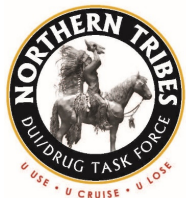


*Success through partnerships*



Montana Department of  
**REVENUE**



# MONTANA

## ANNUAL REPORT FOR

## FEDERAL FISCAL YEAR 2018

*Prepared by:*

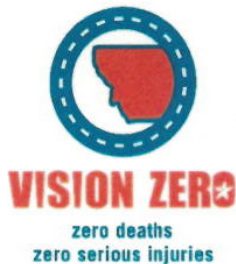
Montana Department of Transportation  
State Highway Traffic Safety Section  
PO Box 201001/2701 Prospect Avenue  
Helena, Montana 59620-1001

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



**VISION ZERO**  
zero deaths · zero serious injuries

MONTANA DEPARTMENT OF TRANSPORTATION



**Montana Department of Transportation**

2701 Prospect  
PO Box 201001  
Helena MT 59620-1001

Steve Bullock, Governor  
Michael T. Tooley, Director

December 17, 2018

Greg T. Fredericksen, Regional Administrator  
National Highway Traffic Safety Administration  
915 Second Avenue, Suite 3140  
Seattle, Washington 98174-1079

Subject: Annual Report

Dear Administrator Fredericksen:

The Montana Department of Transportation (MDT) is pleased to submit the Montana Annual Report outlining the projects and efforts we implemented in FFY 2018 with the goal of saving lives and reducing injuries on our roadways. The department funded traffic-safety-related programs using National Highway Traffic Safety Administration (NHTSA) grant monies by continuing or implementing the following initiatives:

- MDT continues to emphasize the “Vision Zero: Zero Fatalities, Zero Serious Injuries” initiative by pairing it with national mobilization messaging and incorporating it into our dialog as we address Montana’s highway traffic fatalities and serious injuries.
- MDT received the GHSA/Ford Driving Skills for Life grant and partnered with the Montana Family, Career and Community Leaders of America (FCCLA) to implement the Teen Traffic Safety Peer-to-Peer Education Program for the 2017/2018 school year. The \$15,000-grant provided resources for students to use the FCCLA Families Acting for Community Traffic Safety (FACTS) curriculum in their local communities.
- Expand Native American Traffic Safety with the addition of three more Tribal communities to the Northern Tribes DUI Task Force. This addition ensures that all Montana’s land-based tribes participate in this collaborative effort to combat impaired driving.
- Provide non-law enforcement mini-grants for impaired driving projects targeting community DUI Task Forces and rural areas with limited resources.
- Support law enforcement agencies with STEP mini-grants to assist with seasonal and local high-risk timeframes and events.
- And many other traffic safety efforts highlighted in this report.

On behalf of MDT, I would like to thank you for providing the opportunity to make this year's work possible. We appreciate your continued support of the program and the technical assistance provided in helping us to reach our goal of zero fatalities and zero serious injuries on our roads.

Sincerely,

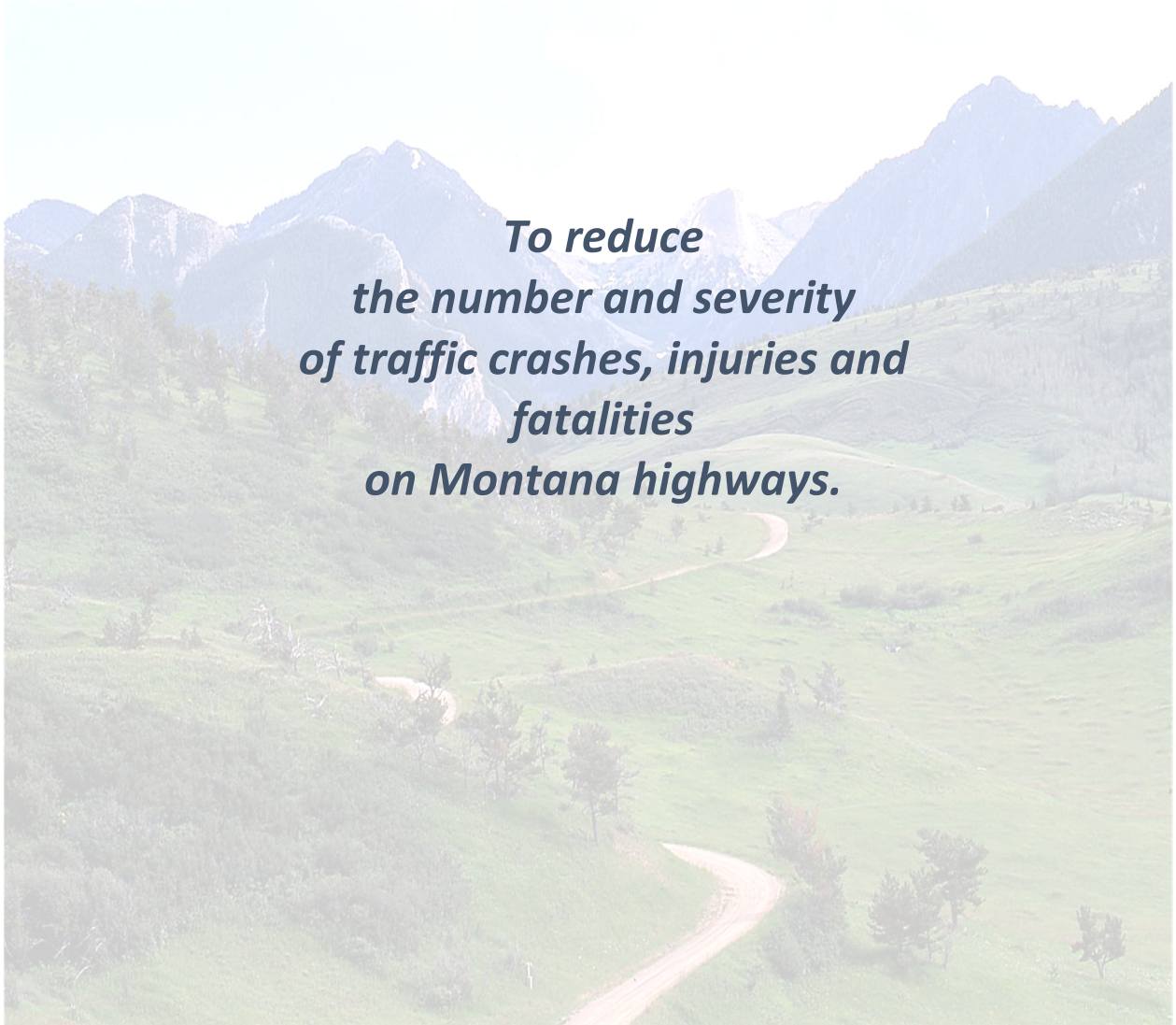
A handwritten signature in black ink, appearing to read "Mike Tooley". The signature is fluid and cursive, with a large, sweeping initial "M".

Mike Tooley  
Director, MDT  
Governor's Representative for Highway Traffic Safety

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

## *Mission Statement*

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



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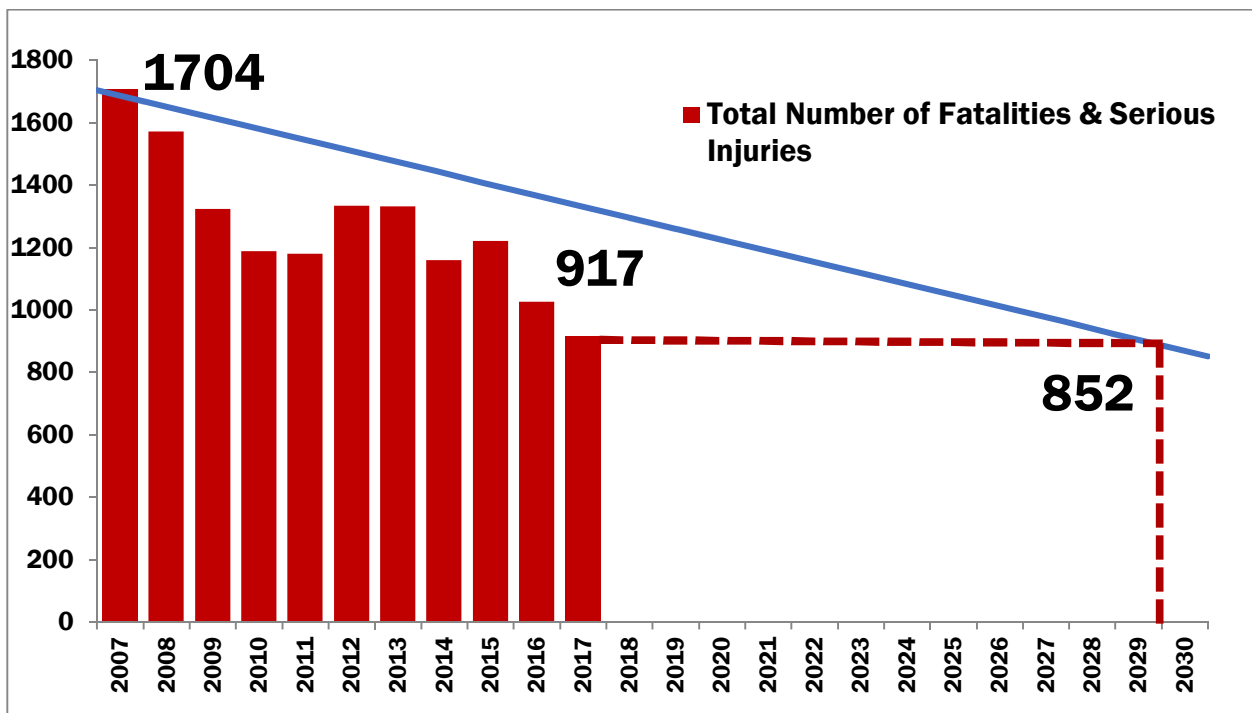
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## Executive Summary

Montana had another record year for traffic safety, lowering fatalities in almost every category. Impaired and unrestrained fatalities were down significantly. In 2017, both of these categories hit a ten-year low. Total fatalities continue to decline each year. According to Fatality Analysis Reporting System (FARS) there were four fewer fatalities in 2017 than 2016. However, 2016 was the lowest year for fatalities since 2010, and 2017 continued the decreasing trend. Additional information on these record declines are contained in other parts of the document. This annual report will illustrate the progress made in lowering fatalities through traffic safety efforts in Montana.

Montana's Comprehensive Highway Safety Plan (CHSP) focuses on both fatalities and incapacitating injuries. The overall goal is "to reduce fatalities and incapacitating injuries in the state by half in two decades, from 1,704 in 2007 to 852 in 2030". During 2017 there were 917 fatalities and serious injuries, a ten-year low. Because of the declining fatalities and serious injuries, Montana is on track to meet the 2020 goal.



MDT's goal is to continue the reduction in the number and severity of traffic crashes, injuries and fatalities on Montana highways through collaboration with local and state level partners who have a vested interest in traffic safety. Through this collaborative effort countermeasures are identified that align with the priorities and strategies of the Montana Highway Safety Plan (HSP) and Montana's Comprehensive Highway Safety Plan (CHSP).

## Comprehensive Highway Safety Plan

Montana aligns the Highway Safety Plan (HSP) with the CHSP and the Highway Safety Infrastructure Program (HSIP). All of the plans represent the same traffic safety information, data, problems, etc. The

participants (committees, stakeholders, constituent groups, etc.) effectively establish the highway safety problems, review the performance targets, develop and select evidence-based countermeasure strategies and projects through the analysis of various data sources for the development of the HSP, CHSP and the HSIP.

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

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

The long-range traffic safety goals currently are:

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

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

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

The three overarching areas of concerns established in the CHSP are:

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

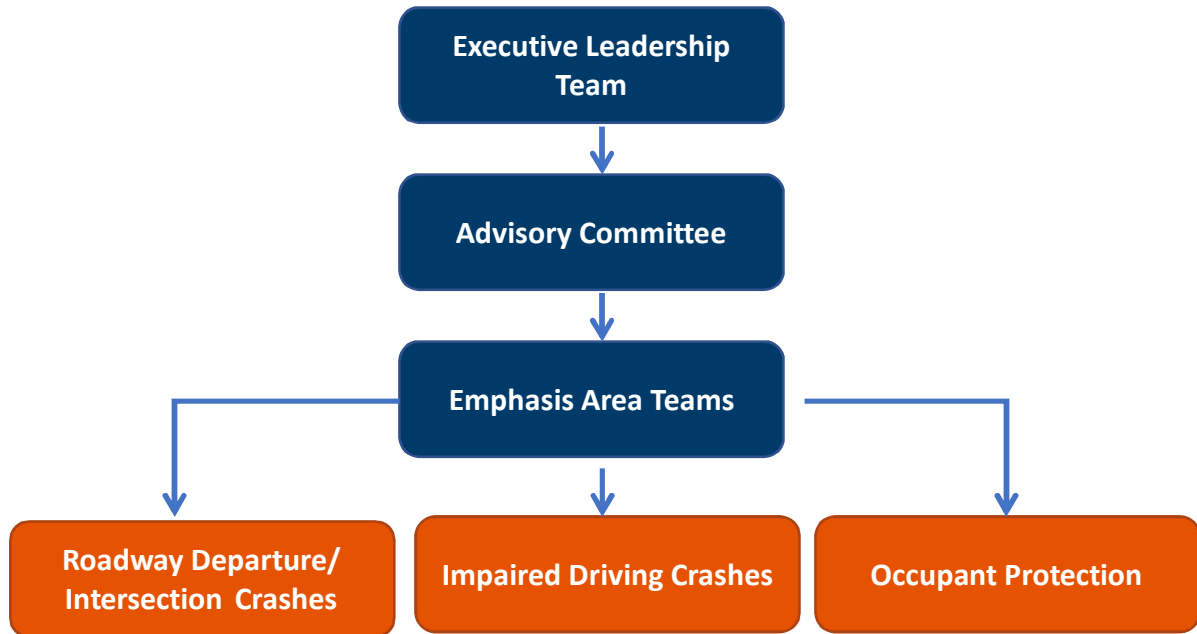
The specific emphasis areas established include:

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

During the 2015 CHSP update process, a three-tiered approach was identified as an effective avenue to implement safety strategies throughout the state. This three-tiered approach includes an Executive



Leadership Team (ELT), who sets policy; a Technical Advisory Committee, who establishes strategies based on that policy, and the Emphasis Area Work groups, who lead the grassroots efforts to implement the strategies (shown below):



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

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

The Grants Bureau Chief and the Highway Traffic Safety Supervisor serve on the Advisory Committee. The Advisory Committee also meets annually and focuses on developing strategies to implement during the year. Committee members include many federal, state, local and tribal safety stakeholders. Also included are other private stakeholders to include Bike Walk Montana, and members from the Metropolitan Planning Offices. The full membership list is located at [http://www.mdt.mt.gov/visionzero/docs/chsp/3\\_2017\\_SafetyPartnersByAgenciesFinal.pdf](http://www.mdt.mt.gov/visionzero/docs/chsp/3_2017_SafetyPartnersByAgenciesFinal.pdf).

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

- Establish quantifiable safety-related goals, objectives, and performance measures relevant to travel on Montana's highways;
- Address issues at all levels of jurisdiction with specific attention to local and tribal entities;
- Establish a mechanism for interagency coordination and develop the necessary partnering processes;
- Identify candidate safety strategies and evaluate their potential benefits, costs, and ability to attain performance objectives;
- Establish a process for prioritizing identified strategies based on their likely benefits relative to the identified safety goals and objectives; and
- Develop a strategic implementation plan, including action items for deployment in MDT's plans and programs as well as by other partnering agencies with roles in highway safety. This implementation plan is defined in the Annual Element of the CHSP.

The State's Annual Transportation Safety Meeting was held on October 10 and 11, 2017. Over one hundred safety partners participated in the meeting. This meeting brings safety stakeholders together to assess Montana's progress in transportation safety. Activities included:

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

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

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

The CHSP is scheduled to be reviewed and revised in 2020. This process will begin during FFY2019 and completed in early 2020.

## Other Activities Impacting MDT's Highway Safety Program

During FFY2018 (December 4<sup>th</sup> through 8<sup>th</sup>, 2017), MDT had an Occupant Protection Assessment. This assessment had 17 key recommendations. SHTSS was recognized for several strengths including the following:

- Excellent highway safety leadership and support of its director;
- It is a requirement for state and local agencies receiving federal highway safety program grant funds to have agency employee seat belt use policies;
- The majority of law enforcement agencies participating in the May CIOT mobilization regularly achieve a total citation rate of over two citations per overtime enforcement hour;
- Montana has 250 Child Passenger Safety Technicians geographically located in 41 of the 56 counties providing access to CPS educational services to 96.58 percent of the child population from birth through age nine;
- Montana has a strong, active, and dedicated Occupant Protection Emphasis Area group comprised of representatives from state agencies, state and local law enforcement, public and community health, hospitals, education, and insurance

Montana will continue working to implement those recommendations that are feasible for the program.

There is an upcoming legislative session beginning January 7, 2019. Again, there will be primary seat belt law introduced. This bill has been introduced during the last 11 sessions and has failed to pass. The Governor's Representative for Highway Safety is diligently working to promote this bill.

In addition, the Department of Justice is working on codification of all DUI laws to be introduced in the 2019 Legislative session. MDT will monitor the effect these changes will have on traffic safety projects.

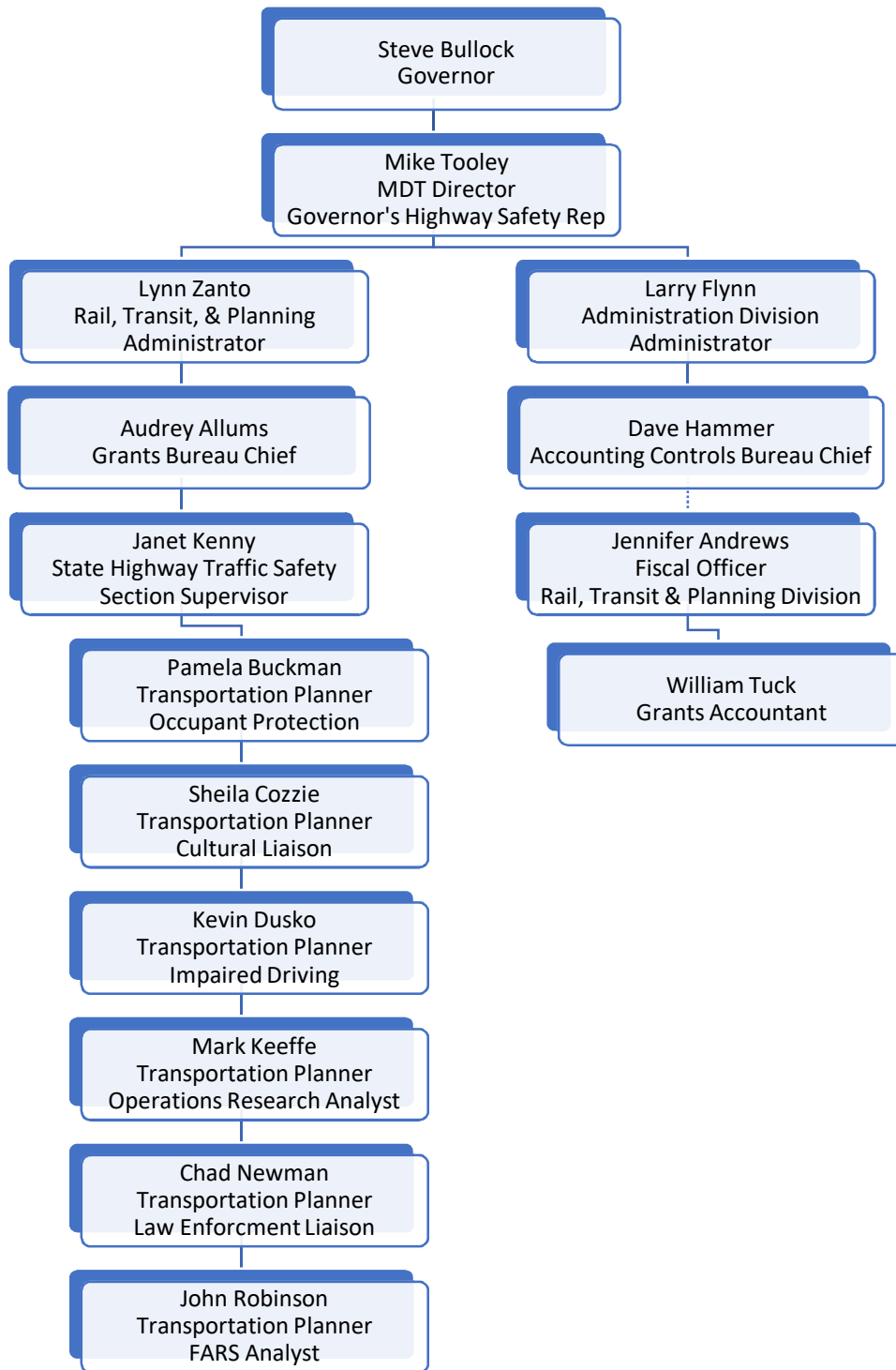
Currently the SHTSS is re-writing policies and procedures to better manage the program and ensure consistency between projects.

## ***State Highway Traffic Safety Section Program Overview***

MDT administers the State Highway Traffic Safety Program through the Montana State Highway Traffic Safety Section which operates within the Grants Bureau of the Rail, Transit & Planning Division. The Director of MDT serves as the Governor's Representative for Highway Safety (GR). The Director is the former Colonel of the State Highway Patrol and has extensive background, interest in, and understanding of highway traffic safety issues.

The SHTSS assists in the development and implementation of counter-measures for known problem areas (known as emphasis areas) as outlined in the CHSP and discussed in the section above. The highway traffic safety projects that are funded support those counter-measures.

The safety section is fully staffed. See organization chart below.



