase seat belt and child safety seat use. Strategies for increasing occupant protection fall under the purview of CHSP Occupant Protection Emphasis Area Team. CHSP OP EA Strategy 1: Support policies, education, training, programs, and activities that promote and increase seat belt and child safety seat use.</p>	<p>During the 2019 Legislative Session, House Bill 49 was introduced, which would create an Occupant Protection Safety Pilot Program. HB 49 includes primary seatbelt codification. HB was tabled in House Judiciary. During the 2019 Legislative Session, House Bill 49 was introduced, which would create an Occupant Protection Safety Pilot Program. HB 49 includes primary seatbelt codification. HB was tabled in House Judiciary.</p>
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<p>Enact legislation that removes restrictions to the issuance of blood draw search warrants in misdemeanor DUI and allows a properly trained peace officer to serve as a certified phlebotomist.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations</p>	<p>Proposed legislation that would allow for a search warrant on the first Implied Consent Refusal in aggravated DUI cases did not pass. Additionally, Legislation that would allow phlebotomy by law enforcement with proper training did not pass the 2019 Legislative Session. Proposed legislation that would allow for a search warrant on the first Implied Consent Refusal in aggravated DUI cases did not pass. Additionally, Legislation that would allow phlebotomy by law enforcement with proper training did not pass the 2019 Legislative Session. Proposed legislation that would allow for a search warrant on the first Implied Consent Refusal in aggravated DUI cases did not pass. Additionally, Legislation that would allow phlebotomy by law enforcement with proper training did not pass the 2019 Legislative Session. Proposed legislation that would allow for a search warrant on the first Implied Consent Refusal in aggravated DUI cases did not pass. Additionally, Legislation that would allow phlebotomy by law enforcement with proper training did not pass the 2019 Legislative Session. Proposed legislation that would allow for a search warrant on the first Implied Consent Refusal in aggravated DUI cases did not pass. Additionally, Legislation that would allow phlebotomy by law enforcement with proper training did not pass the 2019 Legislative Session.</p>
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B. Enforcement

<p>Recommendation</p>	<p>CHSP EA Strategy</p>	<p>Addressed by state</p>
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<p>Increase the number and retention of Drug Recognition Experts</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations</p>	<p>Currently, Montana has 65 Drug Recognition Experts (DRE's) that are stationed at different locations across the state. Montana's TSRO program will be hosting a DRE school 2019/20 and anticipate 20 new DRE candidates. The Montana State Highway Safety Section is also in the process of applying for the GHSA DUID grant to help facilitate this training. Currently, Montana has 65 Drug Recognition Experts (DRE's) that are stationed at different locations across the state. Montana's TSRO program will be hosting a DRE school 2019/20 and anticipate 20 new DRE candidates. The Montana State Highway Safety Section is also in the process of applying for the GHSA DUID grant to help facilitate this training. Currently, Montana has 65 Drug Recognition Experts (DRE's) that are stationed at different locations across the state. Montana's TSRO program will be hosting a DRE school 2019/20 and anticipate 20 new DRE candidates. The Montana State Highway Safety Section is also in the process of applying for the GHSA DUID grant to help facilitate this training. Currently, Montana has 65 Drug Recognition Experts (DRE's) that are stationed at different locations across the state. Montana's TSRO program will be hosting a DRE school 2019/20 and anticipate 20 new DRE candidates. The Montana State Highway Safety Section is also in the process of applying for the GHSA DUID grant to help facilitate this training.</p>
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<p>Expand the 24/7 Sobriety Program and evaluate additional monitoring methodologies. Expand the 24/7 Sobriety Program and evaluate additional monitoring methodologies.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>The 24/7 Sobriety Program Operates in 55 of Montana's 56 counties. The program is also operation on one reservation with other reservations anticipated to follow. The 24/7 Sobriety Program Statewide Coordinator continues to expand the 24/7 to counties/reservations, but also expand the use of the 24/7 Programs that have an operational program. The 24/7 Program currently uses twice daily breath testing, SCRAM, drug testing. Additional testing options like remote breath testing are being evaluated and can be used on a case-by-case basis. Proposed legislation during the 2019 Session will expand the ability for the Department to evaluate and approve additional monitoring methodologies. The 24/7 Sobriety Program Operates in 55 of Montana's 56 counties. The program is also operation on one reservation with other reservations anticipated to follow. The 24/7 Sobriety Program Statewide Coordinator continues to expand the 24/7 to counties/reservations, but also expand the use of the 24/7 Programs that have an operational program. The 24/7 Program currently uses twice daily breath testing, SCRAM, drug testing. Additional testing options like remote breath testing are being evaluated and can be used on a case-by-case basis. Proposed legislation during the 2019 Session will expand the ability for the Department to evaluate and approve additional monitoring methodologies. The 24/7 Sobriety Program Operates in 55 of Montana's 56 counties. The program is also operation on one reservation with other</p>
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	<p>reservations anticipated to follow. The 24/7 Sobriety Program Statewide Coordinator continues to expand the 24/7 to counties/reservations, but also expand the use of the 24/7 Programs that have an operational program. The 24/7 Program currently uses twice daily breath testing, SCRAM, drug testing. Additional testing options like remote breath testing are being evaluated and can be used on a case-by-case basis. Proposed legislation during the 2019 Session will expand the ability for the Department to evaluate and approve additional monitoring methodologies.</p>
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<p>Priority Recommendation Encourage law enforcement agencies to implement a data driven approach to conducting aggressive traffic enforcement while combating crime. Priority Recommendation Encourage law enforcement agencies to implement a data driven approach to conducting aggressive traffic enforcement while combating crime. Priority Recommendation Encourage law enforcement agencies to implement a data driven approach to conducting aggressive traffic enforcement while combating crime.</p>	<p>CHSP ID EA Strategy 2: Reduce impaired driving through enforcement.</p>	<p>In Montana, there are approximately 108 Law Enforcement Agencies at the City, County and State level. By in large, law enforcement agencies utilize data driven approaches when conducting traffic enforcement and combating crime. MDT provides crash data and mapping options to agencies statewide. MDT supports the Law Enforcement Liaison (LEL) Program. LEL's serve as a vital link and conduit between Montana's Highway Safety Office and the state's law enforcement community by promoting and enhancing state and national highway safety programs. MDT will continue to support the LEL program, work with individual agencies and work with the various associations representing law enforcement in promoting traffic enforcement data driven approaches. In Montana, there are approximately 108 Law Enforcement Agencies at the City, County and State level. By in large, law enforcement agencies utilize data driven approaches when conducting traffic enforcement and combating crime. MDT provides crash data and mapping options to agencies statewide. MDT supports the Law Enforcement Liaison (LEL) Program. LEL's serve as a vital link and conduit between Montana's Highway Safety Office and the state's law enforcement community by promoting and enhancing state and national highway safety programs. MDT will continue to support the LEL program, work with individual agencies and work with the various associations representing law enforcement in</p>
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		<p>promoting traffic enforcement data driven approaches. In Montana, there are approximately 108 Law Enforcement Agencies at the City, County and State level. By in large, law enforcement agencies utilize data driven approaches when conducting traffic enforcement and combating crime. MDT provides crash data and mapping options to agencies statewide. MDT supports the Law Enforcement Liaison (LEL) Program. LEL's serve as a vital link and conduit between Montana's Highway Safety Office and the state's law enforcement community by promoting and enhancing state and national highway safety programs. MDT will continue to support the LEL program, work with individual agencies and work with the various associations representing law enforcement in promoting traffic enforcement data driven approaches.</p>
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C. Prosecution