# Assessment of Montana Highway Traffic Safety Progress

## Introduction

This report, required by the National Highway Traffic Safety Administration (NHTSA) pursuant to 23 CFR §1300.35, provides an update of highway traffic safety projects throughout the state of Montana for Federal Fiscal Year (FFY) 2018 as administered by the Montana Department of Transportation’s Highway Traffic Safety Section (SHTSS).

The projects and funding administered by SHTSS were approved by the Governor’s Representative for Highway Safety and NHTSA Region X in the 2018 Highway Safety Plan (HSP).

During 2018, SHTSS was required to submit ten amendments. These are outlined below:

Project	Reason for Amendment	Funding Amount	Funding Source
<b>24-7 Program</b>	Montana received funding from 405d 24-7 program. In accordance with the Federal Register Vo. 81 No. 99, Mary 23, 2016, it states “...a state may elect to use grant funds awarded under 23 U.S.C. 405(d)6 for any eligible project or activity under Section 402.” MDT will be using the 405(d)6 for activities eligible under Section 402.	\$33,659	405(d) moving to 402
<b>Impaired Driving Mini-Grants (Various Contract Numbers)</b>	MDT will fund Impaired Driving Mini-Grants for local projects that aim to reduce/eliminate impaired driving in communities. These are short-term projects that traffic safety groups and coalitions will implement to provide information and educate on the dangers of impaired driving. Project will be data-driven and fall under the Impaired Driving Strategies as outlined in the CHSP. These individual mini-grants will not exceed \$5,000 each.	\$50,000	405(d)
<b>DPHHS Trauma Registry Data Migration (Contract Number 109718)</b>	MDT will provide a grant to the Department of Public Health and Human Services to migrate trauma historic trauma care data to the new standard. Migrating all the data to one standard will help prevent errors in manually combining reports from different datasets. An additional outcome is that data linking efforts will be easier if the trauma data is all in one standard.  This supports several of the TRCC strategic goals including #'s 4, 9, 14, and 18 under injury surveillance as well as #16 under data integration and #20 under TRCC.	\$65,593	405(c)

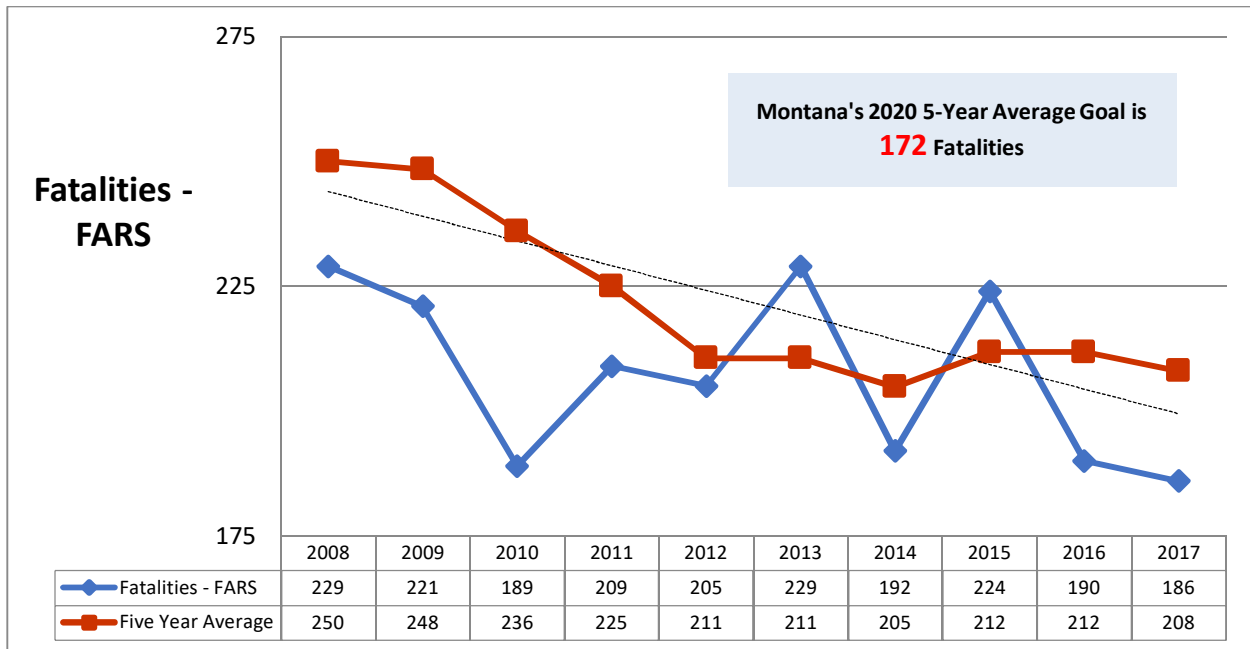
Project	Reason for Amendment	Funding Amount	Funding Source
<b>DPHHS Digital Innovations Outcomes Module (Contract Number 109719)</b>	<p>MDT will provide a grant to the Department of Public Health and Human Services for the purchase of an outcomes module. This will provide numerous benefits. Using functionality for queries and reports, issues can be automatically identified. Immediate electronic access to current patient care data means the system can generate valuable reports within minutes.</p> <p>This improvement will drive training and policies which improve patient care and outcomes. Additionally, in the long-term this project will assist linking trauma data with other data sets such as HTS crash records and EMS to create a more complete picture of crash injury from the point of the incident to its conclusion.</p> <p>This supports several of the TRCC strategic goals including #'s 4, 9, 14, and 18 under injury surveillance as well as #16 under data integration and #20 under TRCC.</p>	\$12,300	405(c)
<b>Drive Sober Campaign</b>	MDT SHTSS is adding \$200,000 in funding to the media project. \$100,000 is dedicated to year-round "Drive Sober" messaging for the state. An additional \$100,000 was added for a summer "One reason to Drive Sober" campaign.	\$200,000	164a1
<b>DOJ-MVD-USPVS (Contract Number 110213)</b>	The Traffic Records Coordinating Committee approved \$2,000 for MVD to add the United States Passport Verification System (UPVS) to their verification process to ensure applicant's passports are valid while issuing driver licenses and identification cards. This project will address D-U-1 Improves uniformity of a core highway safety database.	\$2,000	405(c)
<b>DOJ-MVD-CDL Audit Software (Contract Number 110200)</b>	The Traffic Records Coordinating Committee approved \$39,000 for MVD to add an audit function to license testing tablet. MVD is responsible for CDL training and licensures using a testing system that currently has no audit function. This project will establish a strong audit function of the CDL testing, for both MVD examiners and 3rd party testers to check for errors. This project will address D-A-1 Improves accuracy of core highway safety database: the percentage of driver records that have no errors in critical data elements.	\$39,000	405(c)

Project	Reason for Amendment	Funding Amount	Funding Source
<b>DOJ-MVD-Digital Access-Exchange (Contract Number 110201)</b>	The Traffic Records Coordinating Committee approved \$27,500 for MVD to procure the rights to automated access to national databases ensuring the veracity of individuals applying for both private and professional drivers' licenses in Montana. Access will be through the NTSA Problem Driver Pointer System (PDPS), and through the Commercial Driver's License Information System (CDLIS). This project will address D-U-1 Improves Uniformity of core highway safety database.	\$27,500	405(c)
<b>Traveler Information System Upgrade (Contract Number 110337)</b>	The Traffic Records Coordinating Committee approved \$374,798 for an upgrade to the MDT Traveler Information System. This project will help develop a new roadway information data collection system to better report roadway conditions to the travelling public. The performance measure is Montana Roadway Database Completeness and accuracy.	\$374,798	405(c)
<b>EMS Data Collection Project (Contract Number 110333)</b>	The Traffic Records Coordinating Committee approved \$79,035 for the DPHSS EMS & Trauma Systems EMS Data Collection Project. This project will purchase laptops (25@\$3,150) as the connectivity piece for rural EMS providers to automatically upload EMS response and patient care data into the state EMS electronic patient care record (ePCR) data system. This project will address I-U-2 the number of records on the state EMS data file that are National Emergency Medical Service Information System (NEMSIS) compliant, and I-C-MT-1 number of patient care reports generated, submitted, available to MT's EMS database.	\$79,035	405(c)

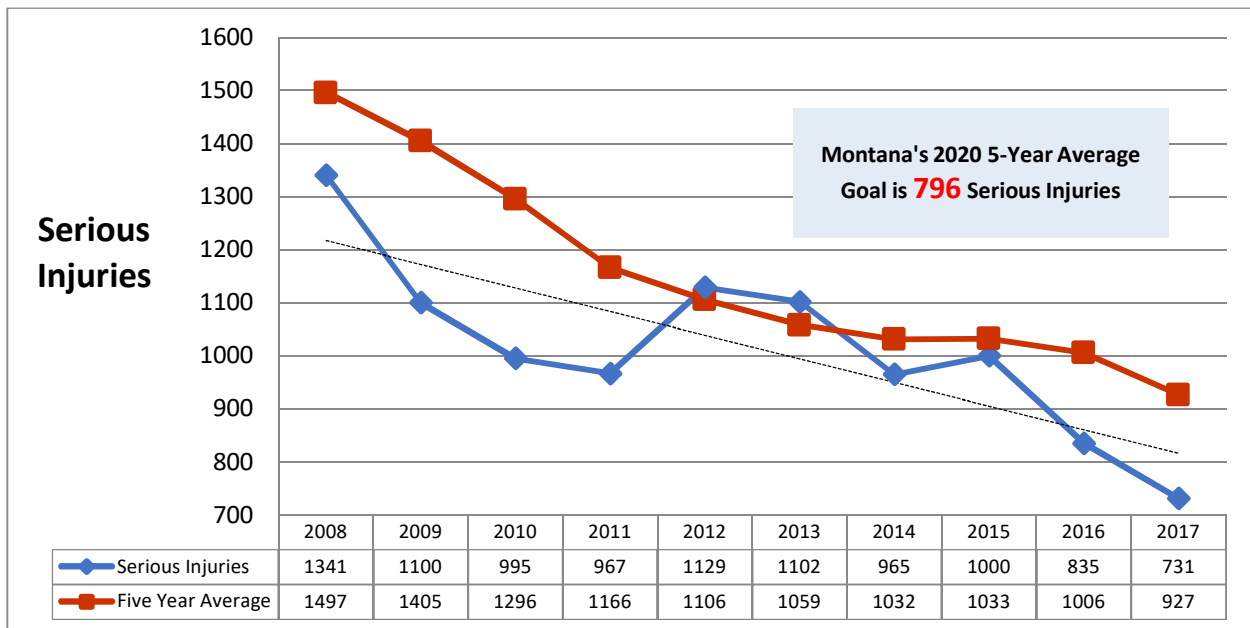
## Statistical Analysis

As required, performance measures for fatalities, VMT Fatalities, serious injuries, and Fatalities/VMT are set through the CHSP process. The other core performances required by NHTSA are set by SHTSS. Montana determined that the most reliable methodology is the five-year rolling average. A projection of future data is created using both a weighted average and trend analysis of the most current available NHTSA published data.

The charts below represent Montana's progress on meeting the fatality and serious injury goals for the state. The 2020 target of 172 fatalities coincides with the goal established in the CHSP. This target is a very aggressive target and was established by the safety stakeholders involved in the CHSP update. The trend continues to decline and 2017 had the fewest fatalities since 2010, however, meeting the 172 fatality target will prove challenging.



After a significant decrease in fatalities during 2016, Montana continues to lower the number of fatalities throughout the state. During 2017 there were 186 fatalities, which is four less than 2016. The fatality target for 2017 was 193 and easily surpassed.



Serious injuries decreased by over 12% during 2017. With a 2020 five-year average goal of 796, SHTSS is confident this will be met. The long-range goal of 852 by 2030 will undoubtedly be met should current trends continue.



## FFY2017 Core Performance Measures

Montana Department of Transportation NHTSA Core Outcome Measures								
Core Measure	Description	2013	2014	2015	2016	2017	2017 Target	2020 Goal
<b>C-1*</b>	Number of Fatalities	229	192	224	190	186		
	<b>5-Year Moving Average</b>	<b>211</b>	<b>205</b>	<b>212</b>	<b>208</b>	<b>204</b>	<b>192.6</b>	<b>172</b>
<b>C-2*</b>	Number of Serious Injuries	1,102	965	1,000	835	731		
	<b>5-Year Moving Average</b>	<b>1,059</b>	<b>1,033</b>	<b>1,033</b>	<b>1,006</b>	<b>927</b>	<b>925.2</b>	<b>796</b>
<b>C-3*</b>	Fatalities/VMT	1.90	1.58	1.81	1.51		<b>1.527</b>	<b>1.28</b>
<b>C-4</b>	Unrestrained Passenger Vehicle Fatalities	108	99	114	94	86		
	<b>5-Year Moving Average</b>	<b>104</b>	<b>104</b>	<b>109</b>	<b>106</b>	<b>100</b>	<b>109</b>	<b>98</b>
<b>C-5</b>	Alcohol-Related Fatalities	93	73	76	84	56		
	<b>5-Year Moving Average</b>	<b>83</b>	<b>82</b>	<b>83</b>	<b>83</b>	<b>76</b>	<b>89</b>	<b>85</b>
<b>C-6</b>	Speed-Related Fatalities	76	52	91	61	59		
	<b>5-Year Moving Average</b>	<b>79</b>	<b>72</b>	<b>76</b>	<b>74</b>	<b>68</b>	<b>81</b>	<b>74</b>
<b>C-7</b>	Motorcyclist Fatalities	35	23	24	17	23		
	<b>5-Year Moving Average</b>	<b>27</b>	<b>27</b>	<b>26</b>	<b>26</b>	<b>24</b>	<b>30</b>	<b>28</b>
<b>C-8</b>	Un-helmeted MC Fatalities	22	12	18	12	14		
	<b>5-Year Moving Average</b>	<b>17</b>	<b>16</b>	<b>17</b>	<b>17</b>	<b>16</b>	<b>19</b>	<b>17</b>
<b>C-9</b>	Fatalities Involving Drivers Age 20 or Less	24	26	35	19	24		
	<b>5-Year Moving Average</b>	<b>29</b>	<b>26</b>	<b>27</b>	<b>26</b>	<b>26</b>	<b>27</b>	<b>24</b>
<b>C-10</b>	Pedestrian Fatalities	24	10	14	11	14		
	<b>5-Year Moving Average</b>	<b>14</b>	<b>13</b>	<b>14</b>	<b>13</b>	<b>15</b>	<b>14</b>	<b>13</b>
<b>C-11</b>	Bicycle Fatalities	1	2	1	3	1		
	<b>5-Year Moving Average</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>
<b>Other MDT Performance Measure</b>								
<b>O-1</b>	Native American Fatalities	30	37	42	41	31		
	<b>5-Year Moving Average</b>	<b>31</b>	<b>32</b>	<b>34</b>	<b>37</b>	<b>36</b>	<b>33</b>	<b>32</b>
<b>Core Behavior Measure</b>								
		2014	2015	2016	2017	2018	2018 Target	2020 Goal
<b>B-1</b>	Observed Seat Belt Use	74%	76.8%	76.2%	78.2%	86.6%	77.6%	77.7%
<b>Core Activity Measures</b>								
<b>A-1</b>	Seat Belt Citations Issued During Grant-Funded Activities	1,975	2,610	2,661	2,661	2,848	N/A	N/A
<b>A-2</b>	Impaired-Driving Arrests Made During Grant-Funded Activities	496	468	361	570	388	N/A	N/A

		2014	2015	2016	2017	2018	N/A	N/A
<b>A-3</b>	Speeding Citations Issued Grant-Funded Activities	11,332	10,117	9,842	9,563	7,658	N/A	N/A

\*The targets and goals established coincide with the established goals of the CHSP.

## Performance Report

The following provides further analysis on the performance measures required by NHTSA and others MDT is tracking. Also included is the behavioral measure of observed seat belt use.

Core Measure	Description	2017 Target	Status	Comments
<b>C-1</b>	Number of Fatalities*	193	Target Not Met: The five-year average for fatalities was 204 for 2017.	There were 186 fatalities in Montana during 2017. While Montana met the 2017 target as set, the five-year average target was not met. There were 4 fewer fatalities during 2017 than 2016, decreasing from 190 in 2016 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 goal established in the CHSP is 172, however if Montana continues to see the declines that have occurred during the last few years, the target will not be out of reach.
<b>C-2</b>	Number of Serious Injuries*	925	Target Not Met: The five-year average for serious injuries 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.
<b>C-3</b>	Fatalities/VMT*	1.84 (target for 2016)	Target Was Met: According to 2016 data, the Fatalities/VMT 1.51.	The fatalities rate for VMT was 1.51 during 2016 (most current FARS data). This was a significant decrease from 2015, when the rate was 1.81

Core Measure	Description	2017 Target	Status	Comments
			The rate for 2017 has not yet been released by NHTSA.	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.
<b>C-4</b>	Unrestrained Passenger Vehicle Fatalities	109	Target Was Met: The five-year average number of unrestrained fatalities 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. During Montana's legislative session in 2017, a primary seat belt bill was introduced but failed to pass. MDT will again introduce legislation in 2019.
<b>C-5</b>	Alcohol Impaired Fatalities	89	Target Was Met: According to 2017 data Montana had a five-year average for alcohol-related fatalities of 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.
<b>C-6</b>	Speed-Related Fatalities	81	Target Was Met: The five-year average for speed-related fatalities 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.
<b>C-7</b>	Motorcyclist Fatalities	30	Target Was Met: The data indicates that the five-year average for motorcycle fatalities 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

Core Measure	Description	2017 Target	Status	Comments
				2020 goals should this trend continue.
<b>C-8</b>	Unhelmeted MC Fatalities	19	Target Was Met: The five-year average for un-helmeted fatalities 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.
<b>C-9</b>	Fatalities Involving Drivers Age 20 or Less	27	Target Was Met: The five-year average for the period ending in 2017 was 26.	Fatalities involving young drivers increased by five over 2016 to 24 in 2017. Even with this increase, the 2017 target was still met. Montana's partnership with Family, Career, and Community leaders of America is working to reduce these numbers. MDT has applied for several grants to assist FCCLA chapters to promote teen traffic safety in the state.
<b>C-10</b>	Pedestrian Fatalities	14	Target Was Not Met: Pedestrian fatalities 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.
<b>C-11</b>	Bicycle Fatalities	1	Target Not Met: The five-year average for bicycles fatalities was 2.	Historically, MDT reports 0 or 1 bicycle fatality per year. Although that is too many, it has been determined that this is not a traffic safety priority for the state.
<b>B-1</b>	Observed Seat Belt Use	77.6%	Target Was Met: The observed seat belt 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 2016 to 86.6% in 2017. 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%

Core Measure	Description	2017 Target	Status	Comments
<b>Other Performance Targets Tracked</b>				
<b>O-1</b>	Native American Fatalities	33	Target Not Met: The 5-year average (ending 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.

## HSP Adjustments for Performance Targets Not Met

### *Fatalities*

Although the five-year rolling average for fatalities was not met (192.6), there were 186 fatalities in 2017, which is the lowest in the last five years. Fatalities have gone down by approximately 17% since 2015 when there were 224. This goal is set through the CSHP process and is aggressive with the long-range goal of a five-year rolling average of 172 in 2020. In 2017 that average dropped to 204 and has steadily been declining. Given this significant downward trend, MDT does not believe that any changes need to be made to the HSP.

### *Serious Injuries*

Serious injuries five-year rolling average target was not met. However, they have been steadily declining. During 2017 there were 731 serious injuries, the lowest in the last ten years. At this time, MDT does not feel that adjustments to the HSP need to be made as recent decreases are significant under the current projects funded and implemented.

### *Pedestrians*

Pedestrian fatalities were only one away from meeting the five-year rolling average with the target at 14 and the 2017 total at 15. These fatalities have remained fairly consistent during the last four years after peaking at 24 in 2013. Because Montana is very close to the target for pedestrian fatalities, no adjustments to the HSP will be made.

## *Bicycles*

Bicycle fatalities have generally been one to two per year. The 2020 five-year rolling average goal is 1. At the end of 2017 the five-year rolling average was 2. Because of the small numbers in this performance measure, it has not been a priority for Montana. No adjustments are required as the long-term goal will be met under the current conditions.

## *Native Americans*

Native American fatalities decreased by 10 fatalities in 2017 from 2016 with 31 fatalities compared to 41 in 2016. This is a 24% decrease. Unfortunately, even with this significant decrease the 2017 five-year rolling average was not met. At this time, preliminary data for 2018 indicates there will be approximately the same number of Native American fatalities in 2018 as there was in 2017. Some of the adjustments being considered to improve in this performance measure would be to expand this program to urban areas with a heavy population of Native Americans. Also, there has been interest from Montana's universities to participate through their Native American Studies programs. MDT will be reviewing these options during FFY2019.

# *Description and Analysis of Project and Activities Funded*

## *Occupant Protection Overview*

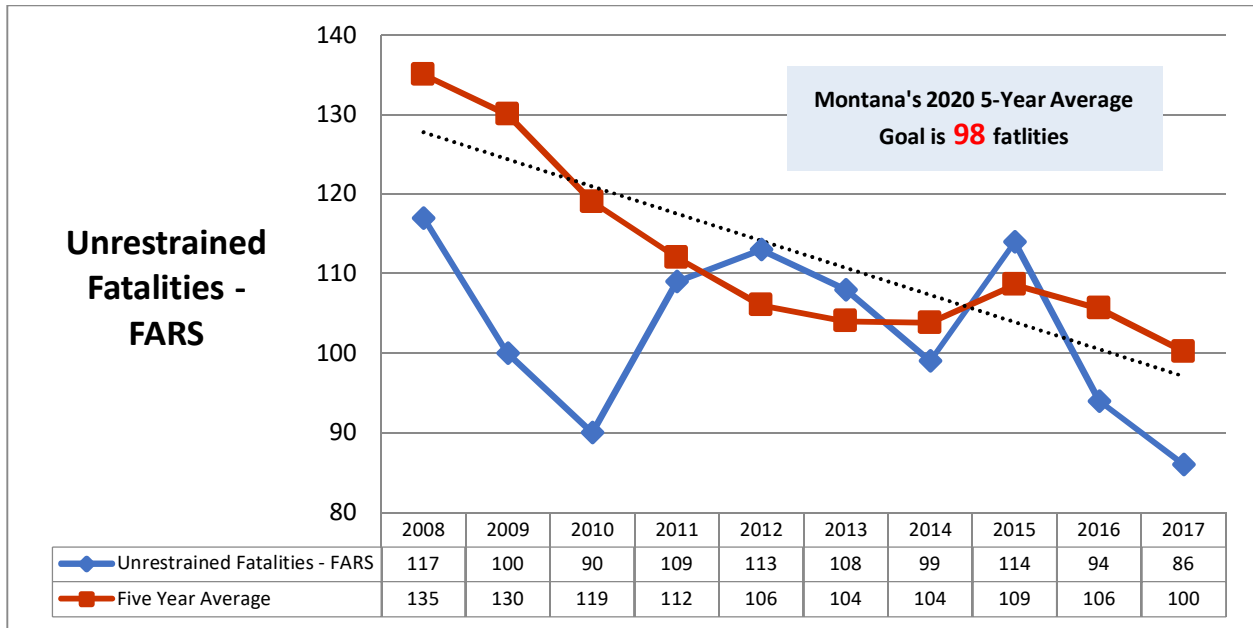
### **Overview**

Montana currently has a secondary enforcement seat belt law. Many attempts have been made to pass legislation for a primary law, these have consistently failed.

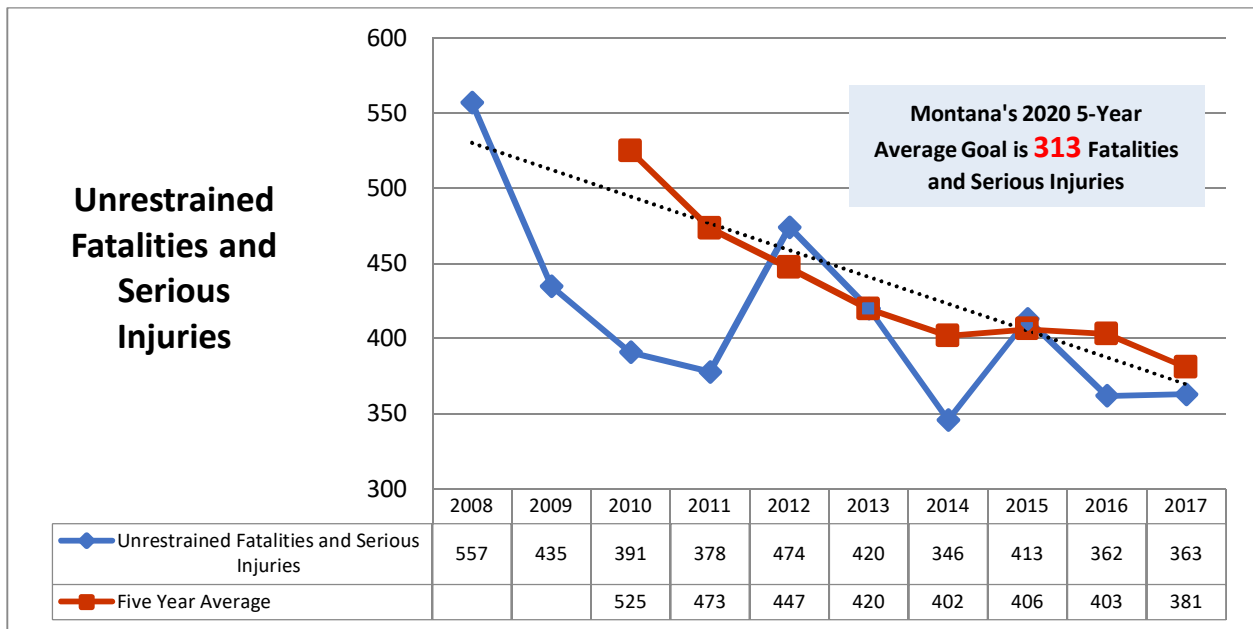
SHTSS has established three goals for seat belt use:

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

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



Unrestrained fatalities decreased by 8 during 2017 to 86. This was the lowest number of unrestrained fatalities during the last ten years. The 86 fatalities contributed to lowering the 2017 five-year rolling average of 100. This easily surpassed the five-year rolling average target for 2017 which was 109. The long-range goal is 98 by 2020. If the current trend continues Montana will meet the goal.



Unrestrained fatalities and serious injuries remained fairly consistent with 2016. The long-range goal is to reduce these to a five-year rolling average of 313 by 2020. Although the trend continues downward, the 313 goal will be challenging to meet. To meet this goal as established, Montana would need approximately 210 unrestrained fatalities and serious injuries during the next two years.

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%
New Categories as of 2013	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%	8.4%

Source: Montana Department of Transportation Observational Studies

\* First year of Montana's NHTSA mandated new seatbelt survey sites

Montana’s observed seat belt use increased dramatically during 2018. During 2017 the rate was 78.2% compared to 86.6% in 2018. This is an increase of over 8%. The seat belt rate has been steadily increasing over the last five years, with the biggest jump this year. The 2018 target was 77.6% which was easily met. The 2020 five-year rolling average goal is 77.7%. If the upward trend continues Montana should exceed the 2020 goal.

## Project Descriptions and Activities Funded

### Buckle Up Montana (BUMT) Program

<b>Amount Obligated:</b>	\$150,355
<b>Amount Expended:</b>	\$149,358

Contract Number	Project Name
109582	Cascade County BUMT
109583	Flathead County BUMT
109584	Missoula/Granite County BUMT
109585	Tri-County BUMT

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



**Contribution:** Goals and objectives were met as outlined below.

MDT continued contracting with the grassroots Buckle Up Montana (BUMT) coalitions. These coalitions meet on a regular basis to develop and implement local public information and education (PI&E) programs that reach various demographics to encourage seat belt and car seat usage. By focusing on at-risk populations, the goal of this program is to maximize the use of occupant restraints by all vehicle occupants. The BUMT coalitions encourage the public to comply with Montana's seat belt and child passenger safety laws. They are actively involved with targeting children, teens, adults and employers. They continue to strive to exhibit a strong presence in their communities. Coalition coordinators are active members of Montana's Comprehensive Highway Safety Plan supporting the Occupant Protection Emphasis Area. The long-term impact of the BUMT program is to increase occupant protection usage resulting in measurable progress toward a reduction in fatalities and serious injuries on Montana's roads.

The participating four BUMT coalitions are:

Cascade County	Missoula/Granite County
Flathead County	Tri-County (Lewis & Clark, Broadwater & Jefferson)

These four coalitions provide outreach to a total of 7 of Montana's 56 counties, covering 37% of the state's population. Another 26% of Montana's population is covered by Yellowstone County and the Greater Gallatin County's Safe Kids Coalitions focusing strictly on Child Passenger Safety. Local seat belt surveys are being tracked annually for use in their public education efforts. Below are the observed seat belt usage rates for FFY2018. These statistics give the coalitions an idea on where to focus future educational efforts.

- Missoula/Granite County: Observed seat belt usage rates for cars is 82% while usage rates for pickup trucks is 71%. The latter statistic has prompted a *Buckle Up in your Truck* media campaign.
- Cascade County: Observed seat belt usage rates during the 2018 fiscal year was 79%.
- Flathead County: Observed seat belt usage rates for cars is 82% while those near high schools finished with 77% which is higher than last fiscal year.
- Tri-County: Observed seat belt usage rates averaged 82% while those near high schools finished with 85% which is the same as it was last fiscal year.

The BUMT coalitions promote occupant protection (OP) restraint system education and usage using the following methods:

- Direct promotion using the local and social media venues
- PI&E campaigns
- Support for state-sponsored media messaging
- Innovative approaches to reach high risk populations
- Partnerships with law enforcement, local businesses, medical personnel and schools

During FFY2018, BUMT coalitions participated in a number of activities to educate the public on the importance and benefits of using a seat belt and properly restraining children in car seats. Below are a few highlights:

### *Saved by the Belt Awards*

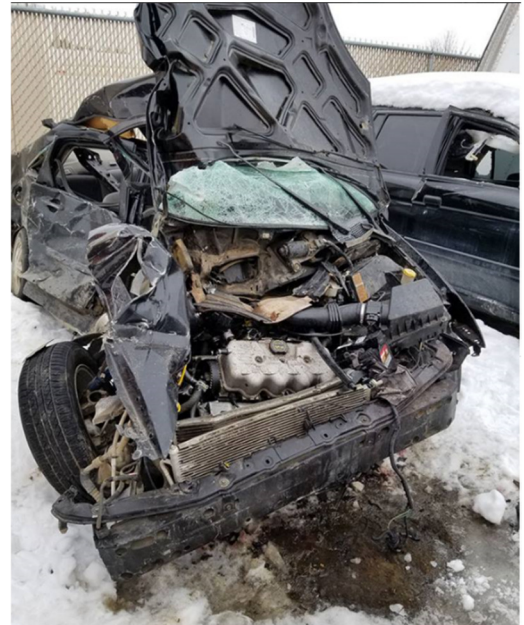
This fiscal year, 10 Saved by the Belt awards were presented to individuals involved in motor vehicle crashes that were saved by wearing their seat belts. Two of those receiving awards were children that were also properly restrained with a driver who received an award.

These awards are typically presented at a press conference with the survivor(s), family members, law enforcement and public officials. In addition to receiving the award certificate, recipients receive a special-made Saved by the Belt key ring and a gas card. Seeing the value of this program, Opportunity Bank of Montana and Town Pump partnered with the Montana Department of Transportation this fiscal year donating these gifts for saved by the belt recipients. A positive message and increased public awareness by recipients and their relatives, followed by news coverage, could influence more people to wear their seat belts and properly restrain their children.

The following is the story (see pictures) of Sarah Pisle's "Saved by the Belt" experience:

Montana Highway Patrol Trooper Patrick Crisswell nominated Sarah Pises for the award after she was involved in a car crash in February, 2018. Pisle received an award certificate, a keychain, and a gas card.

On a miserable winter day when the snow was blowing, and drifts were high, Sarah's vehicle slid into a snow drift and then veered into a different direction. As she struggled to correct the vehicle, she crossed the center line and was hit by a 1-ton pickup truck. Trooper Crisswell was quoted as saying "Based on my training and experience as being a State Trooper for over 5 years, this crash should have been a serious injury or even a fatal crash for Sarah. In reality, she walked away with bumps and bruises." A few weeks prior to this crash, Sarah listened to a man talk about how he lost his daughter in a car crash because she was not wearing a seat belt and was ejected. The father gave each student a blue ribbon to tie on their steering wheels as a reminder to buckle up. Sarah's blue ribbon can be seen in the photo attached.



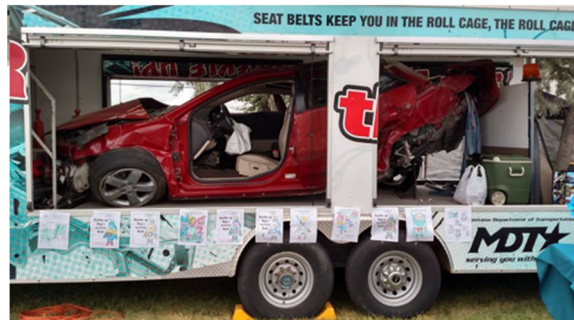
### *Public Education & Information*

Below are some examples of events attended by Buckle Up Montana coalitions promoting seat belt use and raising public awareness of their benefits.

- The coalitions were successful in publishing occupant protection articles in local newspapers and newsletters. They post messages and pictures on their agency’s website and create topic-specific flyers to distribute throughout the county. When they attend high visibility public events, they are armed with brochures and posters containing educational information specific to children, teens, adults and employers. The Wheel of Safety is an effective tool used by the coalitions at events to engage the public in conversations about occupant protection.



- The Respect the Cage educational display, retired by the Montana Department of Transportation, was initially created to illustrate that vehicles are built with a reinforced safety cage to protect the occupants in a crash. Buckling up is your best chance of remaining within that cage. The crashed car and trailer display were acquired by the Missoula City-County Health Department. This agency continues using it to educate the public about the importance of wearing a seat belt. In FY 2018, the exhibit was displayed at numerous Health & Safety Fairs, High Schools and the University of Montana which are the perfect venues to educate Montana’s most vulnerable and inexperienced drivers.



- The Rollover Simulator, also retired by the Montana Department of Transportation, was acquired by the Flathead City-County Health Department and they too showcase it at public events. The Rollover Simulator was utilized in various community settings during this grant year. Buckle Up Montana partners with local law enforcement officers and EMTs to provide the demonstration and education to drive home the importance of seat belt usage.



School-age students ranged from elementary through high school. Educational literature was distributed along with commentary about what happened to the “dummies” inside the simulator when it rolled over and the unbuckled occupant was thrown out and, most of the time, crushed by the simulator during its rotations.

### *Partnerships with Law Enforcement*

- Local BUMT coalitions provided support for law enforcement agencies participating in the Selective Traffic Enforcement Program (STEP) throughout the year, but specifically during the National May Mobilization. They provide law enforcement with PI&E materials and scripts for live radio talk shows.

- Each coalition also partners with the Montana Highway Patrol's Alive @ 25 instructors to deliver the National Safety Council's 4-hour curriculum for drivers between the ages of 18 and 25. The Montana Highway Patrol is the only Law Enforcement Agency in Montana who is approved by the National Safety Council as a Training Agency for the Alive at 25 Classes. The partnerships



created between the Buckle Up Montana Program to coordinate the Class between the youth, their parents or guardians, the courts, and the Montana Highway Patrol is valuable to the success of the overall goal to save lives. Specific conversations about the importance of seat belt use can be discussed among young drivers who are displaying risky and dangerous driving behaviors which make it a very valuable opportunity to reduce teen injuries and fatalities on Montana's roadways. In one class held, it was discovered that of the 19 participants in attendance, they had a combined count of 53 violations 17 of them had been in a crash! There was a total of 54 classes taught with 950 participants.

- The Montana Highway Patrol owns two Seat Belt Convincers they bring to special events that the BUMT coalitions participate in such as driver's education classes and health fairs. The Convincer provides the opportunity for individuals to feel what it is like to crash at a low rate of speed. Troopers operate the machine while answering questions for the participants.
- Law enforcement officers are the key partners submitting nominations for travelers who were "Saved by the Belt". They collaborate with BUMT coalitions attending and presenting certificates at each of the award ceremonies.

### *Public Awareness in High Schools*

- Many of the coalitions make presentations at high schools as well as Driver Education classes. This is an interactive opportunity to raise teens' understanding and knowledge of how seat belts help to manage violent crash forces, thereby preventing serious injury or death. Child passenger safety is also a topic touched upon with these students.
- An art and/or video teen contest focusing on seat belt use messages was organized between one Buckle Up Montana coalition and the local DUI Task Force.
- Columbia Falls High School participated in a Traffic Safety Day which included: Poster contest among the 9th graders, a lobby display of traffic facts and winning posters and the safety day. The safety day was open to 9th and 10th graders who attended the event during two class periods for an approximate total of 550 students participating. Students rotated through the following stations: Roll over simulator demonstration, a crashed vehicle where seat belts were

worn, with the driver talking about his experience, timed seat belt race to demonstrate how easy/fast it is to buckle, a distracted driving booth, 3 impaired driving booths, pledge station and a selfie station promoting traffic safety. The observed seat belt usage rate prior to the event was 70% and post was 75%. The school would like to do the event again next year. On line traffic safety surveys were done at Whitefish and Columbia Falls schools. Participants were 9th and 10th grade health students. CFHS reported 87% to “always or usually” wearing their seat belts. Whitefish reported 89% to “always/usually” wearing seat belts.

- Three 4' x 6' banners were designed and produced to hang in Great Falls high schools featuring a former student who lost her arm in a rollover crash.
- This year's Super Bowl again afforded one coalition the opportunity to gather high students together to watch the game and educate them about the benefits of seat belt use as well as other traffic safety advice.

#### *Partnerships with Businesses*

- BUMT coalitions have been successful in partnering with businesses. These businesses help promote seat belt use via messages on their reader boards, through bank drive-up windows, and articles to employees in their newsletters. They work with such businesses as the Chamber of Commerce, media outlets, hospitals and car dealerships.
- This summer, the Tri-County Buckle Up MT Coordinator partnered with the Montana Boy Scouts of America Camporee for the statewide Camporee with daily activity sessions that included a Seat Belt Selfie Station, an Occupant Protection Safety Wheel with Video Skits developed by the young Scouts and the Rollover Simulator that was facilitated by the Montana Highway Patrol. Over 650 Scouts from across Montana Attended the 4-day event. The attendees were provided pencils and pens along with Vision Zero Bags from the MDT-Directors Office. Three Montana Highway Patrol troopers assisted during the event. The Buckle Up Montana coordinator was provided an opportunity to talk to the entire Boy Scouts group during the closing ceremony to remind them how important it is to wear their seat belts and make sure they are traveling safely as they explore the State of Montana.

#### *Partnerships with Medical Personnel*

Two Montana State University Nursing Students were again assigned to assist the Missoula/Granite County BUMT Coalition for the fourth year. They conducted observational seat belt use surveys and contacted Missoula businesses to promote work place seat belt policies and mount the "We Care - Buckle Up" signs in their parking lots. Medical personnel have also been key in promoting the May Mobilization and supporting a grass roots effort for a primary seat belt law. Nursing students also participate in hands-on car seat installations during the school year.

Montana's Child Passenger Safety team often partners with hospital staff to provide child passenger safety information to new parents. A new class this fiscal year was provided at St. Peter's Hospital specifically for grandparents. This is the first time this class has been offered as part of a New Parent Series.

*Child Passenger Safety (CPS) Awareness*

All four of the BUMT coalition coordinators are nationally certified CPS Instructors. They are continually and passionately promoting CPS by instructing at National CPS trainings, hosting checkup events, manning permanent inspection stations, providing CPS Renewal trainings, technician updates and educating expectant parents. CPS educational brochures are provided to numerous organizations including hospital maternity wards and pediatric offices throughout the state.

An Occupant Protection presentation was co-developed between the Montana Highway Patrol and the Tri-County BUMT coordinator for use during briefings at Montana’s law enforcement offices. The presentation is available on-line and MHP and the Montana Sheriffs and Peace Officers Association (MSPOA) have distributed the link to law enforcement agencies.

**Mini Grants**

<b>Amount Obligated:</b>	\$25,000
<b>Amount Expended:</b>	\$14,734

<b>Contract Number</b>	<b>Project Name</b>
109901	Hill County BU Program
109981	Providence MT Health
110217	Yellowstone County
110113	Blackfeet Tribe
109902	Yellowstone Co. DUI Task Force

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

**Contribution:** Five mini-grants were awarded during FFY2018 to local communities for educating on traffic safety as it relates to occupant protection.

The OP Mini-Grant Program was developed and offered this fiscal year to assist Montana communities wanting to provide local public information and education (PI&E) programs that encourages safety belt and child car seat usage. Public education projects reach various demographics and can be associated with events such as rodeos, county fairs, concerts, and other large gatherings. Each mini-grant has a \$5,000 cap. The National *Click it or Ticket* May Mobilization law enforcement crackdown on seat belt use is another great opportunity for grassroots educational activities. This grant can be used to reimburse salaries, media support and pre-approved resources needed for a specific project.

Below are the projects funded and a summary of their objectives.

<b>Project/Entity</b>	<b>Project Goal</b>
<b>Hill County Buckle Up Program</b>	The Help Committee Boys and Girls Club of the Hi-Line applied for the OP mini-grant to implement a smaller scale buckle up Montana program. The sub-recipient develops and implements local public information and education (PI&E) programs that reach various demographics to encourage seat belt and car seat

Project/Entity	Project Goal
	<p>usage. By focusing on at-risk populations, the goal of this program is to maximize the use of occupant restraints by all vehicle occupants. The coordinator encourages the public to comply with Montana’s seat belt and child passenger safety laws and are actively involved with targeting children, teens, adults and employers. The long-term impact of this program is to increase occupant protection usage resulting in measurable progress toward a reduction in fatalities and serious injuries on Montana’s roads.</p>
<p><b>Providence Montana Health Foundation</b></p>	<p>In 2018, Providence Montana Health Foundation’s Teen Mock Crash Board decided to focus on safe driving and seat belt use to “get back to the basics of seat belt use”. Impact Teen Drivers Campaign includes 3 educational components: – presentation for sophomore students, a town hall meeting for teens and parents, and a Train-the-Trainer workshop for teachers and healthcare staff for future presentations. The focus is on seat belt use, safe driving and health-related dangers of poor decision-making while driving.</p>
<p><b>Yellowstone County DUI Task Force (Note: A portion of the funding was provided through the Impaired Driving Mini-grant Program)</b></p>	<p>As a member of the Task Force, this mini-grant funded Billings Police Officer Brandon Ihde to educate rodeo attendees about the value of not driving impaired and wearing a seat belt. During his off hours, Officer Ihde participates as a clown who wraps his barrel with traffic safety messages and shows that if he stays safely in his barrel, just like a vehicle, he will survive dangerous situations.</p>
<p><b>Blackfeet Tribe</b></p>	<p>Twelve participants completed the National Child Passenger Safety Technician Training held May 1-4, 2018 in Browning, MT. The training was sponsored by the Blackfeet Injury Prevention Program and the Montana Department of Transportation.</p> <p>Two national instructors from Window Rock, AZ to class. When asked to write most appreciated or enjoyed, participant said, “Native natives!”, while another participant reacted that “working as groups, skills test” and “hands-on was the best way I felt that I learned more.” One participant described the training as “very informational. It was enjoyable. They had my attention all the way through.” This mini-grant provided travel stipends for the out-of-state instructors.</p>
<p><b>Safe Kids/Yellowstone County</b></p>	<p>Safe Kids Yellowstone County project was to purchase a CPS Trailer that will help provide a more consistent and effective CPS program in the eastern part of Montana. This trailer will also allow for increased training and to ensure CPS technicians have the resources to renew their certification as necessary.</p>



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### **Child Passenger Safety (CPS) – Car Seat Distribution Program**

<b>Amount Obligated:</b>	\$25,000
<b>Amount Expended:</b>	\$24,967

<b>Contract Number</b>	<b>Project Name</b>
NA	Program Purchase

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

**Contribution:** Car seats were distributed.

In FFY 2018, MDT purchased 541 convertible child safety seats for distribution to low income families who might not otherwise choose to purchase them and/or be able to afford them. Seats were shipped directly to Montana certified CPS technicians at local permanent CPS inspection stations and to CPS technicians in counties that don't have a registered inspection station. The allocation of seats was based on each county's need and demographic makeup. Continuing educational and distribution programs, and especially the implementation and enforcement of child passenger safety laws, increases the levels of child restraint use.