Recommendation	CHSP EA Strategy	Addressed by state
Sustain funding and support for the Traffic Safety Resource Prosecutor position. Sustain funding and support for the Traffic Safety Resource Prosecutor position.	CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.	Funds are provided to the Montana Department of Justice (MDOJ) Attorney General's Office, Prosecution Services Bureau for Traffic Safety Resource Prosecutor (TSRP) services. The TSRP concept is not fully funded with NHTSA funds, it is a collaborative project with financial support from both state agencies. Priorities for the TSRP remain intact.

D. Adjudication

Recommendation	CHSP EA Strategy	Addressed by state
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<p>Priority RecommendationExpand DUI Courts in Montana.</p> <p>Priority RecommendationExpand DUI Courts in Montana.</p> <p>Priority RecommendationExpand DUI Courts in Montana.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>There are eight dedicated DUI Courts in Montana and an additional twenty-three other treatment courts that have specialized dockets. Treatment courts other than DUI Courts often serve offenders that have a history of DUI. MDT and the Office of the Court Administrator (OCA) work closely and collaboratively to ensure fidelity of current treatment courts and continue to evaluate funding options for new courts or expanding current courts capacity. Additionally, MDT, OCA and the MDOJ, with the National Center for DWI Courts is hosting an Operational Tune-up Training for existing DUI in May of 2019. This helps in expanding current courts capacity to treat DUI Offenders. There are eight dedicated DUI Courts in Montana and an additional twenty-three other treatment courts that have specialized dockets. Treatment courts other than DUI Courts often serve offenders that have a history of DUI. MDT and the Office of the Court Administrator (OCA) work closely and collaboratively to ensure fidelity of current treatment courts and continue to evaluate funding options for new courts or expanding current courts capacity. Additionally, MDT, OCA and the MDOJ, with the National Center for DWI Courts is hosting an Operational Tune-up Training for existing DUI in May of 2019. This helps in expanding current courts capacity to treat DUI Offenders. There are eight dedicated DUI Courts in Montana and an additional twenty-three other treatment courts that have specialized dockets. Treatment courts other than DUI Courts often</p>
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		<p>serve offenders that have a history of DUI. MDT and the Office of the Court Administrator (OCA) work closely and collaboratively to ensure fidelity of current treatment courts and continue to evaluate funding options for new courts or expanding current courts capacity. Additionally, MDT, OCA and the MDOJ, with the National Center for DWI Courts is hosting an Operational Tune-up Training for existing DUI in May of 2019. This helps in expanding current courts capacity to treat DUI Offenders. There are eight dedicated DUI Courts in Montana and an additional twenty-three other treatment courts that have specialized dockets. Treatment courts other than DUI Courts often serve offenders that have a history of DUI. MDT and the Office of the Court Administrator (OCA) work closely and collaboratively to ensure fidelity of current treatment courts and continue to evaluate funding options for new courts or expanding current courts capacity. Additionally, MDT, OCA and the MDOJ, with the National Center for DWI Courts is hosting an Operational Tune-up Training for existing DUI in May of 2019. This helps in expanding current courts capacity to treat DUI Offenders. There are eight dedicated DUI Courts in Montana and an additional twenty-three other treatment courts that have specialized dockets. Treatment courts other than DUI Courts often serve offenders that have a history of DUI. MDT and the Office of the Court Administrator (OCA) work closely and collaboratively to ensure fidelity of current treatment courts and</p>
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		<p>continue to evaluate funding options for new courts or expanding current courts capacity. Additionally, MDT, OCA and the MDOJ, with the National Center for DWI Courts is hosting an Operational Tune-up Training for existing DUI in May of 2019. This helps in expanding current courts capacity to treat DUI Offenders. There are eight dedicated DUI Courts in Montana and an additional twenty-three other treatment courts that have specialized dockets. Treatment courts other than DUI Courts often serve offenders that have a history of DUI. MDT and the Office of the Court Administrator (OCA) work closely and collaboratively to ensure fidelity of current treatment courts and continue to evaluate funding options for new courts or expanding current courts capacity. Additionally, MDT, OCA and the MDOJ, with the National Center for DWI Courts is hosting an Operational Tune-up Training for existing DUI in May of 2019. This helps in expanding current courts capacity to treat DUI Offenders.</p>
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<p>Provide adequate resources to improve the supervision and monitoring of DUI offenders at all stages of pre- and post-adjudication. Provide adequate resources to improve the supervision and monitoring of DUI offenders at all stages of pre- and post-adjudication.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>Outlined in Montana Code Annotated (MCA), there are varying levels and types of supervision/monitoring required of DUI offenders with judicial discretion. Supervision/monitoring may include: 24/7 sobriety program, interlock, treatment courts or other court approved alcohol or drug testing program. MCA also requires monitoring of repeat DUI Offenders after treatment is concluded. Resources are provided to treatment courts to supervise habitual DUI Offenders. Additionally, the 24/7 Program is a statewide program with a full-time coordinator. Counties are also provided funds to assist implementing local 24/7 programs. State-approved treatment programs receive a portion of alcohol tax revenue that can be used for the treatment/monitoring of DUI offenders. Outlined in Montana Code Annotated (MCA), there are varying levels and types of supervision/monitoring required of DUI offenders with judicial discretion. Supervision/monitoring may include: 24/7 sobriety program, interlock, treatment courts or other court approved alcohol or drug testing program. MCA also requires monitoring of repeat DUI Offenders after treatment is concluded. Resources are provided to treatment courts to supervise habitual DUI Offenders. Additionally, the 24/7 Program is a statewide program with a full-time coordinator. Counties are also provided funds to assist implementing local 24/7 programs. State-approved treatment programs receive a portion of alcohol tax revenue that can be used for the treatment/monitoring of</p>
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		<p>DUI offenders. Outlined in Montana Code Annotated (MCA), there are varying levels and types of supervision/monitoring required of DUI offenders with judicial discretion. Supervision/monitoring may include: 24/7 sobriety program, interlock, treatment courts or other court approved alcohol or drug testing program. MCA also requires monitoring of repeat DUI Offenders after treatment is concluded. Resources are provided to treatment courts to supervise habitual DUI Offenders. Additionally, the 24/7 Program is a statewide program with a full-time coordinator. Counties are also provided funds to assist implementing local 24/7 programs. State-approved treatment programs receive a portion of alcohol tax revenue that can be used for the treatment/monitoring of DUI offenders. Outlined in Montana Code Annotated (MCA), there are varying levels and types of supervision/monitoring required of DUI offenders with judicial discretion. Supervision/monitoring may include: 24/7 sobriety program, interlock, treatment courts or other court approved alcohol or drug testing program. MCA also requires monitoring of repeat DUI Offenders after treatment is concluded. Resources are provided to treatment courts to supervise habitual DUI Offenders. Additionally, the 24/7 Program is a statewide program with a full-time coordinator. Counties are also provided funds to assist implementing local 24/7 programs. State-approved treatment programs receive a portion of alcohol tax revenue that can be used for</p>
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		the treatment/monitoring of DUI offenders.
Create, fund, and maintain a State Judicial Outreach Liaison position. Create, fund, and maintain a State Judicial Outreach Liaison position.		NHTSA Region 10 currently has a Judicial Outreach Liaison, Judge Knisely out of the 13th Judicial District. Judge Knisely provides training opportunities in Montana. MDT and its partners will continue to evaluate the need and resource availability for Montana specific Montana Judicial Outreach Liaison. NHTSA Region 10 currently has a Judicial Outreach Liaison, Judge Knisely out of the 13th Judicial District. Judge Knisely provides training opportunities in Montana. MDT and its partners will continue to evaluate the need and resource availability for Montana specific Montana Judicial Outreach Liaison.