The availability of the free child restraints at checkup events throughout the state for low income parents/caregivers increases the chances that children will be properly restrained every trip, every time. Equally as important is the opportunity to educate parents about overall child passenger safety for all their children as well as the importance of every occupant in the vehicle being properly buckled up.

### **Child Passenger Safety (CPS) Program – Technician & Instructor Development**

<b>Amount Obligated:</b>	\$25,000
<b>Amount Expended:</b>	\$21,290

<b>Contract Number</b>	<b>Project Name</b>
N/A	Training Program

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

**Contribution:** Conducted six four-day child passenger safety trainings. Sixty-two new technicians were certified.

In FFY2018, Montana hosted six 4-day trainings, one renewal course, one local technician update and one statewide technician update and one local technician update in Kalispell. During fiscal year 2018, 62 new technicians were certified. To date, Montana has 240 technicians and 16 instructors. Registered on NHTSA's website are 36 permanent CPS inspection stations in 30 of Montana's 56 counties representing



88% of Montana’s population. Providing an opportunity for training in tribal communities is a priority as that is a high-risk population. There are Native American CPS technicians in six of Montana’s seven reservations.

Montana’s child passenger safety certification trainings continue to help maintain a pool of CPS technicians and instructors throughout the state to teach parents and caregivers how to properly use and install child safety seats. This program includes hosting an annual CPS Technician and Instructor Update which affords participants the convenience of earning 4-5 continuing education units attend a checkup event and other requirements needed to recertify. Child passenger safety inspection stations and checkup events are opportunities for parents and caregivers to receive one-on-one assistance from certified CPS technicians ensuring all child restraints are installed properly and the children leave safer than when they arrived. Nearly 2,550 were inspected and close to 1,000 distributed to parents/caregivers throughout FFY 2018 by Montana’s CPS technicians.

**OP Assessment**

<b>Amount Obligated:</b>	\$33,000
<b>Amount Expended:</b>	\$23,379

<b>Contract Number</b>	<b>Project Name</b>
NA	OP Assessment

In December 2017, Montana, with the assistance of NHTSA, hosted an Occupant Protection Program Assessment. Five technical experts were selected from around the nation to serve on the assessment team. The final report provides Montana with an overview of strengths, accomplishments and challenges of this program as well as recommendations on how to implement future improvements. The final assessment report is posted on MDT’s website:

[http://www.mdt.mt.gov/publications/docs/brochures/safety/occupant\\_protection\\_assessment.pdf](http://www.mdt.mt.gov/publications/docs/brochures/safety/occupant_protection_assessment.pdf)

A combination of laws, high visibility enforcement, and public information and education is necessary to achieve significant, lasting increases in seat belt and car seat use, which will prevent fatalities and decrease the number and severity of injuries. The assessment team examined seven significant components of Montana’s OP program:

- 1) Program Management
- 2) Legislation/Regulation and Policy
- 3) Law Enforcement
- 4) Communication
- 5) Occupant Protection for Children
- 6) Outreach
- 7) Data and Evaluation

**Child Passenger Safety (CPS) – Media Program**

<b>Amount Obligated:</b>	\$64,198
<b>Amount Expended:</b>	\$64,198

<b>Contract Number</b>	<b>Project Name</b>
Wendt	CPS Media

SHTSS promotes child passenger safety events throughout the year by providing media coverage. A variety of venues are used in 2018 including radio, press releases, live radio-remotes, Facebook posts, newspaper, etc. The following are the markets and timing for radio support in a CPS event.

Helena: October 13- October 19  
 Helena: April 27-May 1  
 Billings: June 2-10  
 Glendive: June 8-June 15  
 Bozeman: June 17-June 23  
 Kalispell: May 29-June 1

In addition, media was provided to CPS events that took place during child passenger safety week, September 23-September 29. During that week, 14 check-up events were held. Five were held on the Fort Peck Reservation in rural areas throughout the community.

## ***Law Enforcement Programs***

### **Evidence Based Traffic Safety Enforcement Program**

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

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

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

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

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

## Project Descriptions and Activities Funded

The projects implemented in FFY18 are part of the strategies to reduce impaired driving, speeding and increase seatbelt and child restraint use. Through the combination of high visibility enforcement sustained patrols, the Traffic Safety Resource Officer and LEL Coordinators, the enforcement program has contributed to meeting the Montana Highway Safety Targets which are all trending down.

### Law Enforcement Liaison Program

<b>Amount Obligated:</b>	\$40,000
<b>Amount Expended:</b>	\$27,201

<b>Contract Number</b>	<b>Project Name</b>
109539	Missoula LEL
109542	Belgrade LEL
109541	MSPOA LEL

**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.

**Contribution:** The Law Enforcement Liaisons (LEL) successfully recruited 10 participants to the program. One was recruited by staff. (See STEP Mini-Grant Program for participants.)

MDT initiated the Law Enforcement Liaison (LEL) program in FFY 2014. The LEL program was implemented to recruit leaders in the law enforcement community to better organize agencies participating in STEP, and to recruit non-participating agencies for assistance during national mobilizations and other high-risk timeframes.

Currently, the primary responsibilities of Montana’s LEL’s has been to provide outreach and education for impaired driving enforcement, to recruit law enforcement agencies for mini-grant enforcement not currently participating in STEP (described in more detail below), and to better facilitate national mobilizations and other high visibility enforcement events. MDT is still modifying the LEL program and the responsibilities and geographic area coverage of individual LEL’s. The LEL’s successfully recruited 10 participants for the program. One was recruited by staff.

### Montana Highway Patrol Safety Enforcement Traffic Team (SETT)

<b>Amount Obligated:</b>	\$683,500
<b>Amount Expended:</b>	\$677,986

<b>Contract Number</b>	<b>Project Name</b>
109561	MHP SETT

**Proposed Project Outcome:** Participate in all three national mobilizations. Assist in twenty-three other local events which may include:

- Montana State University vs. University of Montana football game
- Flathead/Whitefish Winter Carnival Festival
- Butte/Silverbow St. Patrick’s Day Celebration
- 4<sup>th</sup> of July Celebration/Kalispell
- Carbon and Yellowstone County Iron Horse Rodeo Celebration

**Contribution:** The SETT team participated on all three national mobilizations. In addition, they completed 23 deployments in support of HVE efforts across the state.

Montana Highway Patrol (MHP) started their Safety Enforcement Traffic Team in 2008. SETT is a six - person team composed of highly motivated MHP Troopers and one Sergeant. The team deploys throughout the year across the state to known high-crash corridors and during high-risk events to provide high visibility enforcement (HVE). SETT helps to double the presence of law enforcement during HVE events. The purpose of SETT is to detect and deter impaired driving, speeding and a host of other traffic safety offenses. The MHP also uses the SETT as an education tool to the motoring public.

SETT worked 4,721 patrol hours during FFY2018. A combined 11,168 citations and warnings were given to motorists.

FFY2018 Citations SETT							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
88	13	5	1,059	29	14	78	15
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	
304	525	1,149	110	136	10	5,229	

The team completed 23 deployments in support of HVE efforts across the state. The deployments included:

- Winter Mobilization – Missoula County and Yellowstone County
- May Mobilization – Click It or Ticket – Missoula County
- Labor Day Mobilization – Drive Sober or Get Pulled Over – Missoula County
- St. Patrick’s Day - Butte
- Winterfest Carnival – Flathead County
- Cat/Griz game – Bozeman
- Iron Horse Rodeo – Carbon County/Red Lodge
- Montana State Fair – Cascade County

**Selective Traffic Enforcement Program (STEP)**

<b>Amount Obligated:</b>	\$490,800
<b>Amount Expended:</b>	\$421,710

<b>Contract Number</b>	<b>Project Name</b>	<b>Contract Number</b>	<b>Program Name</b>
109543	<i>Belgrade STEP</i>	109552	<i>City of Havre STEP</i>
109544	<i>Billings STEP</i>	109553	<i>City of Kalispell STEP</i>
109545	<i>Bozeman STEP</i>	109554	<i>Lewis and Clark County STEP</i>
109546	<i>Butte-Silver Bow STEP</i>	109555	<i>Missoula County STEP</i>
109547	<i>City of Columbia Falls STEP</i>	109556	<i>City of Missoula STEP</i>
109548	<i>Dawson County STEP</i>	109557	<i>Valley County STEP</i>
109549	<i>Flathead County STEP</i>	109558	<i>Whitefish STEP</i>
109550	<i>Gallatin County STEP</i>	109559	<i>MHP STEP</i>
109551	<i>City of Glendive STEP</i>		

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

**Contribution:** STEP participants conducted high-visibility enforcement during the Holiday and National Mobilizations. Agencies conducted at least 12 other sustained enforcement events, depending on funding.

Law enforcement agencies conducted year-round sustained enforcement from October 1, 2017 to September 30, 2018 focusing on the three national mobilizations; Winter Holiday Season, Memorial Day Click It or Ticket, and Labor Day Drive Sober or Get Pulled Over, as well as locally identified high risk timeframes such as the 4<sup>th</sup> of July and St. Patrick’s Day.

Since Montana has a secondary seatbelt law, officers cannot pull a driver over solely because of observed seatbelt violations. Law enforcement uses all available traffic laws as a strategy to stop impaired drivers and cite those drivers seen not wearing their seatbelts.

SHTSS contracts with law enforcement agencies throughout Montana to participate in Selective Traffic Enforcement Program (STEP). The law enforcement agencies are solicited based on fatality data and population. At present, law enforcement agencies are required to apply annually to be considered for the grant funding.

During FFY2018, SHTSS contracted with seventeen law enforcement agencies (excluding tribal STEP, see page 44). This represents a decrease from previous years due to a reconfiguration of Montana’s STEP program. SHTSS developed a targeted mini-grant program that is available for non-STEP participants. Many of the smaller agencies that had previously participated in STEP were finding it difficult to fulfill the mobilization requirements and expend their grants. The SHTSS mini-grant program is designed to help these agencies address self-identified high-risk timeframes for High Visibility Enforcement and sustained overtime shifts. For more information on this program, please see the section titled Mini-Grants.

One hundred percent of the state’s population received coverage by law enforcement due to the participation in STEP by police departments, sheriff’s offices, tribal law enforcement and the Montana Highway Patrol.

A total 835 overtime hours were worked during the FFY2018 Winter Mobilization by 15 participating Agencies. 1,742 citations and warnings were issued during this mobilization.

FFY2018 Citations Winter Mobilization							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
26	2	2	123	10	4	10	3
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	
45	77	236	23	28	5	1148	

A total 1,505 overtime hours were worked during the FFY2018 May Mobilization by 17 participating Agencies. 3,908 citations and warnings were issued during this mobilization.

FFY2018 Citations May Mobilization							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
20	6	1	377	14	2	10	1
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	
62	174	1149	30	50	2	2010	

A total 1,025 overtime hours were worked during the FFY2018 Labor Day Mobilization by 17 participating Agencies. 2,900 citations and warnings were issued during this mobilization.

FFY2018 Citations Labor Day Mobilization							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
22	4	0	232	13	6	3	0
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	
53	147	703	36	19	3	1659	

Law enforcement agencies participating in the STEP program provided 13,279 hours of overtime patrols during FFY2018. There were a combined 31,904 citations and warnings given to motorists. The following matrix itemizes all citations given by all STEP participants, including SETT:

FFY2018 Citations STEP							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
307	47	21	2,994	90	51	78	13
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	
725	1,511	7,223	330	377	18	18,119	

By comparison, law enforcement agencies participating in STEP during FFY2017 provided 13,259 hours of overtime patrols with a combined 27,317 citations and warnings given to motorists.

### STEP Mini-Grant Program

<b>Amount Obligated:</b>	\$60,000
<b>Amount Expended:</b>	\$35,201

<i>Contract Number</i>	<i>Project Name</i>	<i>Contract Number</i>	<i>Program Name</i>
109897	Blaine County Sheriff	109970	Red Lodge Law Enforcement
109896	Carbon County Sheriff	109798	Ronan
109888	Jefferson County	110209	St. Ignatius
109799	Lake County	109959	Troy
109958	Powder River County		

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

**Contribution:** Nine agencies applied for and successfully received funding from the mini-grant program.

Past efforts for contracting with law enforcement agencies located in remote and less populated areas of Montana provided multiple challenges. Typically, these agencies were unable to fulfill the requirements of using the STEP grant funds. This was due to a combination of low staffing levels, sparse traffic, and the inconsistency of national mobilizations with local activity levels (large portions of local populations traveling away from enforcement areas for holiday events). However, input from these smaller communities, supported by data, indicated there was still need for additional funding during local high-risk timeframes and events.

Many areas of the state experience significant seasonal and event driven increases in traffic with accompanying spikes in impaired driving and transportation related crashes and fatalities. As a result, the Montana SHTSS decided to offer grant funding to assist small law enforcement agencies address these issues. The Mini-Grant program allows agencies to apply for overtime and law enforcement equipment funding in support of the summer tourist season as well as local holidays and events such as pow-wows, concerts, county fairs, sports events, and rodeos.

In FFY2018 nine agencies were awarded grant funds to increase enforcement efforts and provide single event, multi-jurisdictional high visibility enforcement. There was a total of 864 overtime hours worked and 1,107 total citations issued. Two of the Mini-Grants were dedicated to supporting multi-day music festivals.

The following is a list of the agencies participating in the mini-grant program throughout the year.

Entity	Event	Other Information
<b>Blaine County Sheriff's Office</b>	Memorial Day Mobilization and One shift in February	HVE for Impaired Driving and Seat Belts
<b>Carbon County Sheriff's Office</b>	Winter and Labor Day mobilization	HVE for Impaired Driving and Seat Belts
<b>Lake County Sheriff's Office</b>	Memorial Day Mob Blues Festival, and 2 Pow Wows	HVE enforcement for Impaired Driving and Seat Belts HVE and Sustained enforcement for Impaired Driving and Seat Belts
<b>City of Ronan</b>	Summer Tourist Season	HVE and Sustained enforcement for Impaired Driving and Seat Belts
<b>Jefferson County Sheriff's Office</b>	Rocking' the Rivers Music Festival	Impaired Driving Checkpoints at concert
<b>Powder River County</b>	St. Patrick's Day and Memorial Day Mobilization	HVE and Sustained enforcement for Impaired Driving and Seat Belts
<b>Red Lodge Police Department</b>	May Mobilization, Summer High Traffic Volume	HVE enforcement for Impaired Driving and Seat Belts HVE and Sustained enforcement for Impaired Driving and Seat Belts
<b>St. Ignatius Police Department</b>	Summer Traffic Season, May Mobilization	HVE and Sustained enforcement for Impaired Driving and Seat Belts HVE enforcement for Impaired Driving and Seat Belts
<b>Troy Police Department</b>	4 <sup>th</sup> of July, Summer Traffic Season	HVE and Sustained enforcement for Impaired Driving and Seat Belts

The chart below represents the citations issued during the STEP mini-grant events.

FFY2018 Citations Mini Grants							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
9	2	2	223		6		1
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	
9	15	435	11	18		376	



## **MHP Traffic Safety Resource Officer**

<b>Amount Obligated:</b>	\$194,720
<b>Amount Expended:</b>	\$194,719

<b>Contract Number</b>	<b>Project Name</b>
109562	TSRO

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

**Contribution:** The Traffic Safety Resource Officer completed 2 ARIDE courses with 40 participants; 2 DRE Recertification courses with 26 participants; 1 county for the DRE school; 9 courses for Standard Field Sobriety Testing (SFST) with 245 participants; and 1 SFST Instructor Training with 18 participants.

MDT has contracted with Montana Highway Patrol since FFY 2009 to provide a Traffic Safety Resource Officer (TSRO). The TSRO program oversees and manages several of the law enforcement related traffic safety initiatives that are included in Montana’s current Comprehensive Highway Safety Plan as strategies. The major responsibilities of the program entail the coordination and delivery of Standard Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Recognition Enforcement (DRE) training programs statewide and deployment of the MHP Mobile Impaired Driving Assessment Center (MIDAC). Training provided is described below.

### *Standard Field Sobriety Testing (SFST)*

The TSRO program provides training to law enforcement in Standardized Field Sobriety Testing (SFST) using a curriculum adopted by NHTSA. SFSTs are the basis for all impaired driving investigations and are conducted by many officers on a regular basis. The SFST program provides officers the necessary information to conduct the maneuvers in a manner that assists in prosecution of the case.

### *SFST Recertification /Refresher Training*

Montana is one of the few states in the nation that offers a certified SFST refresher training. The Montana SFST refresher course is designed to give law enforcement officers updates on technologies and to refresh the officer’s knowledge of the testing procedures. This four-hour curriculum has been borrowed by other states and is currently being used as a model for states around the nation. The curriculum contains information on gaze nystagmus as well as drowsy driving, distracted driving, mental illness, and drugged driving.

### *Advanced Roadside Impaired Driving Enforcement (ARIDE)*

The TSRO program first brought ARIDE training to Montana during FFY 2010. The ARIDE course bridges the gap between SFST training and the DRE program (further described below). ARIDE offers additional information to law enforcement officers on detecting impairment caused by more than just alcohol. This is valuable because law enforcement officers that have not received advanced or in-service training on drug impairment tend not to be able to identify these specific characteristics. They may inadvertently release an impaired driver because there was no proof of alcohol impairment from the

preliminary breath test. This 16-hour curriculum is designed to help officers become more proficient at detecting, apprehending, testing, and prosecuting impaired drivers.

#### *Drug Recognition Expert Training (DRE)*

A DRE is an officer who has been specifically trained to conduct an examination on a person to determine if the person is impaired and, if so, whether the impairment is caused by drug use or by a medical condition.

The DRE examination is conducted in a controlled environment utilizing a standardized and systematic 12-step process. The Drug Evaluation and Classification Program (DECP) utilize a format that has seven major categories of drugs. These categories are determined based on the pharmacodynamics (the medically known responses of drug use on human physiology) of the drug categories.

Once the examination is complete, the DRE is able to determine which drug category or categories the person has used. DRE's can be used in a variety of ways, from DUI enforcement to internal drug-related investigations.

#### *Summary of TSRO Activities*

In FFY2018, the Montana TSRO program conducted training sessions across the state. TSRO Trainings included:

- SFST Instructor Training – 1 course, 18 Participants
- SFST Certification – 9 courses, 254 participants
- DRE School – 1 course
- DRE Recertification – 2 courses, 26 participants
- ARIDE Certification – 2 courses – 40 participants

#### **24/7 Sobriety Program**

<b>Amount Obligated:</b>	\$106,125
<b>Amount Expended:</b>	\$75,762

<b>Contract Number</b>	<b>Project Name</b>
109580	24/7 Coordinator

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

**Contribution:** Technical assistance was provided as required. 55 out of 56 counties are currently participating in the program.

The Montana Attorney General's office proposed the 24/7 Sobriety Program to the 2011 Montana State Legislature based off a model from South Dakota. The program began in Montana as a local pilot program in Lewis and Clark County. Under this program, individuals with 2<sup>nd</sup> or subsequent DUI's are ordered by a judge to take twice daily alcohol breaths or be ordered to wear an alcohol monitoring bracelet. Judges can order monitoring as a condition of release or at sentencing.

Due to the successes South Dakota had with the 24/7 Program and success of Montana’s pilot program in Lewis and Clark County; In May 2011, the Montana State Legislature passed legislation for the 24/7 Program. The applicable statute was modified during the 2013 and 2015 session to strengthen the program’s ability to treat individuals across the state.

Currently, MDT funds a full time 24/7 Coordinator position through the Montana Highway Patrol. This position is responsible for initiating county-based programs and providing technical expertise to those counties that have an operational 24/7 program. The 24/7 Coordinator travels to local jurisdictions and meets with pertinent partners at the local level for successful implementation. These local partners may include, but are not limited to: Judiciary, prosecutor’s office, law enforcement, detention personnel, SCRAM vendors, treatment professionals, and local probation.

Montana has 56 counties spread out over a vast area so implementing and sustaining a program throughout counties statewide requires full time coordination. Every county has unique challenges and differing resources available to them. The coordination requires individualizing the program per the counties’ unique needs while maintaining fidelity of the program.

During FFY2018, there were 1,018 reported participants on the 24/7 Program and 169,696 passed tests (99.7% success rate). 55 of the 56 Montana Counties using the 24/7 program, either the breath-test component, continuous alcohol monitoring or a combination of both. In FFY18, four additional counties were added. The Fort Peck and Chippewa Cree Reservations began utilizing the program.

Reduction of impaired driving requires extensive collaboration to address repeat offenders. Repeat offenders have a significant impact on Montana’s highways and supporting the continued and increased use of the 24/7 Program will be critical moving forward.

**STEP/SETT Media**

<b>Amount Obligated:</b>	\$110,612
<b>Amount Expended:</b>	\$110,612

<b>Contract Number</b>	<b>Project Name</b>
Wendt	STEP/SETT Media

STEP and SETT media is combined. This media effort includes both May and Labor Day mobilizations, and specific events that STEP and/or SETT conduct high visibility enforcement. The media for venues used include radio, social media, press releases, etc. Some of the specific events include:

- The SETT team St. Patrick’s Day assisted the Butte/Silverbow STEP program with high visibility for St. Patrick’s Day in Butte. Media included press releases and radio.