E. Administrative Sanctions and Driver Licensing Programs

Recommendation	CHSP EA Strategy	Addressed by state
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<p>Extend the driver license suspension period for a test refusal to be longer than for a test failure. Extend the driver license suspension period for a test refusal to be longer than for a test failure.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.</p>	<p>Currently, there is no suspension period for a base license for a test failure. The period of suspension for a test refusal (6 months or 1 year, plus \$300 administrative fee) is currently longer than for a test failure (no suspension period). For individuals in a commercial vehicle who fail a test or who refuse a test are both treated as a major offense and in compliance with federal law receive a one year or lifetime suspension, depending on whether it is a first or second major offense. Currently, there is no suspension period for a base license for a test failure. The period of suspension for a test refusal (6 months or 1 year, plus \$300 administrative fee) is currently longer than for a test failure (no suspension period). For individuals in a commercial vehicle who fail a test or who refuse a test are both treated as a major offense and in compliance with federal law receive a one year or lifetime suspension, depending on whether it is a first or second major offense. Currently, there is no suspension period for a base license for a test failure. The period of suspension for a test refusal (6 months or 1 year, plus \$300 administrative fee) is currently longer than for a test failure (no suspension period). For individuals in a commercial vehicle who fail a test or who refuse a test are both treated as a major offense and in compliance with federal law receive a one year or lifetime suspension, depending on whether it is a first or second major offense.</p>
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<p>Identify an agency to track Ignition Interlock Device violations on a consistent basis. Identify an agency to track Ignition Interlock Device violations on a consistent basis.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.</p>	<p>The Motor Vehicle Division (MVD) of the Montana Department of Justice (MDOJ) is the state agency with oversight of the ignition interlock program. MVD developed administrative rules for interlock, including:- oversight of vendor selection, certification, and monitoring;-review of interlock reports, including all instances where an interlock device was circumvented or tampered with;-sanction for circumvention or tampering and taking action on other non-compliance with IID licensure when reported by the referring agency. The Motor Vehicle Division (MVD) of the Montana Department of Justice (MDOJ) is the state agency with oversight of the ignition interlock program. MVD developed administrative rules for interlock, including:- oversight of vendor selection, certification, and monitoring;-review of interlock reports, including all instances where an interlock device was circumvented or tampered with;-sanction for circumvention or tampering and taking action on other non-compliance with IID licensure when reported by the referring agency. The Motor Vehicle Division (MVD) of the Montana Department of Justice (MDOJ) is the state agency with oversight of the ignition interlock program. MVD developed administrative rules for interlock, including:- oversight of vendor selection, certification, and monitoring;-review of interlock reports, including all instances where an interlock device was</p>
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		<p>circumvented or tampered with;-sanction for circumvention or tampering and taking action on other non-compliance with IID licensure when reported by the referring agency. The Motor Vehicle Division (MVD) of the Montana Department of Justice (MDOJ) is the state agency with oversight of the ignition interlock program. MVD developed administrative rules for interlock, including:- oversight of vendor selection, certification, and monitoring;-review of interlock reports, including all instances where an interlock device was circumvented or tampered with;-sanction for circumvention or tampering and taking action on other non-compliance with IID licensure when reported by the referring agency. The Motor Vehicle Division (MVD) of the Montana Department of Justice (MDOJ) is the state agency with oversight of the ignition interlock program. MVD developed administrative rules for interlock, including:- oversight of vendor selection, certification, and monitoring;-review of interlock reports, including all instances where an interlock device was circumvented or tampered with;-sanction for circumvention or tampering and taking action on other non-compliance with IID licensure when reported by the referring agency.</p>
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E-2. Programs

Recommendation	CHSP EA Strategy	Addressed by state
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<p>Increase the minimum age for a Learner License to sixteen. Increase the minimum age for a Learner License to sixteen. Increase the minimum age for a Learner License to sixteen.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.</p>	<p>Set by Montana statute, learner license without driver education in Montana is age 16. There were no legislative proposals to change age eligibility for driver licensing. Set by Montana statute, learner license without driver education in Montana is age 16. There were no legislative proposals to change age eligibility for driver licensing.</p>
<p>Use only official records to verify an applicant for a Graduated Driver License Restricted License has not incurred any alcohol, drug, or traffic violations. Use only official records to verify an applicant for a Graduated Driver License Restricted License has not incurred any alcohol, drug, or traffic violations.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.</p>	<p>The Graduated Driver's License process requires a GDL document signed by parents certifying no alcohol, drug or traffic violations. MVD does not have the statutory authority to not issue a GDL if an offense is found. MDV will continue to utilize the process place for approving GDL Restricted Licenses.</p>

Communication Program: No Recommendations

Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation

A. Screening and Assessment – Criminal Justice System

Recommendation	CHSP EA Strategy	Addressed by state
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<p>Strengthen uniform supervision of offender compliance with assessment requirements for convicted DUI offenders. Strengthen uniform supervision of offender compliance with assessment requirements for convicted DUI offenders.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>Addictive Mental Disorders Division (AMDD), a division of Montana Department of Health and Human Services (DPHHS), approves all state approved treatment programs throughout Montana. Compliance with assessment requirements for repeat offenders are monitored by local jurisdictions per statute and Courts are notified of non-compliance by treatment providers. Training and technical assistance provided by AMDD to state-approved programs does increase uniform monitoring of assessment requirements across jurisdictions. Addictive Mental Disorders Division (AMDD), a division of Montana Department of Health and Human Services (DPHHS), approves all state approved treatment programs throughout Montana. Compliance with assessment requirements for repeat offenders are monitored by local jurisdictions per statute and Courts are notified of non-compliance by treatment providers. Training and technical assistance provided by AMDD to state-approved programs does increase uniform monitoring of assessment requirements across jurisdictions. Addictive Mental Disorders Division (AMDD), a division of Montana Department of Health and Human Services (DPHHS), approves all state approved treatment programs throughout Montana. Compliance with assessment requirements for repeat offenders are monitored by local jurisdictions per statute and Courts are notified of non-compliance by treatment</p>
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		<p>providers. Training and technical assistance provided by AMDD to state-approved programs does increase uniform monitoring of assessment requirements across jurisdictions. Addictive Mental Disorders Division (AMDD), a division of Montana Department of Health and Human Services (DPHHS), approves all state approved treatment programs throughout Montana. Compliance with assessment requirements for repeat offenders are monitored by local jurisdictions per statute and Courts are notified of non-compliance by treatment providers. Training and technical assistance provided by AMDD to state-approved programs does increase uniform monitoring of assessment requirements across jurisdictions. Addictive Mental Disorders Division (AMDD), a division of Montana Department of Health and Human Services (DPHHS), approves all state approved treatment programs throughout Montana. Compliance with assessment requirements for repeat offenders are monitored by local jurisdictions per statute and Courts are notified of non-compliance by treatment providers. Training and technical assistance provided by AMDD to state-approved programs does increase uniform monitoring of assessment requirements across jurisdictions. Addictive Mental Disorders Division (AMDD), a division of Montana Department of Health and Human Services (DPHHS), approves all state approved treatment programs throughout Montana. Compliance with assessment requirements for repeat offenders are monitored by local jurisdictions per statute and Courts are notified of non-compliance by treatment providers. Training and technical assistance provided by AMDD to state-approved programs does increase uniform monitoring of assessment requirements across jurisdictions.</p>
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A-2. Medical and Other Settings

Recommendation	CHSP EA Strategy	Addressed by state
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<p>Expand Screening, Brief Intervention, and Referral to Treatment (SBIRT) in healthcare and into other settings throughout Montana. Expand Screening, Brief Intervention, and Referral to Treatment (SBIRT) in healthcare and into other settings throughout Montana.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>DPHHS has been highly active in moving forward with Medicaid Expansion. As part of Medicaid Expansion, alcohol screening questions have been added to a Health Risk Assessment (HRA), which is given to all Medicaid members during an outpatient visit to their healthcare provider. The HRA is an assessment of primary chronic diseases and provides an opportunity for the healthcare provider to follow-up with a brief intervention using motivational interviewing to promote behavior change with risky drinking behaviors. One of Montana's Healthcare Foundation's (MHF) focus areas is Behavior Health and advocating for substance use disorder prevention and treatment. Implement screening, brief intervention, and referral to treatment (SBIRT) in primary care and hospital settings is a specific project that MHF is providing funding for. DPHHS has been highly active in moving forward with Medicaid Expansion. As part of Medicaid Expansion, alcohol screening questions have been added to a Health Risk Assessment (HRA), which is given to all Medicaid members during an outpatient visit to their healthcare provider. The HRA is an assessment of primary chronic diseases and provides an opportunity for the healthcare provider to follow-up with a brief intervention using motivational interviewing to promote behavior change with risky drinking behaviors. One of Montana's Healthcare Foundation's (MHF) focus areas is Behavior Health and</p>
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		<p>advocating for substance use disorder prevention and treatment. Implement screening, brief intervention, and referral to treatment (SBIRT) in primary care and hospital settings is a specific project that MHF is providing funding for. DPHHS has been highly active in moving forward with Medicaid Expansion. As part of Medicaid Expansion, alcohol screening questions have been added to a Health Risk Assessment (HRA), which is given to all Medicaid members during an outpatient visit to their healthcare provider. The HRA is an assessment of primary chronic diseases and provides an opportunity for the healthcare provider to follow-up with a brief intervention using motivational interviewing to promote behavior change with risky drinking behaviors. One of Montana's Healthcare Foundation's (MHF) focus areas is Behavior Health and advocating for substance use disorder prevention and treatment. Implement screening, brief intervention, and referral to treatment (SBIRT) in primary care and hospital settings is a specific project that MHF is providing funding for.</p>
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B. Treatment and Rehabilitation – No Recommendations

Program Evaluation and Data

A. Evaluation

Recommendation	CHSP EA Strategy	Addressed by state
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<p>Evaluate all funded programs to assess effectiveness.</p>	<p>Internal Process</p>	<p>MDT has a statewide competitive Highway Safety Request For Proposal (RFP) process. Through that processes, MDT requires that applicants for funding provided detailed information on evaluation processes. Funded programs typically follow the NHTSA's Countermeasures that work for Highway Safety Offices. Programs. The guide is a basic reference to assist State Highway Offices in selecting effective, evidence-based countermeasures for traffic safety problem areas. Funded programs are monitored on a regular basis. MDT has a statewide competitive Highway Safety Request For Proposal (RFP) process. Through that processes, MDT requires that applicants for funding provided detailed information on evaluation processes. Funded programs typically follow the NHTSA's Countermeasures that work for Highway Safety Offices. Programs. The guide is a basic reference to assist State Highway Offices in selecting effective, evidence-based countermeasures for traffic safety problem areas. Funded programs are monitored on a regular basis. MDT has a statewide competitive Highway Safety Request For Proposal (RFP) process. Through that processes, MDT requires that applicants for funding provided detailed information on evaluation processes. Funded programs typically follow the NHTSA's Countermeasures that work for Highway Safety Offices. Programs. The guide is a basic reference to assist State</p>
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		Highway Offices in selecting effective, evidence-based countermeasures for traffic safety problem areas. Funded programs are monitored on a regular basis.
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B. Data and Records