- Brawl of the Wild (Bobcat/Griz game) is a high-risk event each year. The local STEP program and the SETT team deployed to the event. MDT provide media for this event that included press releases, radio, social and digital media.
- Statewide radio message for major mobilizations in major markets, local voice law enforcement radio in targeted areas.

## Impaired Driving

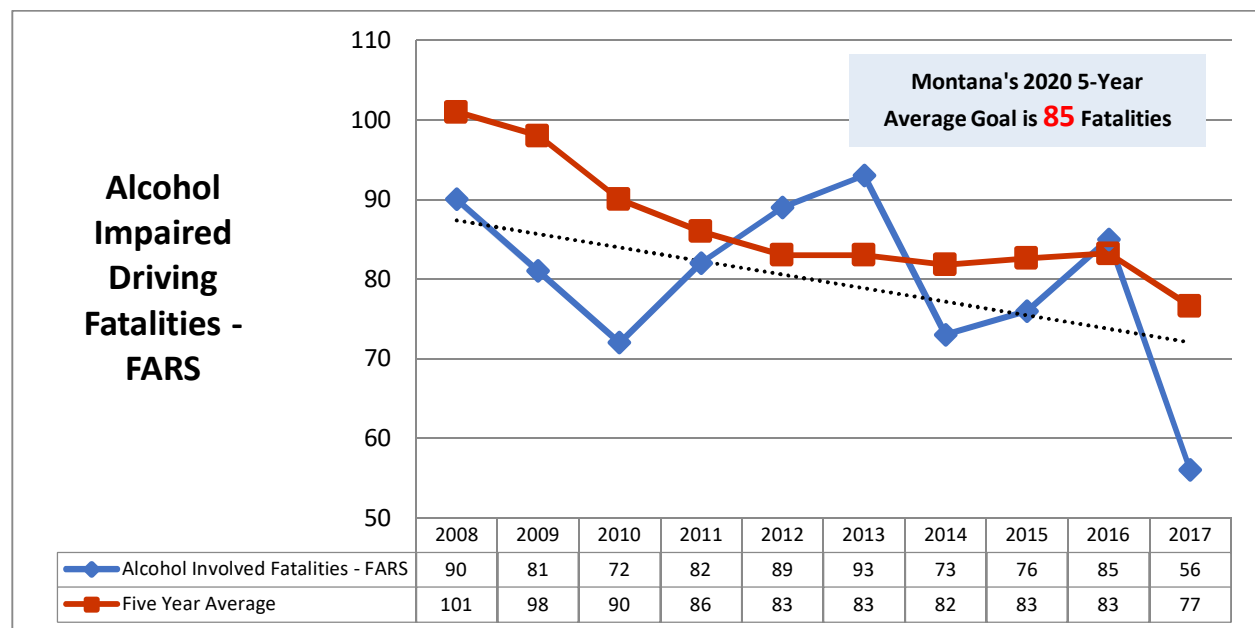
### Overview

Montana consistently ranks high for alcohol-related driving fatalities as compared to other states and the national average. However, during 2017 there were 56 impaired driving fatalities. This is a significant decrease, 32%, from 2016 where there were 84. According to NHTSA data, 30% of all fatalities in Montana were related to impaired driving. The national average of all states was 29%. This is the first year that Montana has been only one percentage point away from the national average.

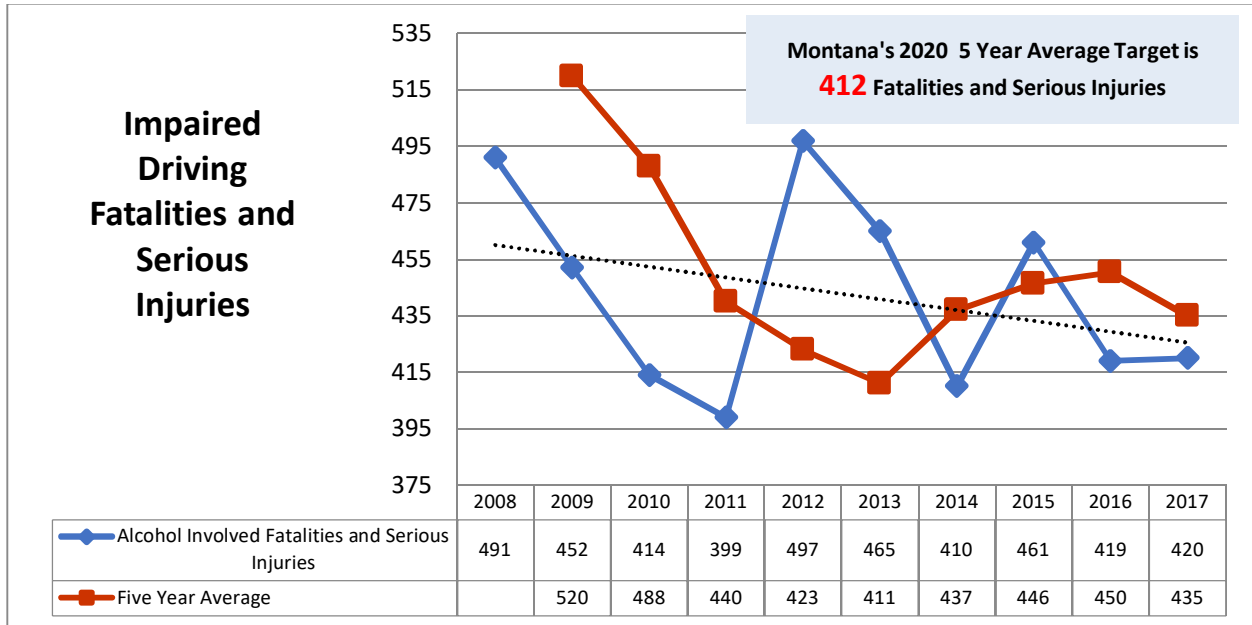
MDT SHTSS has developed the following two goals for impaired driving:

- As trend data indicates a rise in alcohol-related driving fatalities, MDT hopes to maintain alcohol fatalities at the current base year average of 85 through December 31, 2020. This would be a reduction in the overall trend.
- Reduce the five-year average number of fatalities and incapacitating injuries in crashes involving a driver or motorcycle operators with a BAC 0.01+ or evidence of alcohol from 419 in 2014 to 412 by 2020.

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



As stated, there was a significant decrease in impaired driving fatalities. The 2017 five-year rolling average target was 89. This target was met. The long-range goal is a five-year rolling average of 85 and the current five-year average is 76. Montana has worked tirelessly to reduce these fatalities and that is shown in the progress being made.



Impaired driving fatalities and serious injuries increased slightly by one. However, it is one of the lowest numbers in the last ten years. With the 2020 five-year rolling average of 435, meeting this goal could be a challenge. However, there is a decreasing trend that may contribute to meeting the goal should this continue.

The impaired driving projects implemented in FFY18 are part of the strategies to reduce impaired driving and are contributing to meeting the Montana Highway Safety targets.

## Project Descriptions and Activities Funded

### DUI Court Implementation

<b>Amount Obligated:</b>	\$357,993
<b>Amount Expended:</b>	\$313,016

<b>Contract Number</b>	<b>Project Name</b>
109576	7th Judicial DUI Treatment Court
109577	Butte-Silver Bow DUI Court
109578	Yellowstone County DUI Court
109579	Hill County DUI Court

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

**Contribution:** DUI Courts are a proven strategy for rehabilitation of repeat DUI offenders. This program served approximately 168 offenders and graduated 33. The program exceeded the goals outlined for FFY2018.

Entry into DUI court is voluntary and the offender signs a contract with the DUI court. This allows the court the opportunity to seek effective long-term change in behavior by treating underlying substance abuse issues rather than focusing only on punishing the offender. MDT has supported and will continue to support DUI Courts. They are a best practice measure and are an approved strategy with the CHSP.

The DUI court program is designed to change the behavior of hardcore DUI offenders by providing intensive supervision and treatment for willing and eligible impaired driving offenders. Upon choosing to join the program, participants come under the Court's supervision. They are required to attend assigned treatment sessions, undergo frequent and random alcohol/drug testing using advanced alcohol testing and monitoring equipment, and appear before the judge and DUI court team on a scheduled basis (usually weekly). These courts also address driver licensing and insurance when appropriate, victim notification, and payment of restitution. Participants must meet the requirements of each phase of the DUI court program in order to graduate from the program.

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

Positive changes are recognized and rewarded via incentives. Continued alcohol and drug use is discouraged through a progressive system of sanctions. The offender also has access to a variety of other services to help achieve sobriety, learn pro-social behaviors, and become a productive member of society.

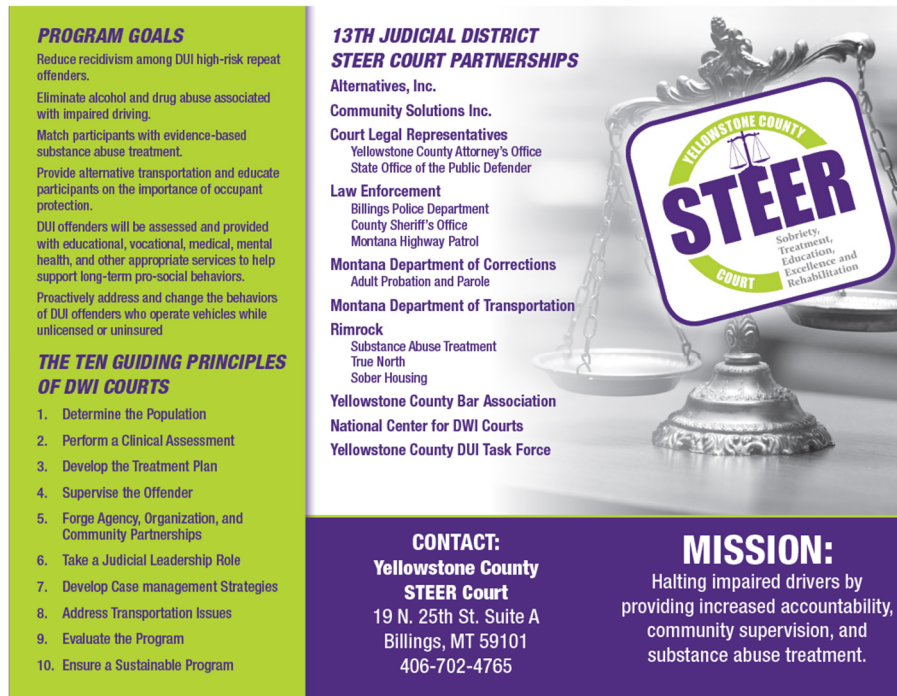
With the repeat DUI offender as its primary target, DUI courts follow the Ten Guiding Principles of DWI Courts, established by the National Association of Drug Court Professionals and the National Drug Court Institute.

DUI court participant counts fluctuate throughout the year as clients are accepted into the program based upon referrals and eligibility, graduate from the program, withdraw or are dismissed from the program. A total of 33 DUI offenders were successful in graduating from the various DUI court programs around the state. A total of 168 offenders were served in DUI Courts. Not only individual that are served by DUI Courts benefit from the program, but their family and the community as a whole also benefit.

- The 7th Judicial District DUI court graduated 6 participants. The court served a total of 30 participants, of which 4 did not complete the program.
- The Yellowstone County Sobriety Treatment Education Excellence Rehabilitation (STEER) Court – 13<sup>th</sup> Judicial District graduated 8 participants. The court served a total of 83 participants, of which 5 did not complete the program.
- Butte-Silver Bow County Justice DUI court graduated 14 participants. They served a total of 39 persons, of which 16 did not complete the program.

- Hill County Justice DUI court graduated 5 participants. The court served a total of 16 participants this year, of which 2 did not complete the program.

In March of 2017, NCDC, in conjunction with NHTSA selected the STEER Court (Yellowstone County) as an Academy Court for the next three years. NCDC Academy Courts go through a rigorous application process to ensure they are adhering to the *10 Guiding Principles of DWI Courts*. Over the next three years, they will serve as an educational and training location for new and existing DWI court programs; while also, serving as a “research platform” for development, identification, and testing of improved DWI court practices. Below is the STEER Court Pamphlet.



**PROGRAM GOALS**  
 Reduce recidivism among DUI high-risk repeat offenders.  
 Eliminate alcohol and drug abuse associated with impaired driving.  
 Match participants with evidence-based substance abuse treatment.  
 Provide alternative transportation and educate participants on the importance of occupant protection.  
 DUI offenders will be assessed and provided with educational, vocational, medical, mental health, and other appropriate services to help support long-term pro-social behaviors.  
 Proactively address and change the behaviors of DUI offenders who operate vehicles while unlicensed or uninsured

**THE TEN GUIDING PRINCIPLES OF DWI COURTS**

1. Determine the Population
2. Perform a Clinical Assessment
3. Develop the Treatment Plan
4. Supervise the Offender
5. Forge Agency, Organization, and Community Partnerships
6. Take a Judicial Leadership Role
7. Develop Case management Strategies
8. Address Transportation Issues
9. Evaluate the Program
10. Ensure a Sustainable Program

**13TH JUDICIAL DISTRICT STEER COURT PARTNERSHIPS**  
 Alternatives, Inc.  
 Community Solutions Inc.  
 Court Legal Representatives  
 Yellowstone County Attorney's Office  
 State Office of the Public Defender  
 Law Enforcement  
 Billings Police Department  
 County Sheriff's Office  
 Montana Highway Patrol  
 Montana Department of Corrections  
 Adult Probation and Parole  
 Montana Department of Transportation  
 Rimrock  
 Substance Abuse Treatment  
 True North  
 Sober Housing  
 Yellowstone County Bar Association  
 National Center for DWI Courts  
 Yellowstone County DUI Task Force

**CONTACT:**  
 Yellowstone County  
 STEER Court  
 19 N. 25th St. Suite A  
 Billings, MT 59101  
 406-702-4765

**MISSION:**  
 Halting impaired drivers by providing increased accountability, community supervision, and substance abuse treatment.

DUI Court and Presiding Judges	Clients Served	FY18 Grads	Amount Expended
1. 7 <sup>th</sup> Judicial District (Richland, McCone, Prairie, Dawson, and Wibaux Counties) <i>Judge Olivia Rieger</i>	30	6	\$20,711
2. Yellowstone County Sobriety Treatment Education Excellence Rehabilitation (STEER) Court <i>Judge Mary Jane Knisely</i>	83	8	\$154,493
3. Butte-Silver Bow County <i>Judge Deborah Williams</i>	39	14	\$69,305
4. Hill County <i>Judge Audrey Barger</i>	16	5	\$68,507
<b>TOTAL</b>	<b>160</b>	<b>49</b>	<b>\$313,016</b>

### **Traffic Safety Resource Prosecutor**

<b>Amount Obligated:</b>	\$5,000
<b>Amount Expended:</b>	\$4,460

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

**Contribution:** Training was provided as required by the contract.

MDT allocated \$5,000 in FFY18 for prosecution training. In FFY18, Montana had no full time Traffic Safety Resource Prosecutor (TSRP), creating a need for availability of some funding for prosecution training. MDT contracted with a County Attorney to provide prosecution training at the 2018 Tillotson City Attorney Training. The training provided focused on many different issues facing line DUI prosecutors. The training also coordinated with the Montana Highway Patrol and the Montana State Crime Lab. Approximately fifty Prosecutors from around the state received this training.

### **DUI Court Training**

<b>Amount Obligated:</b>	\$8,000
<b>Amount Expended:</b>	\$3,965

<b>Contract Number</b>	<b>Project Name</b>
110290	DUI Court Training

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

**Contribution:** DUI Courts are a proven strategy for rehabilitation of repeat DUI offenders. Proper training is critical to ensure consistency when applying statute, etc. MDT continues to provide financial assistance to this program to assist with meeting the traffic safety targets and goals for impaired driving.

Training in the DUI court model is necessary to ensure all team members understand the 10 guiding principles of the DUI court model, as established by the National Association of Drug Court Professionals and the National Drug Court Institute. The training is hosted by the National Center for DWI Courts (NCDC), a division of the National Association of Drug Court Professionals (NADCP), and the National Highway Traffic Safety Administration. Training provided provides funding opportunities with MDT or other funding sources, such as the Office of Justice Programs.

NCDC hosted Foundational Training on August 6-8, 2018 in Montana. MDT provided funding to Missoula County to attend. The DUI court training contract provided funding to the Missoula County DUI Treatment Team for travel, lodging and meal costs.

### **Shelby DUI Task Force Red Ribbon Speaker**

<b>Amount Obligated:</b>	\$4,000
<b>Amount Expended:</b>	\$4,000



<b>Contract Number</b>	<b>Project Name</b>
109581	Shelby DUI Task Force Day of Power


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

**Contribution:** This project was successful at educating their community on the dangers of impaired driving.

The Toole County/Shelby DUI Task Force working in partnership with area schools organized several educational opportunities. This group organized and hosted “Power of Choice” events for high school students. The Power of Choice events were scheduled during Red Ribbon Week. Red Ribbon Week is an alcohol, tobacco and other drug and violence prevention awareness campaign observed annually in October in the United States. The day provided sessions on impaired driving, in addition to other topics. This opportunity brought students from local schools within the county to listen to impacts of people personally affected by risky behaviors, such as impaired driving. They heard parents talk of losing children, young adults who overcame addiction, and young inmates who live with their decision-making behind bars.

Specifically, MDT funding provided for a professional speaker, Brandon Bair. Mr. Bair is an associate with the National Life of an Athlete – Human Performance Program. Developing life skills to address stress, problem solving, conflict resolution, interacting with others and goal setting are his mission in reaching out to youth. His messages are connected to positive choices with youth and how choices may have long term implications, such as not driving impaired or not driving with anyone who is impaired.

## LIVE YOUR BEST LIFE: Substance Free



**RED RIBBON WEEK: EVERYONE WELCOME!**

Brandon Bair, Life of an Athlete  
(inspirational speaker, Former NFL player)

@Shelby High School Auditorium, Monday October 23 @7:00PM

@Conrad High School Auditorium, Tuesday, October 24 @10:00AM

@Shelby High School Auditorium, Tuesday, October 24 @1:15PM

### ***Non-Enforcement Impaired Driving Mini-Grants***

<b><i>Amount Obligated:</i></b>	<i>\$50,000</i>
<b><i>Amount Expended:</i></b>	<i>\$3,244</i>

During FFY18, SHTSS provided “Mini Grant” funding opportunities for non-enforcement impaired driving activities. Non-enforcement Impaired Driving Mini Grants are intended for projects with a limited time frame that can have a lasting impact. A variety of projects can be considered for this funding. Projects must be data driven and demonstrate collaboration. This funding opportunity is open ended and the maximum request amount is \$5,000. This year there was one grant funded as described below.

#### *Youth Connections*

***Proposed Project Outcome:*** To educate the public about the dangers and illegality of driving while impaired from over the counter and prescription medications.


***Contribution:*** This project was successfully completed by educating various members of the community on the dangers of over the counter and prescription medications.

Youth Connections based out of Helena worked with Carroll College students in the Public Health Theories & Practice class to conduct a survey and focus groups on the perceptions of drugged driving. These students worked with other students, faculty, and the community. The data was then used to develop a campaign to educate Helena area residents of the dangers of driving under the influence of prescription and over the counter medications.


They also conducted a literature review to identify how large of a problem drugged driving is, which will give them information on the prevalence of the issue in Montana. The ultimate outcome is reduced drugged driving by educating the public about the dangers and illegality of driving while impaired from over the counter and prescription medications.

**DON'T PUT YOURSELF AND OTHERS IN JEOPARDY!**

RX DRUGS	OTC DRUGS	DUI	IMPAIRED	ARRESTED FOR Rx DRUGGED DRIVING
<b>\$200</b>	<b>\$200</b>	ALCOHOL	<b>\$200</b>	<b>\$200</b>
<b>\$400</b>	<b>\$400</b>	MARIJUANA	SLOWED REACTION TIME	<b>\$400</b>
<b>\$600</b>	SOME DRUGS IMPAIR YOUR ABILITY TO DRIVE	INHALANTS	<b>\$600</b>	TIGER WOODS
<b>\$800</b>	<b>\$800</b>	OTC MEDS	<b>\$800</b>	<b>\$800</b>
<b>DUI-EVEN IF TAKEN AS PRESCRIBED IF IMPAIRED</b>	<b>\$1000</b>	Rx DRUGS	DROWSY	JOHN STAMOS


**VISION ZERO**  
SEE DRUGS. DON'T DRINK ALCOHOL.  
 MONTANA DEPARTMENT OF TRANSPORTATION

**DRIVE UNIMPAIRED**


**Youth Connections**  
Prevent • Support • Thrive

## Native American Traffic Safety Program

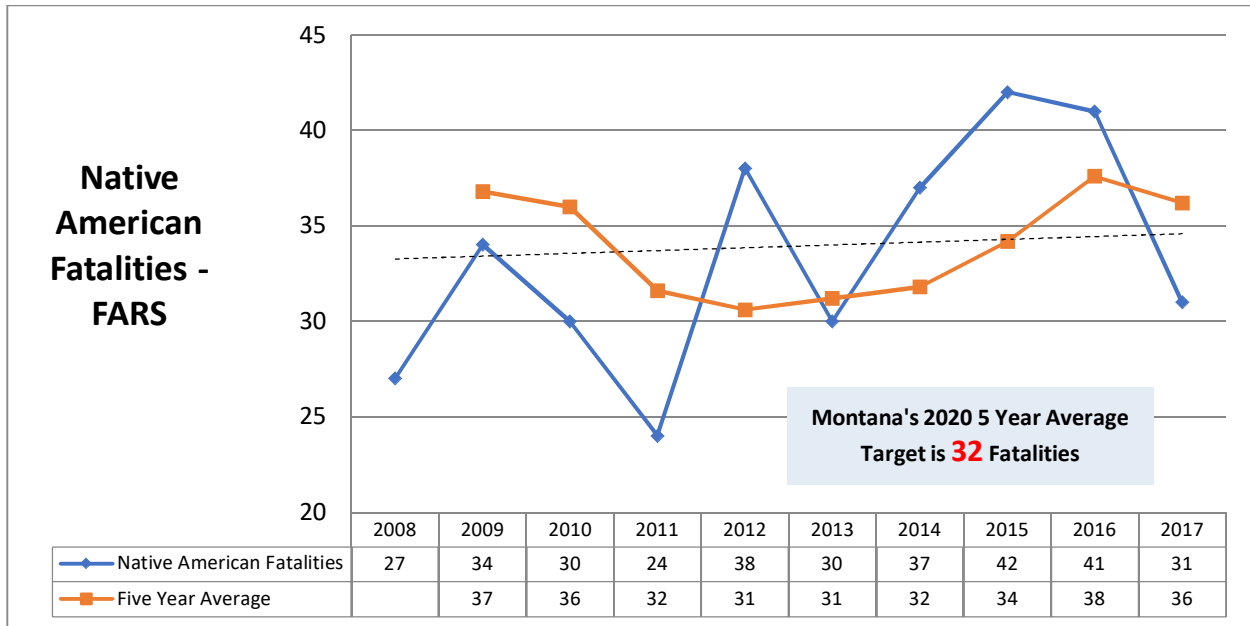
### Overview

Montana continues to manage a Native American Traffic Safety program. During the last five years, Native Americans have represented 17% of all fatalities, yet only represent approximately 7% of the population. During 2017, there was a significant reduction in fatalities as compared to 2016, with 13 fewer.