Recommendation	CHSP EA Strategy	Addressed by state
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		ongoing discussion.
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<p>Priority RecommendationExpand the use of compatible electronic crash reporting systems to increase the timeliness, accuracy, and completeness of crash data across all agencies. Priority RecommendationExpand the use of compatible electronic crash reporting systems to increase the timeliness, accuracy, and completeness of crash data across all agencies. Priority RecommendationExpand the use of compatible electronic crash reporting systems to increase the timeliness, accuracy, and completeness of crash data across all agencies.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.</p>	<p>Currently, Montana’s largest law enforcement, the Montana Highway Patrol (MHP), utilizes SMARTCOP, which is a comprehensive and integrated informational tool for crash data. The larger City and County law enforcement agencies utilize electronic crash reporting systems as well. Not all of those agencies use SMARTCOP however. MHP has dedicated personnel who work with local law enforcement agencies to enhance crash reporting systems. Approximately 35% of all crash reports are created electronically but submitted to MHP as paper reports. Beginning in the Fall of 2019, MHP will be establishing a new crash data repository (database) that will have the capacity to receive electronically created crash reports from law enforcement agencies. This will ultimately bring the electronic reporting of Montana’s roadway crashes to roughly 95% of all crashes. Currently, Montana’s largest law enforcement, the Montana Highway Patrol (MHP), utilizes SMARTCOP, which is a comprehensive and integrated informational tool for crash data. The larger City and County law enforcement agencies utilize electronic crash reporting systems as well. Not all of those agencies use SMARTCOP however. MHP has dedicated personnel who work with local law enforcement agencies to enhance crash reporting systems. Approximately 35% of all crash reports are created electronically but submitted to MHP as paper reports. Beginning in the Fall of</p>
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		<p>SMARTCOP however. MHP has dedicated personnel who work with local law enforcement agencies to enhance crash reporting systems. Approximately 35% of all crash reports are created electronically but submitted to MHP as paper reports. Beginning in the Fall of 2019, MHP will be establishing a new crash data repository (database) that will have the capacity to receive electronically created crash reports from law enforcement agencies. This will ultimately bring the electronic reporting of Montana's roadway crashes to roughly 95% of all crashes.</p>
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Driver Records Systems – No Recommendations

Planned Activities

Law Enforcement Traffic Services Projects and Strategies

Selective Traffic Enforcement Program (STEP)

MDT will continue to provide local, statewide and tribal law enforcement agencies funding to participate in high visibility enforcement activities to enforce impaired driving, seat belt use and speeding. Participating agencies will provide national mobilizations and HVE at local at-risk events. The HVE campaigns are aligned with national and state communications calendars.

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

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

Below is the funding breakdown for each proposed subrecipient:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
City of Belgrade	402	\$4,104	69A375 2030000 4020MT 0	\$0	\$0	\$0	\$4,104	110770

	405b	\$708	69A375 2030000 405bMT L					
	405d	\$7,188	69A375 2030000 405dMT H					
	Grand Total	\$12,000						
City of Billings	402	\$2,736	69A375 2030000 4020MT 0	\$0	\$0	\$0	\$2,736	110771
	405b	\$472	69A375 2030000 405bMT L					
	405d	\$4,792	69A375 2030000 405dMT H					
	Grand Total	\$8,000						
City of Bozeman	402	\$6,156	69A375 2030000 4020MT 0	\$0	\$0	\$0	\$6,156	110772
	405b	\$1,062	69A375 2030000 405bMT L					
	405d	\$10,782	69A375 2030000 405dMT H					
	Grand Total	\$18,000						
Butte-Silver Bow	402	\$4,617	69A375 2030000 4020MT 0	\$0	\$0	N/A	\$4,617	110773
	405b	\$797	69A375 2030000 405bMT L			\$0		
	405d	\$8,086	69A375 2030000 405dMT H			\$0		
	Grand Total	\$13,500						

City of Columbia Falls	402	\$5,472	69A375 2030000 4020MT 0	\$0	\$0	N/A	\$5,472	110775
	405b	\$944	69A375 2030000 405bMT L			\$0		
	405d	\$9,584	69A375 2030000 405dMT H			\$0		
	Grand Total	\$16,000						
Dawson County	402	\$3,078	69A375 2030000 4020MT 0	\$0	\$0	N/A	\$3,078	110776
	405b	\$531	69A375 2030000 405bMT L			\$0		
	405d	\$5,391	69A375 2030000 405dMT H			\$0		
	Grand Total	\$9,000						
Flathead County	402	\$2,873	69A375 2030000 4020MT 0	\$0	\$0	N/A	\$2,873	110777
	405b	\$496	69A375 2030000 405bMT L			\$0		
	405d	\$5,031	69A375 2030000 405dMT H			\$0		
	Grand Total	\$8,400						
Gallatin County	402	\$6,156	69A375 2030000 4020MT 0	\$630	\$0	N/A	\$6,156	110778
	405b	\$1,062	69A375 2030000 405bMT L			\$0		
	405d	\$10,782	69A375 2030000 405dMT H			\$0		

	Grand Total	\$18,000						
City of Glendive	402	\$3,078	69A375 2030000 4020MT 0	\$0	\$0	N/A	\$3,078	110779
	405b	\$531	69A375 2030000 405bMT L			\$0		
	405d	\$5,391	69A375 2030000 405dMT H			\$0		
	Grand Total	\$9,000						
City of Havre	402	\$3,078	69A375 2030000 4020MT 0	\$0	\$0	N/A	\$3,078	110780
	405b	\$531	69A375 2030000 405bMT L			\$0		
	405d	\$5,391	69A375 2030000 405dMT H			\$0		
	Grand Total	\$9,000						
City of Kalispell	402	\$10,944	69A375 2030000 4020MT 0	\$0	\$0	N/A	\$10,944	110781
	405b	\$1,888	69A375 2030000 405bMT L			\$0		
	405d	\$19,168	69A375 2030000 405dMT H			\$0		
	Grand Total	\$32,000						
Lewis and Clark County	402	\$4,104	69A375 2030000 4020MT 0	\$0	\$0	N/A	\$4,104	110782
	405b	\$708	69A375 2030000 405bMT L			\$0		

	405d	\$7,188	69A375 2030000 405dMT H			\$0		
	Grand Total	\$12,000						
Missoul a County	402	\$6,156	69A375 2030000 4020MT 0	\$0	\$0	N/A	\$6,156	110783
	405b	\$1,062	69A375 2030000 405bMT L			\$0		
	405d	\$10,782	69A375 2030000 405dMT H			\$0		
	Grand Total	\$18,000						
City of Missoul a	402	\$13,850	69A375 2030000 4020MT 0	\$0	\$0	N/A	\$13,850	110774
	405b	\$2,390	69A375 2030000 405bMT L			\$0		
	405d	\$24,260	69A375 2030000 405dMT H			\$0		
	Grand Total	\$40,500						
Valley County	402	\$5,130	69A375 2030000 4020MT 0	\$0	\$0	N/A	\$5,130	110785
	405b	\$885	69A375 2030000 405bMT L			\$0		
	405d	\$8,985	69A375 2030000 405dMT H			\$0		
	Grand Total	\$15,000						
City of Whitefis h	402	\$6,840	69A375 2030000 4020MT 0	\$0	\$0	N/A	\$6,840	110786

	405b	\$1,180	69A375 2030000 405bMT L			\$0		
	405d	\$11,980	69A375 2030000 405dMT H			\$0		
	Grand Total	\$20,000						
Montana Highway Patrol	402	\$100,250	69A375 2030000 4020MT 0	\$18,000	\$0	N/A	\$100,250	110815
	405d	\$149,750	69A375 2030000 405dMT H			\$0		
	Grand Total	\$250,000						

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

Proposed Project Outcome: Participate in the Holiday Mobilization, May “Click it or Ticket” mobilization, the Labor Day Impaired Driving Mobilization and two other local high-risk events. Each agency will conduct other sustained enforcement shifts during the year as necessary and funding allows.

STEP Mini-Grants

Mini-grants will be available for Non-STEP participating agencies for local high visibility enforcement at specific events known to be high-risk. Agencies can apply for overtime mini-grants and priority will be given to those with an evidenced based need. Applications will be accepted throughout the fiscal year. The subrecipients will be selected in FFY2020.

Below is the funding breakdown:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
TBD	402	\$20,520	69A375 2030000 4020MT 0	\$0	\$0	N/A	\$20,520	TBD
	405b	\$3,540	69A375 2030000 405bMT L			\$0		
	405d	\$35,940	69A375 2030000 405dMT H			\$0		

	Grand Total	\$60,000						
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This project is used to meet one of the qualifying criteria for Occupant Protection Grants, 405b. It satisfies 1300.21, Occupant Protection Grants, (e) Qualification criteria for a lower seat belt use rate State, (3) Seat belt enforcement.

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

Law Enforcement Liaison

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 Law Enforcement Liaison (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	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
City of Missoula	402	\$3,420	69A375 2030000 4020MT0	\$0	\$500	N/A	\$3,420	110767
	405b	\$590	69A375 2030000 405bMTL			\$0		
	405d	\$5,990	69A375 2030000 405dMTH			\$0		
	Grand Total	\$10,000						
City of Belgrade	402	\$3,420	69A375 2030000 4020MT0	\$0	\$0	N/A	\$3,420	110768
	405b	\$590	69A375 2030000 405bMTL			\$0		
	405d	\$5,990	69A375 2030000 405dMTH			\$0		
	Grand Total	\$10,000						

Montana Sheriffs and Peace Officers	402	\$6,156	69A375 2030000 4020MT 0	\$0	\$0	N/A	\$6,156	110769
	405b	\$1,062	69A375 2030000 405bMT L			\$0		
	405d	\$10,782	69A375 2030000 405dMT H			\$0		
	Grand Total	\$18,000						

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

Safety Traffic Enforcement Team (SETT)

The MHP Safety Enforcement Traffic Team (SETT) is a roving patrol that was established in 2008. This team is dedicated to traffic safety issues with the goal of deterring and detecting impaired driving, unrestrained passengers, speeding, and a host of other traffic safety offenses. As appropriate, they will also provide safety education to the motoring public.

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

Below is the funding breakdown for this program:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
MT Highway Patrol(SETT)MT Highway Patrol(SETT)	402	\$186,891	69A375 2030000 405dMT H	\$46,446	\$64,800	N/A	\$74,756	110778
	405d	\$560,673						
	Grand Total	\$747,564						

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

Montana State University vs University of Montana football game

Flathead/Whitefish Winter Carnival Festival

Butte/Silver Bow St. Patrick's Day Celebration

4th of July Celebration

Carbon and Yellowstone County Iron Horse Rodeo Celebration

Other events may be added, and some may be removed depending on the event and the need.

Helena Police Traffic Safety Pilot

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

This pilot project will be implemented using a decreasing match ratio. During 2020, the project will be funded with 80% NHTSA funds and 20% City funds. NHTSA funds will decrease by 20% each year after that until the project is fully funded by the City of Helena.

The funding breakdown is as follows:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
City of Helena	402	\$32,489	69A375 2030000 4020MT 0	\$0	\$26,750	N/A	\$32,489	TBD
	405b	\$5,605	69A375 2030000 405bMT L			\$0		
	405d	\$56,902	69A375 2030000 405dMT H			\$0		
	Grand Total	\$94,996						

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

Traffic Safety Resource Officer (TSRO)

The TSRO project will coordinate and manage the SFST, ARIDE, and DRE training program for the state. This training will further enhance the skills and expertise of law enforcement officers in conducting high visibility enforcement campaigns. In addition, the training will increase the collection of BAC testing among drivers involved in fatal motor vehicles crashes.

Detecting impaired drivers is difficult and obtaining a conviction also has proved challenging as DUI laws are extremely complicated and the evidence needed to define and demonstrate impairment is complex.

Standardized Field Sobriety Tests (SFST’s) are one of the most effective countermeasures in the battle against impaired driving. Research has shown law enforcement officers increase their arrest rates and are more effective in estimating the degree of influence of stopped drivers after they have been trained in the use and scoring of the SFST's. Frequent and consistent training statewide is needed to increase prosecution rates in DUI cases.

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

Below is the funding breakdown:

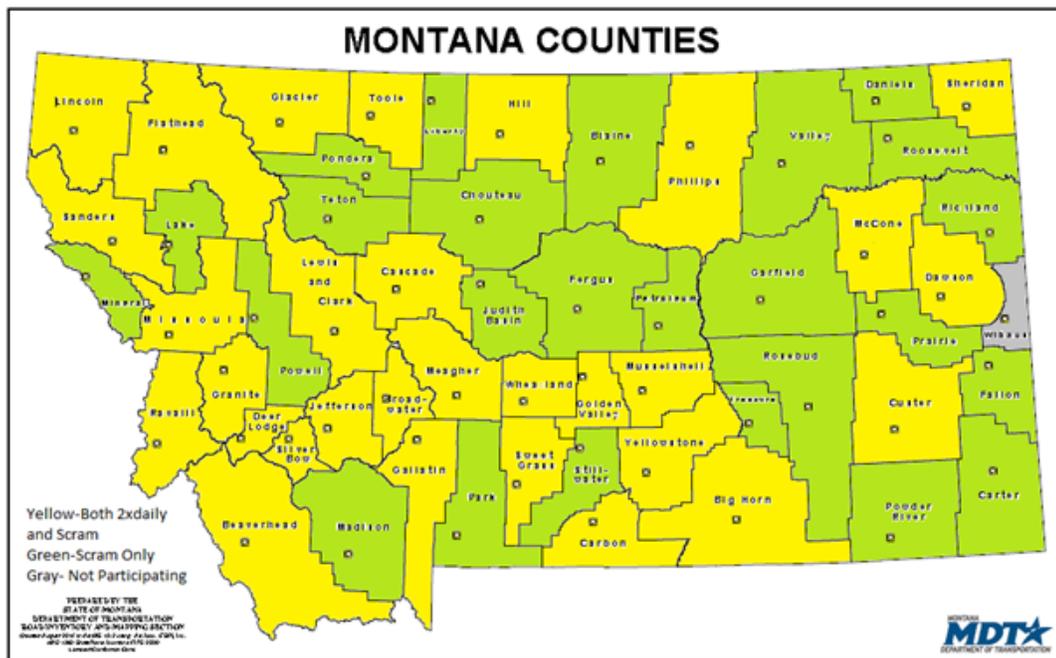
Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
MT Highway Patrol (TSRO)	405d	\$181,072	69A375 2030000 405dMT H	\$16,379	\$63,796	\$0	\$0	110790
	Grand Total	\$181,072						