In accordance with 1300.21, Montana uses this project to meet the requirement for high risk populations and implement countermeasure programs. The data indicates this is a high-risk population, therefore, Montana continues to manage and implement the Native American Traffic Safety Program.

The goal of the program is to reduce the five-year average number of fatalities from 33 in 2014 to 32 by 2020. While this is not a significant reduction, based on history, achieving this goal will be considered a success.

The graph below represents the history of Native American fatalities and where MDT currently is in relation to the goal.



The trendline depicts a slight incline 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.

## Project Descriptions and Activities Funded

### Safe On All Roads (SOAR)

<b>Amount Obligated:</b>	\$262,102
<b>Amount Expended:</b>	\$133,672

<b>Contract Number</b>	<b>Project Name</b>
109563	Northern Cheyenne SOAR
109564	Crow SOAR
109565	Fort Belknap SOAR
109566	Chippewa Cree/Rocky Boy SOAR
109567	Blackfeet SOAR
109568	CS&K SOAR
109569	Fort Peck Community College SOAR

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

**Contribution:** Goals and objectives were met as outlined below.

The SOAR program is a Native American traffic safety program that started in 2006 and has continued through FFY2018. The program is specifically to provide messaging regarding traffic safety issues (impaired driving, occupant protection and child passenger safety seats) that is culturally relevant and that resonates with the target audience.

SOAR coordinators are members of their community and partner with many other programs including tribal law enforcement, tribal health, Indian Health Services, Tribal community colleges, high schools and elementary schools, head start and other traffic safety partners.

During 2018, coordinators attended and hosted many events. Examples of some of the activities as reported through the coordinators include:

- Blackfeet Youth Day, Browning, MT (over 1500 youth signatures received)- July 11, 2018
- North American Indian Days "Community Lodge" SOAR booth- July 12-15, 2018
- Blackfeet Youth Day II, Heart Butte, MT (400+ attendees)- August 8, 2018
- Heart Butte Parade (3<sup>rd</sup> place winner)- August 11, 2018
- "Back to Life, Back to School" backpack giveaway/ education event (1400 signatures)- August 24
- Glacier County DUI Taskforce Meeting at Glacier Peaks- September 19, 2018
- Tribal Health Department "GO RED" for women event (conducted self-reporting surveys.
- Wasay Wakpa Wachi Pow Wow
- Spring Fling at Aaniiih Nakoda College
- Wadopana Celebration, the Fort Kipp Celebration, the Poplar Indian Days (pledge sheets)

These are just a few of the many opportunities coordinators took advantage to educate on traffic issues affecting their community. Most of the coordinators use safety driving pledge cards and pledge "sheets" (noted above) to determine the number of people they are reaching.

In addition, coordinators conducted seat belt surveys at various times and locations throughout the community. Fort Belknap reported these results:

*1<sup>st</sup> Quarter Report – "Also conducted seat belt survey at community event when National Christmas Tree stopped in Fort Belknap, this event was well attended, sadly out of 100 vehicles counted/observed only 5% buckled up."*

*4<sup>th</sup> Quarter Report – "I conducted a seat belt survey on July 26, 2018. Out of 100 cars 29 drivers were buckled up."*

Although very low, this was a great improvement throughout the year. Other coordinators did not fare as well, with the following from Confederated Salish & Kootenai:

*1<sup>st</sup> Quarter Report – "Seat belt observations include: Polson 67%; Arlee 79% of properly restrained drivers (higher than normal)."*

*3<sup>rd</sup> – "Seat Belt Observation data: Polson-55%, 59%. Ronan-52%,57%. Arlee: 64%, 61% of Properly restraint drivers on the Flathead Reservation."*

Although there was a decrease, the coordinator had indicated that the first quarter appeared to be higher than normal. As compared to other Tribal communities the Confederated Salish and Kootenai have over triple the number of observed seat belt use.

Child passenger safety is another important function performed by the SOAR Coordinators. Most coordinators are encouraged to become certified child passenger safety technicians, however, because of turnover there is only one currently certified. Aside from the seats provided through MDT, coordinators partner with other traffic safety professionals to secure additional seats. The following describes one of those partnerships as reported:

*“The SOAR coordinator worked with the injury prevention team to secure 140 car seats for an upcoming car seat clinic to be held in October. The infant to toddler seats included 3 different styles from newborn (5lbs) to large toddler child (60 lbs). Buckle-up safety pamphlets were disbursed in each backpack, totaling 1400 children who were reached by the back to school backpack giveaway on August 24!” (Note: Backpacks provided by Injury Prevention.)*

SOAR coordinators understand the gravity of the traffic safety issues faced in their communities. Below are some comment made regarding the impact of the program include:

*“Once again, we would like to highlight the fact that all campaigns and activities done with the SOAR office are endorsed and supported by the Blackfeet Tribal government and directly align with the attitudes and understandings of the Blackfeet membership. The local partnerships and promotion of the overall good that comes from traffic safety & community education highlights key Blackfeet values.”*

*“With the alarming statistics of non-usage of seat belts by Native Americans, and being such an important factor in surviving a motor vehicle crash or accident, this message needs to continually be relayed to the residents of the Fort Peck Indian Reservation.”*

As in the rest of the state, this is a cultural issue that needs be changed and will take some time to see the impact.

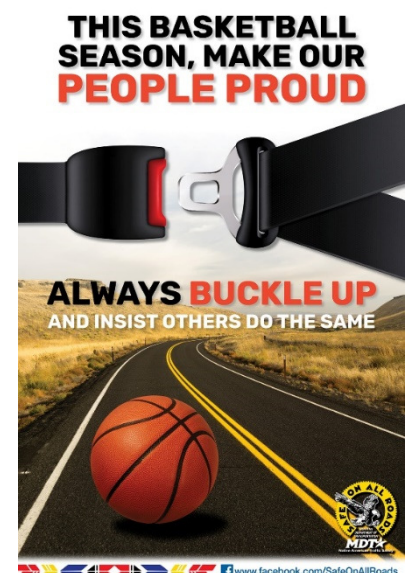
**SOAR Media**

<b>Amount Obligated:</b>	\$82,933
<b>Amount Expended:</b>	\$82,933

<b>Contract Number</b>	<b>Project Name</b>
Wendt	SOAR Media

**Proposed Project Outcome:** Support the SOAR program through year-round media campaigns.

MDT utilizes a variety of media venues to assist the SOAR program in promoting traffic safety. During FFY2018, there were three statewide campaigns that all Tribal communities participated in. These campaigns included a basketball campaign and a back-to-school campaign used by all tribal communities.



The basketball campaign focused on traveling safe while driving to basketball events. Radio, billboards, posters and newspaper were used for this campaign.

**Northern Tribes DUI Task Force**

<b>Amount Obligated:</b>	\$5,000
<b>Amount Expended:</b>	\$5,000

<b>Contract Number</b>	<b>Project Name</b>
<b>Managed In-House</b>	<b>Northern Tribes DUI Task Force</b>

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



MDT continues to assist with the meetings of this task force. Membership of this task force is comprised of a diverse group of traffic safety stakeholders including members from Tribal Transportation Planning, Health Departments, Law Enforcement Agencies, Community Colleges, and members of Tribal council.

Preliminary data shows over the last five years, of the 179 fatalities 112 were impaired. This is 63% of all Native American fatalities as compared to 37% for the state during the same period. Because of this alarming statistic, the tribes elected to implement this task force with a grant from MDT.

Over the course of FFY2018, the task force met three times. During these meetings the strategies contained in the strategic plan were discussed as well as any activity performed. Some of these include:

- Developing an Education Curriculum for K-12;
- Developing task force media campaigns;
- Community fundraising;
- Other grant opportunities;
- State recognition; and
- Obtaining 501-3(c) status

For the upcoming 2019 legislative session, the task force has secured a senator to carry a bill granting them state recognition. Members believe with this in place, additional opportunities for funding will be available.

One of the challenges obtaining other funds is where will these funds be held. This is the reason behind securing the 501-3(c) status.

The media campaign developed by the group is discussed below.

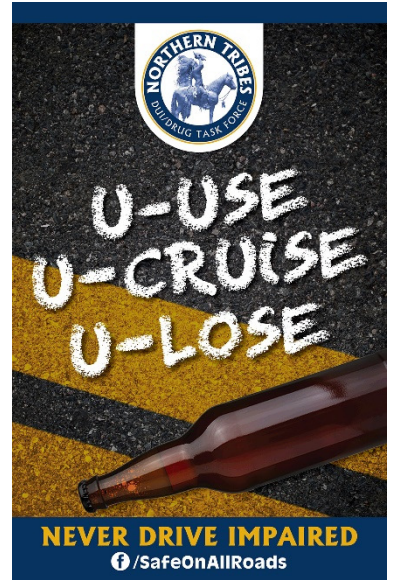
**Northern Tribes DUI Task Force Media (Budget Combined with SOAR Media)**

<b>Amount Obligated:</b>	\$7,900
<b>Amount Expended:</b>	\$7,900

**Proposed Project Outcome:** Support the Northern Tribes DUI Task Force through assisting with funding media campaigns.

**Contribution:** Developed a statewide campaign that was paid largely with FHWA Tribal Transportation Safety Program fund. NHTSA funds were approximately \$8,000.

The task force made the U-Use, U-Cruise, U-Lose the campaign slogan for the group. This was the focus of the campaign ran from August 8 through November 19. Media venues included billboards, radio and newspaper. Also, posters were developed for the member to distribute in their communities.



In addition, Blackfeet Tribe received Tribal Transportation Safety Funding to produce a video regarding the dangers of impaired driving. This video contained personal stories of tribal members discussing how impaired driving affected their lives. The video is 22 minutes long and located at <https://youtu.be/x4gvsPasT3s> and a shorter version is located at <https://youtu.be/rrjM5KAct8U>. While FHWA provided a significant portion of the funding, MDT contributed 10% of the total.

**Tribal STEP**

<b>Amount Obligated:</b>	\$50,000
<b>Amount Expended:</b>	\$49,998

<b>Contract Number</b>	<b>Project Name</b>
109570	CS&K STEP
109571	Fort Belknap STEP
109572	Fort Peck STEP

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

**Contribution:** Tribal Law Enforcement participated in the three mobilizations (Holiday, May and Labor Day) and participated in other local high-risk events issuing 966 citations.

During 2018, MDT contract with three Tribal Law enforcement agencies to provide STEP activities in their communities. These include Confederated Salish and Kootenai (CS&K), Fort Belknap and Fort Peck. In addition, one agency participated in a powwow through a mini-grant.



There was a total of 966 citations issued through the Tribal STEP program. This was down slightly from 2017 when there were 1,005. Of those citations 35 were DUI's compared 25 during 2017. Although there were more citations in 2017 there were fewer DUI's than in 2018.

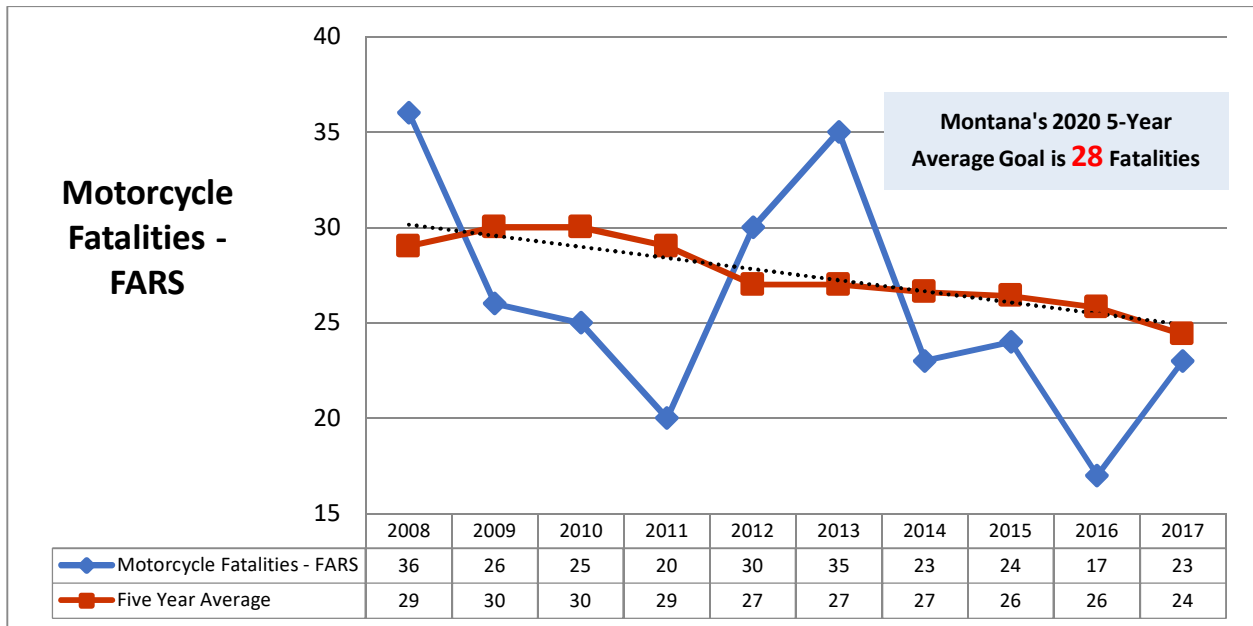
Tribal law enforcement continues to increase their presence in the communities. These efforts will boost the effort of the SOAR and Northern Tribes DUI Task Force programs.

## Motorcycle Riders Safety Training

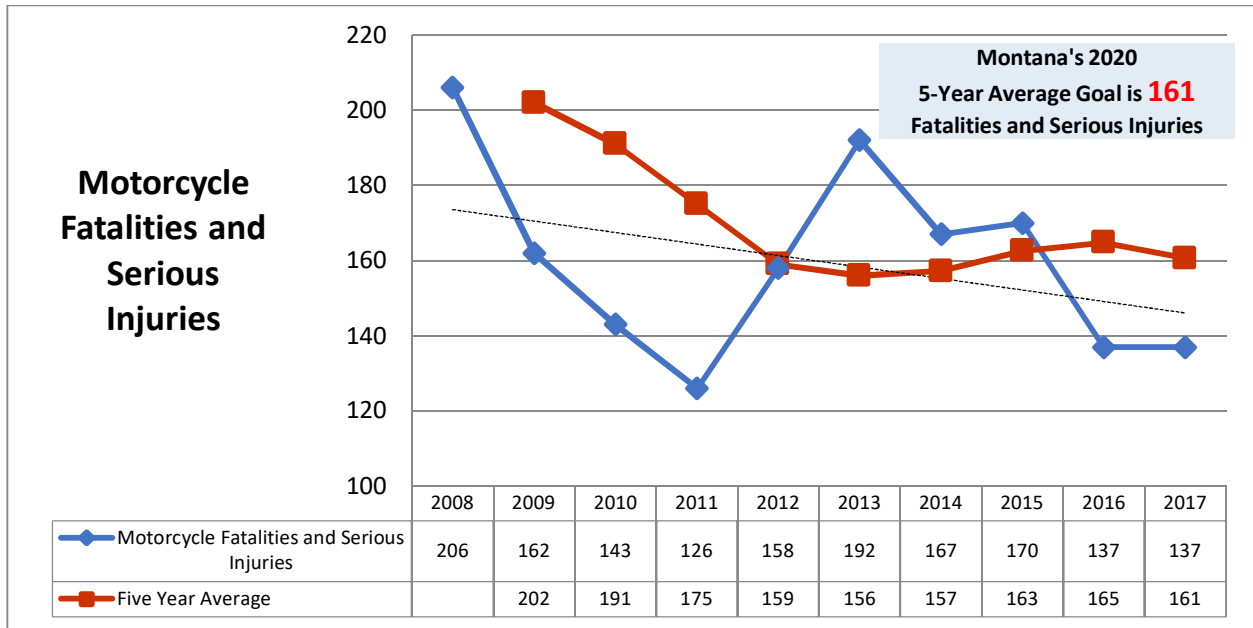
SHTSS set the following goals for Motorcycle Crashes and Fatalities:

- In response to the increasing trend line, MDT hopes to maintain Motorcyclist Fatalities at the current 5-year average of 28 through 2020.
- Reduce the five-year average number of motorcyclist fatalities and incapacitating injuries from 166 in 2014 to 161 by 2020
- In response to the increasing trend line, MDT hopes to maintain Unhelmeted Motorcyclist Fatalities at the current 5-year average of 17 through 2020.

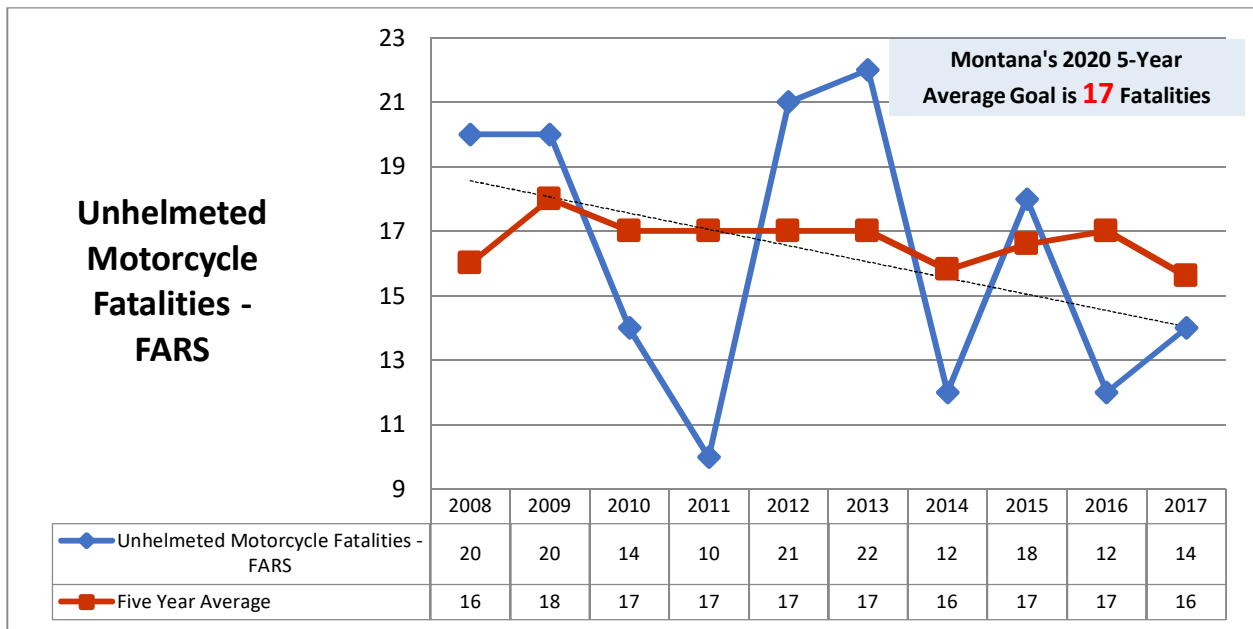
The following charts represent the history of motorcycle fatalities, serious injuries and unhelmeted fatalities.



During 2017, Montana had 23 motorcycle fatalities. This compares to 17 in 2016. While that is an increase, 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 to 2017. These have declined significantly over the last five years. The long-range goal of a five-year rolling average 2020 goal of 161, is the current give-year average. If the trend continues, Montana anticipates the 2020 goal will be met.



Unhelmeted fatalities increased by two during 2017 and continues to be a significant problem in Montana. Even though established targets have been met, during the last five year approximately 63% of all motorcycle fatalities were unhelmeted. One of the challenges for Montana is the lack of a 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.

## Project Descriptions and Activities Funded

### Motorcycle Media

<b>Amount Obligated:</b>	\$20,006
<b>Amount Expended:</b>	\$20,006

<b>Contract Number</b>	<b>Project Name</b>
Wendt	MC Media

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

**Contribution:** MDT conducted a motorcycle campaign during 2018. It included billboards, press releases and radio.



### Montana Motorcycle Rider Safety

<b>Amount Obligated:</b>	N/A
<b>Amount Expended:</b>	N/A

<b>Contract Number</b>	<b>Project Name</b>
109575	MMRS

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

During 2018, the MMRS program had 777 graduates. An overview of the participants is below, sorted by year and the course 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

Student Status Comparative Analysis Passed Students 2014 - 2018						
Course	Site	P 2014	P 2015	P 2016	P 2017	P 2018
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	777

## Emergency Medical Services

### Overview

Motor vehicle crashes represent the number one cause of unintentional injury, the leading cause of death for Montanans age 1 to 44. The Montana EMS and Trauma Care System works to develop a comprehensive emergency medical service, trauma and injury prevention program and is imperative to the well-being, health and safety of Montana citizens. This program works to improve outcomes and reduce death for patients with traumatic injury.