Proposed Project Outcome: Conduct 5 ARIDE certifications trainings; Maintain DRE certifications for officers who need recertification; Conduct 6 SFST certification trainings; Complete 1 DRE training by September 30, 2020 and others as needed; and Ensure DRE instructor certification is complete by 9/30/2020. The project will ensure officers continue to receive current training on issues important to traffic safety.

24/7 Program Coordinator

Montana will continue to fund the 24/7 Program located in the Highway Patrol Division. This project continues to play an important role in helping counties institute the program. Currently, 55 counties are running the program. The statewide statistics continue to be positive. Over 1,100,391 twice daily tests have been administered with a 99.7% success rate.

Below is a map that shows all of the participating counties and the type of monitoring that is done in that community.



The funding summary is as follows:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
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Montana Highway Patrol (24/7 Program)	405d	\$29,319	69A375 2030000 405dMT H	\$7,500	\$35,775	\$0	\$35,183	110813
	164al	\$87,956	69A375 2030000 1640MT A			N/A		
	Grand Total	\$117,275						

Proposed Project Outcome: Ensure all programs are being run correctly through on-going assistance. Begin outreach to tribal agencies to implement the program.

Impaired Driving Prosecution and Adjudication Projects

DUI Courts

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

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

DUI court participant counts fluctuate throughout the year as clients are accepted into the program, graduate from the program, withdraw or are dismissed from the program.

The funding break-down is as follows:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
7th Judicial Court	164al	\$35,079	69A375 2030000 1640MT A	\$0	\$0	\$0	\$14,032	110806
	405d	\$11,693	69A375 2030000 405dMT H					
	Grand Total	\$46,772						
Butte Silver Bow	164al	\$71,550	69A375 2030000 1640MT A	\$0	\$65,142	\$0	\$28,620	110807
	405d	\$23,850	69A375 2030000 405dMT H					
	Grand Total	\$95,400						

Yellowstone County	164al	\$127,500	69A375 2030000 1640MT A	\$4,356	\$0	\$0	\$51,000	110810
	405d	\$42,500	69A375 2030000 405dMT H					
	Grand Total	\$170,000						
Hill County	164al	\$70,360	69A375 2030000 1640MT A	\$0	\$54,424	\$0	\$28,144	110808
	405d	\$23,453	69A375 2030000 405dMT H					
	Grand Total	\$93,813						
Missoula County	164al	\$82,331	69A375 2030000 1640MT A	\$0	\$0	\$0	\$32,932	110809
	405d	\$27,444	69A375 2030000 405dMT H					
	Grand Total	\$109,775						

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

DUI Court Training

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

The funding breakdown is as follows:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
TBD	164al	\$8,000	69A375 2030000 1640MT A	UNK	UNK	\$0	\$3,200	TBD
	Grand Total	\$8,000						

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

Instrumentation for Breath Alcohol Analysis

MDT will provide funding to the Forensic Science Division of the Department of Justice to purchase twenty-five intoxilyzers. These will improve the Forensic Science Division’s Breath Test Program and ensure instrumentation meets current forensic standards for accuracy and precision. The Forensic Science Division has already purchased 70 instruments. With the funding of these twenty-five intoxilyzers, the fleet of instruments located in local and state divisions will be replaced within 12-15 months.

This project will enhance other impaired driving projects managed by MDT to include STEP, SETT, DUI Courts and the Traffic Safety Resource prosecutor. The funding breakdown is as follows:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
DOJ - Forensic Division	164al	\$199,775	69A375 2030000 1640MT A	0	0	\$0	31964	110811
	Grand Total	\$199,775						

Proposed Project Outcome: Purchase and placement of twenty-five intoxilizer 9000’s in various locations across Montana to provide improved testing for impaired driving.

Traffic Safety Resource Prosecutor

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

The funding breakdown is as follows:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
Department of Justice	405d	\$42,500	69A375 2030000 405dMT H	\$0	\$0	\$0	\$17,000	110812
	164al	\$42,500	69A375 2030000 1640MT A					
	Grand Total	\$85,000						

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

Impaired Driving Mini Grants

MDT will provide up to \$5,000 mini-grants for local/state programs to implement a variety of programs to reduce impaired driving. Impaired Driving Mini-grants are intended for projects with a limited time frame, demonstrate collaboration and address a specific need.

The funding breakdown is as follows:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
TBD	405d	\$50,000	69A375 2030000 405dMT H	UNK	UNK	\$0	\$0	TBD
	Grand Total	\$50,000						

Proposed Project Outcome: Fund local impaired driving projects that address specific needs.

DUI Task Force Training

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

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
DUI Taskforce Training	164al	\$3,000	69A375 2030000 1640MT A	\$0	\$0	\$0	\$0	N/A
	405d	\$2,000	69A375 2030000 405dMT H					
	Grand Total	\$5,000						

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

Achievement of Performance Targets

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

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

Date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by task force: 09/May,2019

Strategic plan details

State will submit updates to a Statewide impaired driving plan that was previously submitted under 23 C.F.R. 1300.23(f)(1). If the State is relying on a previously submitted plan, the State must provide updates to its Statewide impaired driving plan that meet the requirements of 23 C.F.R. 1300.23(e)(1) and updates to its assessment review and spending plan that meet the requirements of 23 C.F.R. 1300.23(f)(1).

Indicate either new or updated submission: Submit updates

Planned activities

Planned activities for spending grant funds on impaired driving activities authorized under 23 C.F.R. 1300.23(j)(4). Planned activities described in this section must include high visibility enforcement efforts and must meet the level of detail required under 23 C.F.R. 1300.11(d).