Education for prehospital providers is an ongoing challenge in Montana. The EMT 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. In addition, education is provided to improve cooperation and care provided by the entire provider continuum.

The goal of this program is to reduce preventable death on Montana's roadways through trauma education with the focus on providing trauma education to our rural, volunteer providers.

# Project Descriptions and Activities Funded

## Trauma Education for Rural EMS Providers

<b>Amount Obligated:</b>	\$29,374
<b>Amount Expended:</b>	\$28,170

<b>Contract Number</b>	<b>Project Name</b>
109573	Trauma Education for Rural EMS Providers

**Proposed Project Outcome:** Provide four Prehospital Trauma Life Support (PHTLS) provider and two PHTLS refresher courses in rural communities throughout Montana.

**Contribution:** DPHHS provided eight training courses and with 96 students attending. This surpassed the original number of courses contained in their contract.

Through a partnership with Montana Department of Health and Human Services (DPHHS), SHTSS has provided funding for additional training for rural EMS providers utilizing the Prehospital Trauma Life Support (PHTLS) course. During 2018, there were eight courses offered with a total of 96 students completing the course. Most of these were rural communities that included Eureka, Havre, Townsend, Superior, Malta, Joliet, Georgetown Lake and Fort Belknap Indian Community.

This training also includes the utilization of the Montana Simulation in Motion, a mobile ambulance fitted with equipment to simulate different emergency situations. Attendees thought this was the most informative piece of the training. Comments included:

*“The simulation training was very realistic and I felt this type of educational opportunity was superior to other instructor/programed live patient scenarios.”*

In addition to the training, this project provided training to recruit and develop new PHTLS instructors. During 2018, three new instructors were added with several other being identified as instructor candidates.

This project was very successful in meeting the objectives as described.

## T.E.A.M. Course Funding for Regional Trauma Advisory Committees (TRAC)

<b>Amount Obligated:</b>	\$11,548
<b>Amount Expended:</b>	\$9,897

<b>Contract Number</b>	<b>Project Name</b>
109574	Trauma T.E.A.M Course

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

**Contribution:** DPHHS provided six training courses and with 71 students attending. This surpassed the original number of courses contained in their contract.

Again, through DPHHS funding was provided to offer the Together Everyone Achieves More (T.E.A.M.) training. The Trauma T.E.A.M course is a 4-hour course which was originally developed in the late 1990's specifically for Montana rural communities. It continues to be offered through the three Regional Trauma Advisory Committees. The goal of the training is to improve the quality of care in the rural communities through an organized team-oriented approach to the management of trauma patients

This project provided six T.E.A.M. courses throughout the state. Two were offered in each region (western, central and eastern regions) with approximately 71 students trained. These students included Nurses, Providers (MDs, PA-Cs, NPs) EMT's, Paramedics, Fire Chiefs, Firefighters, Dispatchers, CNAs, Respiratory Therapists and Lab Techs. The training was well received, and the evaluations showed many positive comments, including:

*"Learned more about what I don't get to see, but now I have a good idea of what occurs (from dispatcher)"*

*"Awesome, very knowledgeable and informative, made us think about our process"*

This project met its objectives and exceeded them. The training provided to these rural communities is invaluable in the care of motor vehicle crash victims.

## Teen Traffic Safety

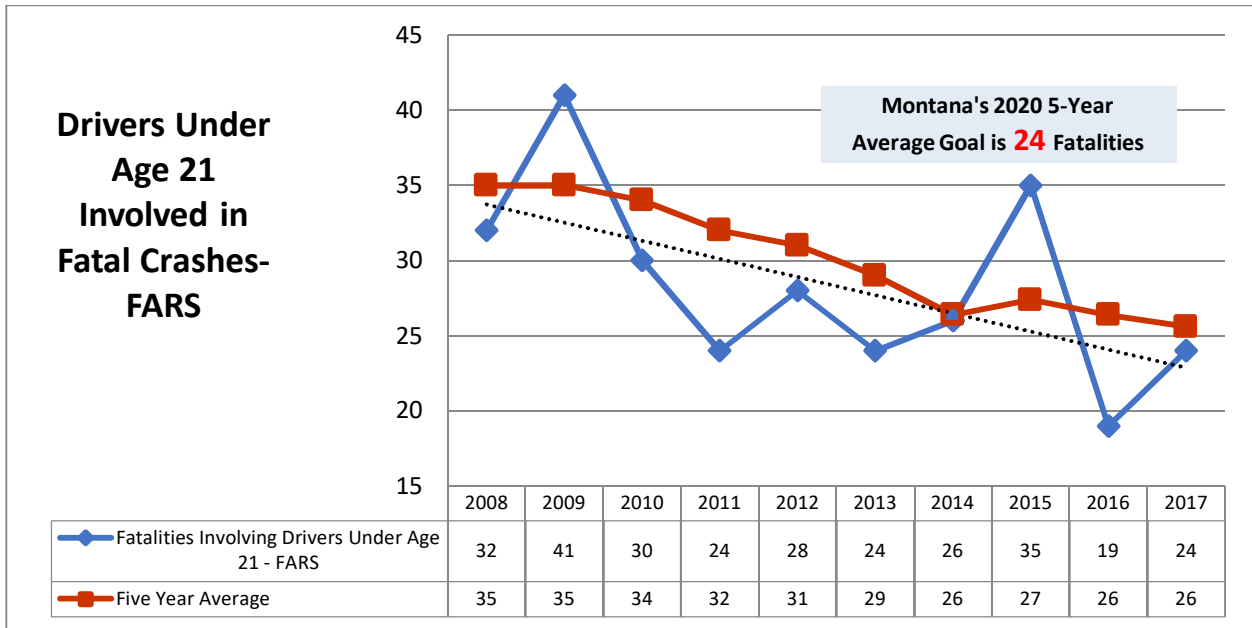
### Overview

During 2017, teens represented 12% of all Montana fatalities. These demographic accounts for approximately 6.7% of the population and is over-represented in statewide fatalities.

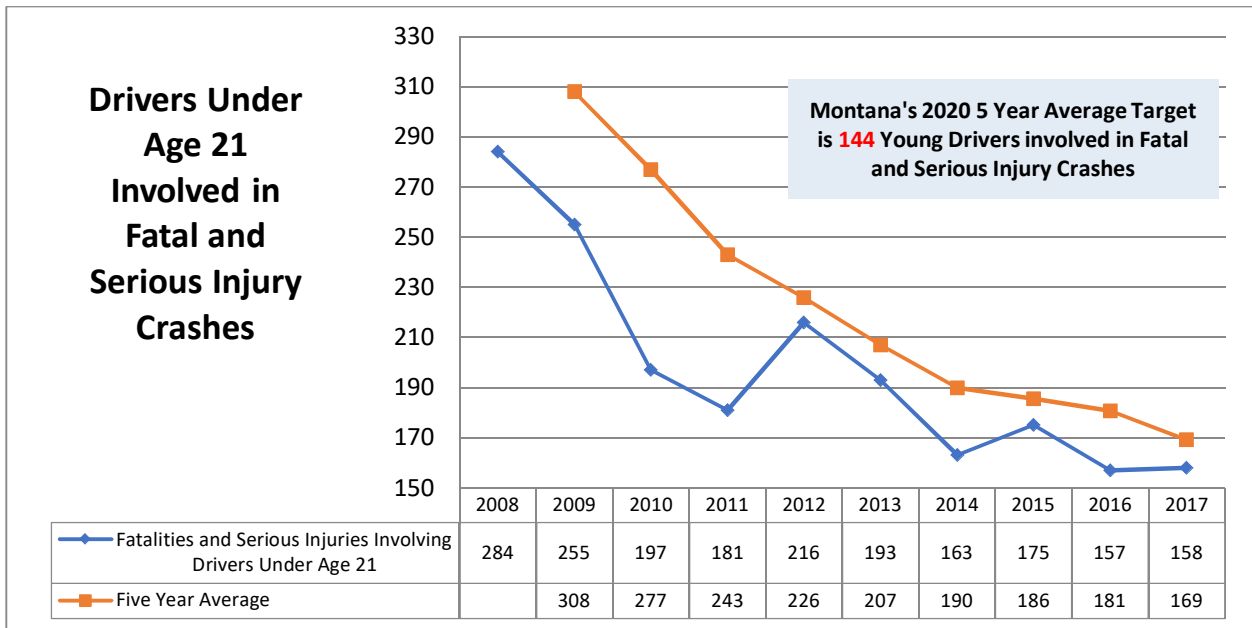
The current goals for Young Drivers are:

- 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 charts represent the progress that has been made.



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 target was met at 26. The long-range target is 24 by 2020. Given the current downward trend, Montana should be able to hit this goal.



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 target may prove challenging.

## Project Descriptions and Activities Funded

### Teen Peer-to-Peer Highway Traffic Safety Project

<b>Amount Obligated:</b>	\$10,000
<b>Amount Expended:</b>	\$8,748

<b>Contract Number</b>	<b>Project Name</b>	<b>Contract Number</b>	<b>Program Name</b>
109826	Absarokee FCCLA	109831	Harlowton FCCLA
109839	Beaverhead FCCLA	109836	Malta FCCLA
109827	Bridger FCCLA	109833	North Star FCCLA
109835	Dawson County-Dawson FCCLA	109804	Plentywood FCCLA
109828	Dutton/Brady FCCLA	109837	Scobey FCCLA
109803	Forsyth FCCLA	109832	Sheridan FCCLA
109830	Frenchtown FCCLA	109834	Terry HS FCCLA
109840	Garfield County FCCLA	109805	Three Forks FCCLA

**Proposed Project Outcome:** Family, Career and Community Leaders of America chapters will develop traffic safety campaigns about the traffic safety issues they consider the worst in their communities.

**Contribution:** 16 chapters participated in the project and promoted a variety of safe driving practices. They educated their grade schools, middle schools, high schools and their communities,

SHTSS continued the partnership with Family, Career and Community Leaders of America (FCCLA) to offer a teen peer-to-peer traffic safety program. FCCLA is a national Career and Technical Student Organization that provides personal growth, leadership development, and career preparation opportunities for students in Family and Consumer Sciences education.

The FCCLA recently became an associate member of the Governor’s Highway Safety Association and has a new Families Acting for Community Traffic Safety (FACTS) program that fits well with MDT’s mission and vision. MDT purchased 60 FACTS flash drives with the curriculum for FCCLA chapter advisors.

During FFY 2018, SHTSS applied for and received a grant from Ford Driving Skills for Life (FDSL) to assist in expanding this program. The grant was for \$15,000 to assist FCCLA chapters in developing traffic safety campaigns in their communities. \$7,500 went to the chapters for projects, \$5,000 was awarded at the end of the project for the top three entries, and \$2,000 was provided to the FCCLA program to assist with the leadership rally conducted in October 2017.



The chapters were required to apply for the funding, were ranked and then selected based on the ranking. Eleven chapters received FDSL funding ranging from \$400 to \$750 (totaling \$7,500 that was budgeted in the grant). In addition, 16 chapters received NHTSA funding amounting to \$10,327. (Some received both.)



Project reports were due March 1, 2018. These were ranked and the top three were given awards from the grant for their efforts. First Place went to North Star High School (Rudyard) who received \$2,500.00. Their campaign included different safe driving messages on students’ lockers each week, a traffic safety month, developed a YouTube video outlining all their projects with student testimonials, and educating the community, high schools and elementary schools on safe driving practices. Their video is located at: <http://www.youtube.com/watch?v=kBCyDSoQgZg>

Second place and an award of \$1,500 went to Garfield County High School who had “fasten seat belt” contests with the teens, developed educational material for elementary students, texting and driving activities, and posted traffic safety banners and flyers throughout the community.

Third place went to Three Forks High School, who received a \$1,000 award for their campaign that included a safe driving awareness week with traffic safety activities, buckle up signs placed around their campus, banners, radio interviews, PSA’s and outreach to elementary students. They also had a visit with Governor Bullock.

MDT again received this funding for FF2019 for \$15,000 and also received a \$15,000 grant from National Road Safety Foundation (NRSF). FDSL funding can be used for any traffic safety issue impacting teens and the NRSF funding is specifically used for drowsy driving. MDT is excited to continue this partnership.

### Youth Risk Behavior Survey

<b>Amount Obligated:</b>	\$5,000
<b>Amount Expended:</b>	\$2,000

<b>Contract Number</b>	<b>Project Name</b>
NA	OPI YRBS Survey

**Proposed Project Outcome:** Determine the risk behaviors of Montana Youth.

**Contribution:** This data is used to set safety priorities for teen drivers in Montana.

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

In 2017, vehicle-related data showed statistically no change between the 2015 and 2017 survey in the percentage of students who never or rarely wore a seat belt when driving. The 10-year trend is decreasing. Students who rarely or never wore a seat belt when riding in a car decreased slightly from 2015. Cell phone use, whether texting or calling, remained fairly constant. However, students who rode with an impaired driver or drove impaired showed significant improvement, dropping 3.2% and 3.3% respectively.

## Traffic Records

### Project Descriptions and Activities Funded

#### MHP Web-Based Crash Training

Amount Obligated:	\$25,389
Amount Expended:	\$7,105

Contract Number	Project Name
109586	Web-Based Crash Training

**Proposed Project Outcome:** Assist Helena, Missoula and Billings in transfer and converting crash data into Montana’s main crash data system.

**Contribution:** The Trainer did successfully assist these agencies with data transfer issues and implementation of new software.

The MHP Web-Based Crash (WBCR) training manager provides training to local law enforcement on the use of CTS-America/SmartCop crash investigation system. This project funds one Montana Highway Patrol (MHP) Employee to provide training and coordinating efforts with local law enforcement to use the Web-Based Crash reporting system. This will ensure crash data across the state is collected in a uniform manner and with timely submission to the central Department of Justice/ Montana Department of Transportation database.

The TRCC contract with WBCR crash has changed from a training and implementation first approach, to an investigation and implementation of adapting electronic crash records from non-WBCR agencies into the MHP statewide crash database. Several of the larger law enforcement agencies in the state are electronically reporting crash data using systems not currently compatible with MHP’s crash database. These agencies have committed much time and money in developing and using their systems. It has been determined that MHP will work with these agencies and their reporting systems in an effort to bridge the incompatibilities of the systems. This has resulted in reducing the financial support necessary from the TRCC to MHP.

The TRCC still supports MHP’s efforts to reduce the non-electronic reporting of roadway crashes. Eliminating as much “paper handling” of the crash data as possible, will improve timeliness, completeness, and accuracy of the crash data and the crash data reporting system. The project supports TRCC Strategies #6 and #11.

WBCR is currently used by 34 law enforcement agencies, with more than 650 trained law enforcement officers using the system. MHP continues to see reduction in database entry times with electronically generated/submitted crash reports.

**DOJ Forensics – Crime Lab**

<i>Amount Obligated:</i>	<i>\$3,500</i>
<i>Amount Expended:</i>	<i>\$3,500</i>

<b>Contract Number</b>	<b>Project Name</b>
<i>109631</i>	<i>DOJ Forensics – Crime Lab</i>

**Proposed Project Outcome:** Train an in-house staff person to make needed updates and changes to crime lab reporting system.

**Contribution:** The staff person was successfully trained.

This grant trained an in-house staff member of the Department of Justice Crime Lab (DOJ/CL) to make the needed updates and changes to the crime lab Justice Trax software reporting system. This training will allow for better toxicology statistics for the state with other options for more queries to the database to include DRE cases, ethanol only cases, autopsy performed, etc. This project supports TRCC strategies #7.

- Access to more advanced statistical analysis
- Expanded data input option
  - Types of cases
  - Autopsy performed
  - Data input identifiers
  - Data input timing
  - Analysis instrument identification
  - Broader testing conditions input
  - Dynamic access to testing data and procedures within the laboratory

This training has expanded DOJ/CL’s database queries options, resulting in broader and more detailed lab result.

**DOJ/MVD JCRS System Upgrade**

<i>Amount Obligated:</i>	<i>\$60,000</i>
<i>Amount Expended:</i>	<i>On-Going</i>

<b>Contract Number</b>	<b>Project Name</b>
<i>109769</i>	<i>DOJ/MVD JCRS System</i>

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

**Contribution:** This project is a later phase of an on-going upgrade project and has not yet been completed. It will be included in the 2019 Annual Report.

This project supports the Driver and Vehicle Information section of the Traffic Records Strategic Plan and TRCC strategies #8, #17. The Justice Court Reporting System (JCRS) collects traffic violation disposition information from the Office of Court Administrator (OCA) for reporting to the MT Department of Justice Driver Control System. These convictions are loaded against the driver's record. This speeds up the processing of any related sanctions that may need to be applied to the driver.

This service helps MDT meet the 10-day reporting period required by the commercial driver federal requirements outlined by FMCSA. If the 10-day reporting period is not met, FMCSA can remove our ability to issue commercial driver licenses or decrease our federal transportation funds. This data is shared with the MDT for the purposes of tracking violations and dispositions so that it can be analyzed and used to develop and improve traffic safety.

The FullCourt System used by the OCA is in the process of combining separate court instances of the application to a centralized enterprise application with an Enterprise Service Bus (ESB) for data exchanges. District Courts will have their own instance and the courts of limited jurisdiction will have their own instance. With this upgrade the JCRS system needs to also be upgraded from a daily batch update process to a synchronous bi-directional data exchange. This will improve data availability and reduced time delays for resolving erroneous transactions.

The current JCRS system is a daily batch update process. As courts transition from separate instances of FullCourt to FullCourt Enterprise the batch process will no longer function. A new synchronous web service interface is required to update the Driver Control System from the new FullCourt Enterprise Service Bus.

This JCRS system upgrade is still supported by the TRCC, but is currently being held up until the FullCourt Enterprise Service Bus database upgrade is operational.

### **DPHHS – EMS Reporting Database**

<i>Amount Obligated:</i>	<i>\$83,470</i>
<i>Amount Expended:</i>	<i>On-Going</i>

<b>Contract Number</b>	<b>Project Name</b>
<i>109171</i>	<i>DPHHS EMS Database</i>

**Proposed Project Outcome:** Software to allow Montana to obtain accurate and timely data from all EMS services (ambulances and non-transporting units) in order to profile the state of EMS in Montana. Also, link EMS data with other data sets such as HTS crash records, trauma register, etc.

**Contribution:** The software has been purchased, tested and in the process of being deployed. The project will be reported in the 2019 Annual Report.

This project enables implementation of a statewide EMS data system that is compliant with the National EMS Information System 3.4 standard. Upgrading to an up-to-date, user-friendly system will enable EMS

providers to collect more timely and valid data from traffic crash incidents and will better support data linking efforts.

This project supports TRCC strategies #4 (trauma and injury data capture in crash records); #9 (identify issues related to crashes including EMT data); #14 (improve gaps of data for hospitals and other centers); and #18 (incorporate EMS data in an overall injury surveillance system). In addition, NEMSIS version 3.4 is better constructed to enable linking with other data systems and will support TRCC strategies #16 and #20.

The current ePCR data solution being utilized by EMSTS is a homegrown product that's over 10 years old and updates to contemporary technologies and program capabilities are increasing difficult. This software is hosted by DPHHS and numerous changes to the state web server platform, web software, java, Oracle and State security requirements have presented ongoing challenges to keeping this product updated at reasonable cost. This software is NEMSIS 2.2.1 certified and includes a state central repository as well as functionality for EMS services to provide data into the repository through direct entry or import from other software. While EMSTS rules require all ambulance services to report minimum NEMSIS data to our office at least quarterly, compliance has been difficult to maintain due to system and software problems and bugs.

Migration to NEMSIS 3.4 data software by states is being highly encouraged by NHTSA. While version 3.4 is much more stable and capable of more accurate data collection, it is also more complex. Our current system cannot be upgraded to this standard - a new data solution is required.

To be able to obtain a NEMSIS 3.4 solution and to overcome many of the challenges Montana is experiencing with the current software, EMTS issued an RFP for an off-the-shelf, vendor hosted solution. After research of the vendors and their software characteristics for user-friendly data entry (especially for volunteer EMS personnel), extensive reports, data validity checking and security, ImageTrend was selected as the successful offeror. ImageTrend currently supports over 30 state systems and has their field data collection project in all 50 states. Their solution will enable numerous essential functionalities that were not available with the current software including, real-time data collection on tablets, over 100 standard reports and adhoc reporting, and improved performance through the vendor's servers.

### ***DPHHS-System Migration***

<i>Amount Obligated:</i>	<i>\$65,593</i>
<i>Amount Expended:</i>	<i>\$65,593</i>

<b><i>Contract Number</i></b>	<b><i>Project Name</i></b>
<i>109718</i>	<i>EMS Data Migration</i>

***Proposed Project Outcome:*** To improve the accuracy and timeliness of data from Montana hospitals without manipulating data from two different coding periods. Migrating the data to one standard.

***Contribution:*** The data migration project is implemented in ten of Montana's larger facilities, testing of the converted data is being conducted. Reporting on outcomes will be in 2019.

The State Trauma Registry is utilized by hospitals, the regional and state trauma advisory councils and the State to collect information about trauma incidents and to perform performance improvement activities. This project will allow the Department of Public Health and Human Services to migrate historic trauma care data coded in ICD-9 to the new ICD-10 standard coding. Migrating all the data to one standard will help prevent errors in manually combining reports from different datasets. An additional outcome is that data linking efforts will be easier if the trauma data is all in one standard.

The State trauma registry collects information about the more severely injured trauma patients. For vehicle crashes, basic information about the cause of the injury, EMS response, patient injuries, their hospital care and outcomes is collected. This project supports TRCC strategies #4 (trauma and injury data capture in crash records); #9 (identify issues related to crashes including EMT data); #14 (improve gaps of data for hospitals and other centers); and #18 (incorporate EMS data in an overall injury surveillance system), as well as #16 under data integration and #20 under TRCC.