Unique Identifier	Planned Activity Name
24/7	24/7 Project
DUITrain	DUI Court Training
DUIC	DUI Courts
HPTSP	Helena Police Traffic Safety Pilot
HVE	High Visibility Enforcement
IDA	Impaired Driving Assessment
IDMG	Impaired Driving Mini-Grants
IDSC	Impaired Driving Summer Campaign
IDYR	Impaired Driving Year Round Campaigns
BRaC	Instrumentation for Breath Alcohol Analysis
ID MEDIA	Labor Day Media Campaign
LEL	Law Enforcement Liaison
HREvents	Media for Short Term Enforcement at High Risk Events
NACampaigns	Native American Media Campaigns
NTDUI TF	Northern Tribes DUI Task Force
SOAR	Safe On All Roads
SETT	Selective Traffic Enforcement Team
DUI TF	Statewide DUI Task Force Training
STEPMG	STEP Mini-Grants
TSRO	Traffic Safety Resource Officer
TSRP	Traffic Safety Resource Prosecutor
NASTEP	Tribal STEP Program

405(d) Alcohol-ignition interlock law grant

Alcohol-ignition interlock laws Grant

Legal citations to demonstrate that the State statute meets the requirement.

Requirement Description	State citation(s) captured
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The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.	No
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405(d) 24-7 Sobriety programs grant

Mandatory license restriction requirement

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 of driving privileges, unless an exception in paragraph 1300.23(9)(2) applies, for a period of not less than 30 days.

Requirement Description	State citation(s) captured
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 of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.	Yes

Citations

Legal Citation Requirement: 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 of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.

Legal Citation: 44-4-1203, MCA

Amended Date: 24/Apr,2015

Citations

Legal Citation Requirement: 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 of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.

Legal Citation: 61-5-208

Amended Date: 03/Jul,2017

Citations

Legal Citation Requirement: 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 of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.

Legal Citation: 61-5-208, (b), MCA

Amended Date: 28/Apr,2017

Sobriety program information

Legal citations: Yes

State program information: No

Legal citations

State law authorizes a Statewide 24-7 sobriety program.

Requirement Description	State citation(s) captured
State law authorizes a Statewide 24-7 sobriety program.	Yes

Citations

Legal Citation Requirement: State law authorizes a Statewide 24-7 sobriety program.

Legal Citation: 44-4-1203

Amended Date: 01/Jul,2015

Citations

Legal Citation Requirement: State law authorizes a Statewide 24-7 sobriety program.

Legal Citation: 44-4-1203, MCA

Amended Date: 01/Apr,2015

Citations

Legal Citation Requirement: State law authorizes a Statewide 24-7 sobriety program.

Legal Citation: 61-5-208, MCA

Amended Date: 01/Apr,2017

Citations

Legal Citation Requirement: State law authorizes a Statewide 24-7 sobriety program.

Legal Citation: 61-8-401, MCA

Amended Date: 01/Apr,2015

Program information

State program information that authorize a Statewide 24-7 sobriety program.

405(e) Distracted driving grant

Sample Questions

Click or tap here to enter text.

Legal citations

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?:

Date enacted:

Date amended:

Requirement Description	State citation(s) captured
Prohibition on texting while driving.	No
Definition of covered wireless communication devices.	No

Minimum fine of at least \$25 for an offense.	No
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Legal citations for exemptions to the State’s texting ban:

The State’s youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?:

Date enacted:

Date amended:

Requirement Description	State citation(s) captured
Prohibition on youth cell phone use while driving.	No
Definition of covered wireless communication devices.	No
Minimum fine of at least \$25 for an offense.	No

Legal citations for exemptions to the State’s youth cell phone use ban.

405(f) Motorcyclist safety grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

Motorcycle rider training course: Yes

Motorcyclist awareness program: Yes

Reduction of fatalities and crashes: No

Impaired driving program: No

Reduction of impaired fatalities and accidents: No

Use of fees collected from motorcyclists: No

Motorcycle rider training course

Name and organization of the head of the designated State authority over motorcyclist safety issues:

State authority agency: Board of Regents

State authority name/title: Casey Lozar, Chair

Introductory rider curricula that has been approved by the designated State authority and adopted by the State:

Approved curricula: (i) Motorcycle Safety Foundation Basic Rider Course

Other approved curricula:

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Cascade County	17,168
Dawson County	2,910
Flathead County	22,250
Gallatin County	25,660
Hill County	2,983
Lewis and Clark	16,169
Missoula County	26,633
Richland County	3,687
Yellowstone County	29,808

Total number of registered motorcycles in State.

Total # of registered motorcycles in State: 290,295

Motorcyclist awareness program

Name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency: Board of Regents

State authority name/title: Casey Lozar, Chair

CERTIFICATION: The State’s motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

Performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

Fiscal Year	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value	Sort Order
2020	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	30	7
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	19	8

Counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.

County or Political Subdivision	# of MCC involving another motor vehicle
Cascade County	12
Dawson County	0
Flathead County	16
Gallatin County	16

Hill County	1
Lewis and Clark	13
Missoula County	20
Richland County	1
Yellowstone County	40

Total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle:

Total # of MCC crashes involving another motor vehicle: 147

Countermeasure strategies and planned activities that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest.

Countermeasure Strategy
Motorcycle Awareness Campaign
Motorcycle Rider Training

Unique Identifier	Planned Activity Name
110163A	Motorcycle Awareness Campaign
MC-2020	Training Motorcycle Purchase

405(g) State graduated driver licensing incentive grant

Graduated driver licensing

Date that the State's graduated driver's licensing statute requiring both a learner's permit stage and intermediate stage prior to receiving an unrestricted driver's license was last amended. The statute must be in effect and be enforced during the entire fiscal year of the grant.

Graduated driver licensing law last amended on:

Legal citations demonstrating that the State statute meets the requirement.

Requirement Description	State citation(s) captured
Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State.	No
Applicant must pass vision test and knowledge assessment.	No
In effect for at least 6 months.	No
In effect until driver is at least 16 years of age.	No
Must be accompanied and supervised at all times.	No
Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night.	No

Prohibits use of personal wireless communications device.	No
Extension of learner's permit stage if convicted of a driving-related offense.	No

Legal citations for exemptions to the State's texting ban:

Legal citations demonstrating that the State statute meets the requirement.

Requirement Description	State citation(s) captured
Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State.	No
Applicant must pass behind-the-wheel driving skills assessment.	No
In effect for at least 6 months.	No
In effect until driver is at least 17 years of age.	No
Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies.	No
No more than 1 nonfamilial passenger younger than 21 years of age allowed.	No
Prohibits use of personal wireless communications device.	No
Extension of intermediate stage if convicted of a driving-related offense.	No

Legal citations for exemptions to the State's texting ban:

1906 Racial profiling data collection grant

Racial profiling data collection grant

Application Type: Official documents

Official documents

Official documents 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.

Law: No

Regulation: No

Binding policy directive: No

Letter from the Governor: No

Court order: No

Other: No

Enter other document type:

Each requirement below provides legal citations to demonstrate that the State statute meets the requirement:

Requirement Description	State citation(s) captured
Law(s) 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.	No

Official documents 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.

Certifications, Assurances, and Highway Safety Plan PDFs

Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.