**DPHHS – Outcomes Module**

<i>Amount Obligated:</i>	<i>\$12,300</i>
<i>Amount Expended:</i>	<i>\$12,300</i>

<b>Contract Number</b>	<b>Project Name</b>
<i>109719</i>	<i>EMS QA Expansion</i>

**Proposed Project Outcome:** To improve user functionality for queries and reports so issues can be automatically identified. Provide immediate electronic access to current patient care data.

**Contribution:** This software was installed to support the EMS Reporting Database (see above).

This project will expand the capacity of the Outcomes Registry with an enhancement module expanding on the database’s already extensive QA and loop closure capabilities. The addition of the outcome module will provide numerous benefits for hospitals. Using functionality for queries and reports, issues can be automatically identified. Immediate electronic access to current patient care data means the system can generate valuable reports within minutes. This improvement will drive training and policies which will improve patient care and outcomes. Additionally, in the long-term this project will assist to linking trauma data with other data sets such as HTS crash records and EMS to create a more complete picture of crash injury from the point of the incident to its conclusion.

This project supports TRCC strategies #4 (trauma and injury data capture in crash records); #9 (identify issues related to crashes including EMT data); #14 (improve gaps of data for hospitals and other centers); and #18 (incorporate EMS data in an overall injury surveillance system) as well as support TRCC strategy #20.

**DOJ/MVD – CDL Audit Software**

<i>Amount Obligated:</i>	<i>\$39,000</i>
<i>Amount Expended:</i>	<i>On-Going</i>

<b>Contract Number</b>	<b>Project Name</b>
110200	DOJ-MVD-CDL Audit Software

**Proposed Project Outcome:** Provide an audit function for DOJ Motor Vehicle Division to ensure CDL testing is conducted accurately.

**Contribution:** Currently in testing. Final report will be included 2019 Annual Report.

MVD must ensure that licenses are issued only to those individuals who qualify for a CDL. This project will establish a strong audit function of the CDL skills, road, and pre-trip testing for 3rd party testers to check for errors.

1. Baseline – Electronic audit testing functions do not exist in MVD’s current system and are needed to audit the new 3<sup>rd</sup> party license examiners.
2. The measure is tracking the number of exams scored by 3<sup>rd</sup> party testers, the number of audits performed on the 3<sup>rd</sup> party testers, and the scoring difference between 3<sup>rd</sup> party testers and MVD auditors.
3. Target: MVD will go from no 3<sup>rd</sup> party tester audit function to 100% will be audited with the software to determine the efficacy of the 3<sup>rd</sup> party testers. The result will be a decrease in auditor flagged test scoring errors, and improved performance.

D-A-1: *The percentage of driver records that have no errors in critical data elements.* The number of CDL driver license exam results that are reviewed through the audit function, verifying the exam was correctly administered by the examiner.

MVD is working with the vendor to move this functionality into our test environment. Expect testing to be completed in December.

### **DOJ/MVD – Digital Image Access**

<i>Amount Obligated:</i>	\$27,500
<i>Amount Expended:</i>	On-Going

<b>Contract Number</b>	<b>Project Name</b>
110201	AAMVA Digital Image Access

**Proposed Project Outcome:** Staff will be able to view a photograph of an individual and determine if it is the same person in the office to ensure driver licenses are not issued to suspended, revoked or other ineligible drivers.

**Contribution:** This project has not yet been completed and will be included in the 2019 Annual Report.

This project will allow MVD to procure the rights to the AAMVA Digital Image Access and Exchange (DIA) ensuring the veracity of individuals applying for both private and professional drivers’ licenses in Montana.

1. Baseline: MVD does not have real time access to view the photo taken in another jurisdiction for an applicant.

2. The measure is MVD will track its usage of the DIA system. MVD will report on both Montana’s volume of use of the DIA, and Montana’s volume of participation in responding to non-Montana DIA inquiries.
3. Target – the MVD will go from zero (0) % of digital photo verification and reporting to 100% verification of flagged applicants using the DIA system. MVD’s target will be to verify, and improve, the statewide (MVD licensing sites) use of the DIA by analyzing the participation volume.

D-U-1 The number or standards-compliant data elements entered into the driver database or obtained via linkage to other databases.

The Digital Image Access system is being installed and tested with operational implementation in early 2019.

**DOI/MVD – Passport Database Access**

<i>Amount Obligated:</i>	<i>\$2,000</i>
<i>Amount Expended:</i>	<i>On-Going</i>

<b>Contract Number</b>	<b>Project Name</b>
<i>110213</i>	<i>MVD Passport Verification</i>

**Proposed Project Outcome:** Ensure the accuracy of the information entered into the driver database.

**Contribution:** MVD has purchased access to the passport verification system to ensure applicants who are not eligible for a driver’s license do not receive one erroneously.

This project will provide MVD with access to the United States Passport Verification System (USPVS) provided by AAMVA to verify a customer’s passport is valid. Outcome is to reduce the chances of MVD using a fraudulent passport for customer identification purposes.

1. Baseline: Currently MVD does not have the ability to check passport information via an electronic system.
2. The measure: MVD will report the number of driver’s license applications impacted by a passport verification.
3. Target: the MVD will go from zero (0) % of customer passports are verified to 100% will be verified using the USPVS system. MVD will verify, and improve, the statewide (MVD licensing sites) use of the USPVS by analyzing the participation volume.

D-U-1 – *The number or standards-compliant data elements entered into the driver database or obtained via linkage to other databases.* MVD will use an external database to verify the passport presented by the applicant.

The Passport Database Access is now operational at MVD. Quantitative reporting should begin in early 2019.



### **DPHHS – Data Collection Tablets**

<i>Amount Obligated:</i>	<i>\$79,035</i>
<i>Amount Expended:</i>	<i>On-Going</i>

<b>Contract Number</b>	<b>Project Name</b>
<i>110333</i>	<i>EMS Data Collection project</i>

**Proposed Project Outcome:** Increase the number of ambulance services report to the state EMS Collection System.

**Contribution:** Tablets have been purchased and are in use. There will be a follow-up report in the 2019 Annual Report.

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. The goal stated by DPHHS is that 95% of all ambulance services in the State of Montana will be reporting to the state EMS data collection system.

1. Baseline: 65% of all Montana ambulances services are submitting EMS data to the State of Montana EMS data ePCR system.
2. The measure is DPHHS will report the number of direct EMS database submittals from the agencies receiving the laptops.
3. Target is an increase in the number of ePCR system reports generated by rural EMS services and reaching the 95% goal of agency participation in the state EMS data collection system.

This project will address I-U-2 the number of records on the state EMS data file that are National Emergency Medical Service Information System (NEMSIS) compliant, and I-C-MT-1 number of patient care reports generated, submitted, available to MT’s EMS database.

The tablets were delivered to the 25 rural agencies in the summer of 2018. DPHHS is currently establishing database protocols to track usage by each of the agencies. This report should be available early in 2019.

### **MDT – Traveler Information System Upgrade**

<i>Amount Obligated:</i>	<i>\$374,798</i>
<i>Amount Expended:</i>	<i>On-Going</i>

<b>Contract Number</b>	<b>Project Name</b>
<i>110337</i>	<i>MT Roadway Database</i>

**Proposed Project Outcome:** Purchasing a new Traveler Information System to provide the traveling public with information on roadway conditions.

**Contribution:** This project has not yet been completed and will be included in the 2019 Annual Report.

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.

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

This project will be Montana Roadway Database Completeness and accuracy. This project is planned for implementation in 2019 and will be reported in the 2019 Annual Report.

## *State Attitudes and Awareness Survey*

### Post Memorial Day Mobilization Survey

<b>Amount Obligated:</b>	<i>\$10,310</i>
<b>Amount Expended:</b>	<i>\$10,310</i>

<b>Contract Number</b>	<b>Project Name</b>
<i>Wendt</i>	<i>Attitude Surveys</i>

As part of an ongoing effort to analyze success of our marketing campaigns, a post-campaign survey to gauge the effectiveness was conducted. Research insights were collected from Montana residents via a web survey in July 2018. The following represents survey demographics:

- 208 surveys were completed.
- Survey respondents ranges in age from 18-49.
- Over 53 percent of respondents live in Missoula, Billings, Great Falls, and Bozeman.
- 48% of the surveys were completed by men; 52 percent were completed by women.

Some of the highlights from the respondents include:

#### **Behavioral**

- Almost 77% of respondents reported always using seat belts when driving.
- Less than 65% of men 35-49 reported always using seat belts when driving.
- Over 65% of respondents reported they would always use their seat belts even if the law did not require them to do so.

#### **Enforcement**

- Over 65% of the respondents believed the state and local police departments were actively enforcing the state’s seat belt law.

- Almost 55% of all respondents reported being aware of seeing/reading anything about increased seat belt enforcement in the past month or so.
- Over 65% of men 18-34 reported being aware of seeing/reading anything about increased seat belt enforcement in the past month or so.
- Less than 14% of respondents reported receiving a ticket for not wearing a seat belt.
- 50% of respondents reported that it was somewhat or very likely that they would receive a ticket if they were not using their seat belt.

**Media Awareness**

- Over 55% of respondents reported seeing some type of advertising, public service message, or news story about seat belts in the last month or so.
- Nearly 45% of respondents reporting seeing seat belt related advertising, public service announcements or news storied about seat belts reported that state and local police were becoming more active in enforcing the state’s seat belt laws.
- Nearly 97% respondents reported that “Dad with Little Girl” effectively communicated the importance of using a seat belt.
- Almost 86% reported the commercial increased their desire and willingness to always use a seat belt.

The media resources being used were phone (52.9%), computer (48.6%), television (48.6%0, and radio (30%).

General knowledge of MDT campaigns was over 55% of respondents saying they recalled hearing advertisements from MDT in the past 30 days or so. This is consistent with last year. The vast majority of responses indicated that the “Dad with Little Girl” was effective in communicating seat belt use.

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

## Post Campaign Labor Day Mobilization Survey

<b>Amount Obligated:</b>	\$12,460
<b>Amount Expended:</b>	\$12,460

<b>Contract Number</b>	<b>Project Name</b>
Wendt	Attitude Surveys

To gauge the effectiveness of the September outreach campaign, a post-campaign survey was conducted. Research insights were collected from Montana residents via web survey in 2018. The following represents the demographics of the survey.

- 206 Surveys were completed.
- Survey respondents ranged from age 18-49.
- More than 50% of the respondents live in Missoula, Billings, Great Falls, and Bozeman.
- 50% of the surveys were completed by men and 50% by women.

Some of the highlights include:

### **Behavioral**

- More than 55% of respondents reported being a passenger in a car where they felt unsafe because they believe the driver was impaired.
- 75% of respondents reported never driving within two hours of drinking alcoholic beverages.
- Nearly 65% % indicates that the problem of drunken driving was a significant, is not one of the state's worst problems.
- Over 12% of all respondents reported having received a DUI ticket.
- 20% of men aged 35-49 reported receiving at least one DUI ticket.

### **Enforcement**

- Over 43% believed that state and local police departments were very actively enforcing the state's DUI laws.
- Over 55% believed that Montana law enforcement was becoming more active in enforcing the state's DUI laws.
- Over 43% of all respondents reported seeing, hearing, or reading about increased drunk driving enforcement in the past 30 days.
- Over 47% of respondents believed that they would always or nearly always get arrested if they drove after drinking.

### **Media Awareness**

- Over 63% reported seeing some type of advertising, public service message, or news story about driving under the influence in the last month or so compared to 56% in 2017.
- Nearly 60% of men 18-34 reported seeing some type of advertising, public service message, or news story about driving under the influence in the last month or so
- Over 90% reported that "Saving Lives" effectively communicated the importance of driving sober.
- Over 85% reported the commercial increased their desire and willingness to always drive sober.
- Over 95% of respondents reported that "Can Cost You" effectively communicated the importance of driving sober.
- Nearly 90% indicated the commercial increased their desire and willingness to always drive sober.

The top media sources used were TV (54.9%); phone (58.7%); computer (34.5) and radio (30.1%).

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

## ***Media – Statewide Campaigns***

MDT committed resources to media campaigns to cover the Occupant Protection Click or Ticket May mobilization and the Labor Day Drive Sober or Get Pulled over mobilization. Additionally, MDT provided a consistent drive sober message throughout the year. For this campaign, an additional media flight was scheduled to run from February through September, in non-mobilization time-frames. A drive sober summer message was added to run June through September.

The "Just One Reason" campaign was launched during 2017 and continued to be used through 2018. This campaign asks Montana residents what their "One Reason" is for buckling up or driving sober. There are other themes under the umbrella of the "One Reason" campaign.

<b>Amount Obligated:</b>	\$770,000
<b>Amount Expended:</b>	\$751,489

<b>Contract Number</b>	<b>Project Name</b>
Wendt	Paid Media

## Alcohol Awareness – It Can Cost You

<b>Amount Obligated:</b>	\$68,540
<b>Amount Expended:</b>	\$68,540

MDT conducted an eight-month awareness campaign during the spring and summer of 2018. The campaign ran from February 2<sup>nd</sup> through September 30<sup>th</sup>. It was suspended during May Mobilization and Labor Day Mobilization in order to run those other campaigns specific to the requirements for mobilizations.



This campaign focused on “A DUI can cost you” outlining the perils of drinking and getting behind the wheel. The TV clip showed a young man in the back of a police car regretting his decision to drink and drive

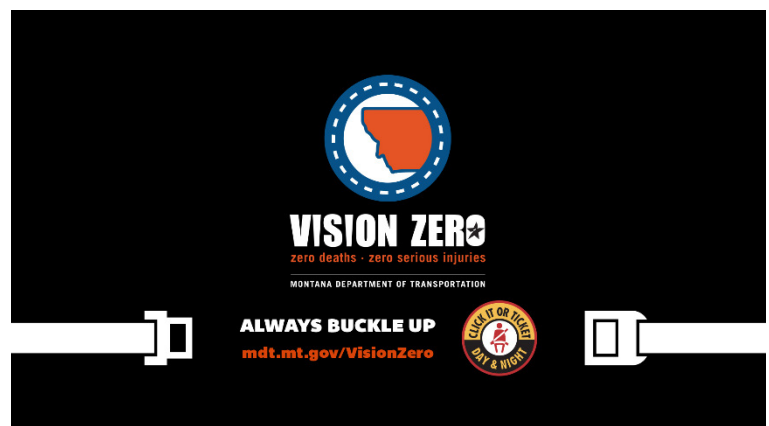
The media venues included broadcast TV, cable TV, radio, and digital.

## May Mobilization

<b>Amount Obligated:</b>	\$92,949
<b>Amount Expended:</b>	\$92,949

MDT placed a three-week awareness campaign in support of May Mobilization. The theme of the campaign was “Click It or Ticket It”. This campaign ran from May 14<sup>th</sup> through June 3<sup>rd</sup>.

A variety of media types were used including broadcast and cable TV, radio, social and digital. Emphasis was placed on the seven major metro markets which include Billings, Bozeman, Butte, Great Falls, Helena, Kalispell and Missoula.



Two video that were created last year for May Mobilization were shown during this campaign: “Dad with Little Girl” to reach the overall audience and “Guys Playing basketball” targeted at the younger male demographic.

## Summer Drive Sober

<b>Amount Obligated:</b>	\$90,819
<b>Amount Expended:</b>	\$90,819

The campaign was launched to provide additional public awareness regarding impaired driving. This was a four-month campaign that ran from June 11 through September 23. Radio and digital streaming audio were used during the campaign with a target audience of men aged 28-34. There were several target markets including the seven major markets listed above, but also targeted some of the towns and cities in the eastern part of the state. In total, eleven markets were targeted for this campaign.

## Labor Day Mobilization

<b>Amount Obligated:</b>	\$83,566
<b>Amount Expended:</b>	\$83,566



In support of law enforcement efforts, MDT conducted a three-week long drive sober awareness campaign. This campaign ran from August 15 through September 3. The message was “Drive Sober or Get Pull Over” and was a multi-pronged initiative aimed at eliminating impaired driving.

Media venues that were used included broadcast TV, cable TV, radio and digital with a target audience of males aged 18-34.

## Projects Not Implemented

### Fatality Analysis Reporting System

<b>Amount Obligated:</b>	\$15,000
<b>Amount Expended:</b>	-0-

Initially, MDT included funding from 405c for salary for the FARS Analysis. However, a new five-year contract with FARS with adequate funding was implemented effective January 2017 and this funding was not needed.

## Judicial Outreach Liaison

<b>Amount Obligated:</b>	\$5,000
<b>Amount Expended:</b>	-0-

Judge Mary Jane Knisely is the Regional Judicial Outreach Liaison and assists Montana in Judicial specific strategies throughout the year. MDT has been allocating a small amount of funding for Judicial technical assistance/event specific training to compliment the Regional Judicial Outreach Liaison. No Judicial training/technical assistance was requested in FFY2018, therefore no funds were spent.

## Montana Motorcycle Rider Safety – Replacement Motorcycles

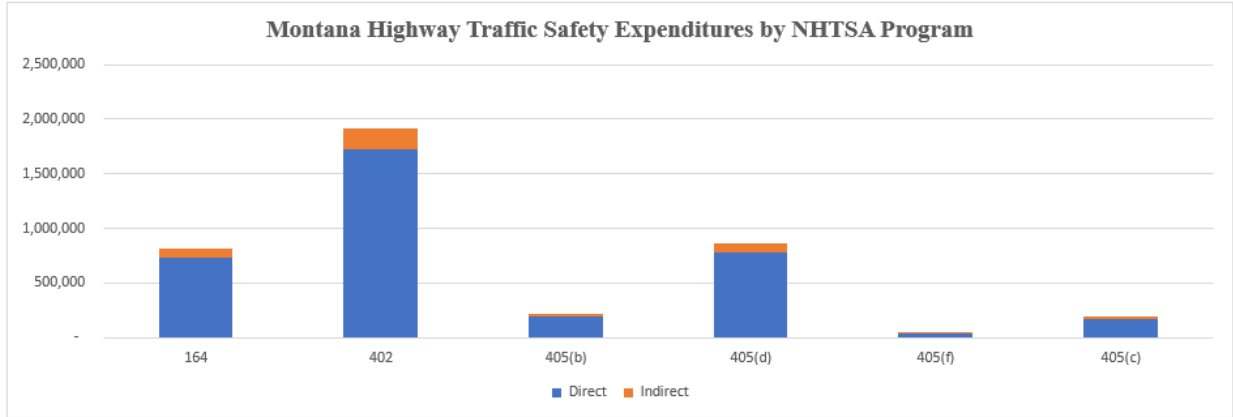
<b>Amount Obligated:</b>	\$14,820
<b>Amount Expended:</b>	-0-

The original application was to replace some of the aging motorcycles in the fleet for the training. each motorcycle is less than \$5,000 each, so NHTSA prior approval has not been necessary in the past. However, through the Buy America Act, motorcycles must be made or assembled in the USA. This limits the type or motorcycle that can be purchased. A waiver to the Buy America Act was requested during 2017 to replace these, however MDT has not received a written response. If necessary, MDT will resubmit a waiver during FFY2019.

## *Project Administration and Management*

### NHTSA Overall Funding Summary

The Montana State Highway Traffic Safety Section expended \$4,031,710 in NHTSA Federal grant funding across alcohol, occupant protection, information systems, impaired driving countermeasures and motorcycle safety programs as detailed in the following table:



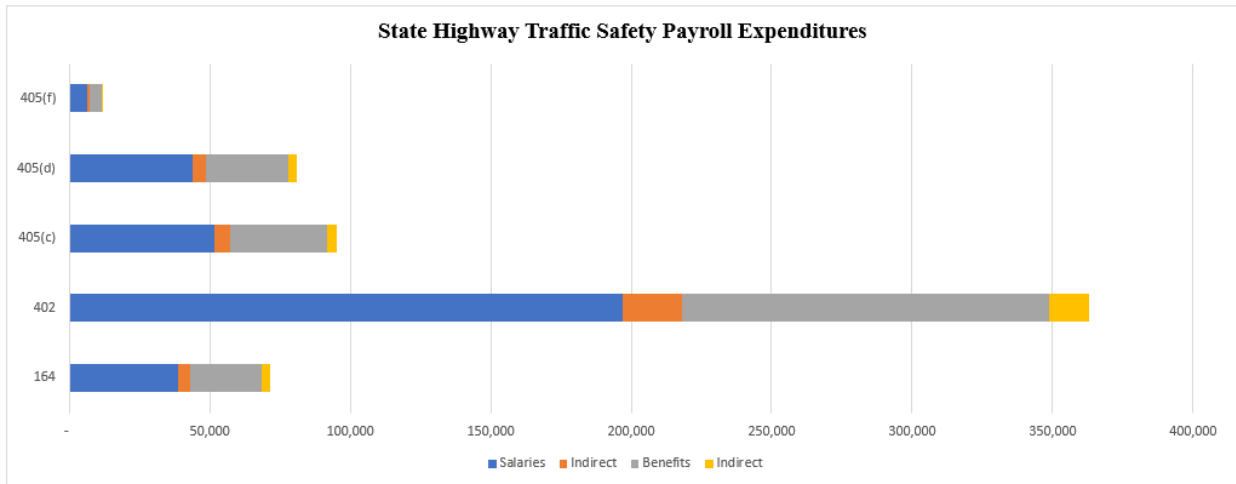
	164	402	405(b)	405(d)	405(f)	405(c)	Total
<b>Direct</b>	733,188	1,728,640	194,778	782,462	30,840	171,046	3,640,953
<b>Indirect</b>	78,997	185,282	20,864	83,920	3,368	18,325	390,757
	<b>812,184</b>	<b>1,913,922</b>	<b>215,642</b>	<b>866,382</b>	<b>34,208</b>	<b>189,371</b>	<b>4,031,710</b>

## Project Descriptions and Activities Funded

### Planning and Administration

Salaries and benefits for staff of the MDT State Highway Traffic Safety Section.

The following chart details Salaries and Benefits (as well as associated indirect charges), in the amount of \$622,736, as distributed across NHTSA funded State Highway Traffic Safety Programs.

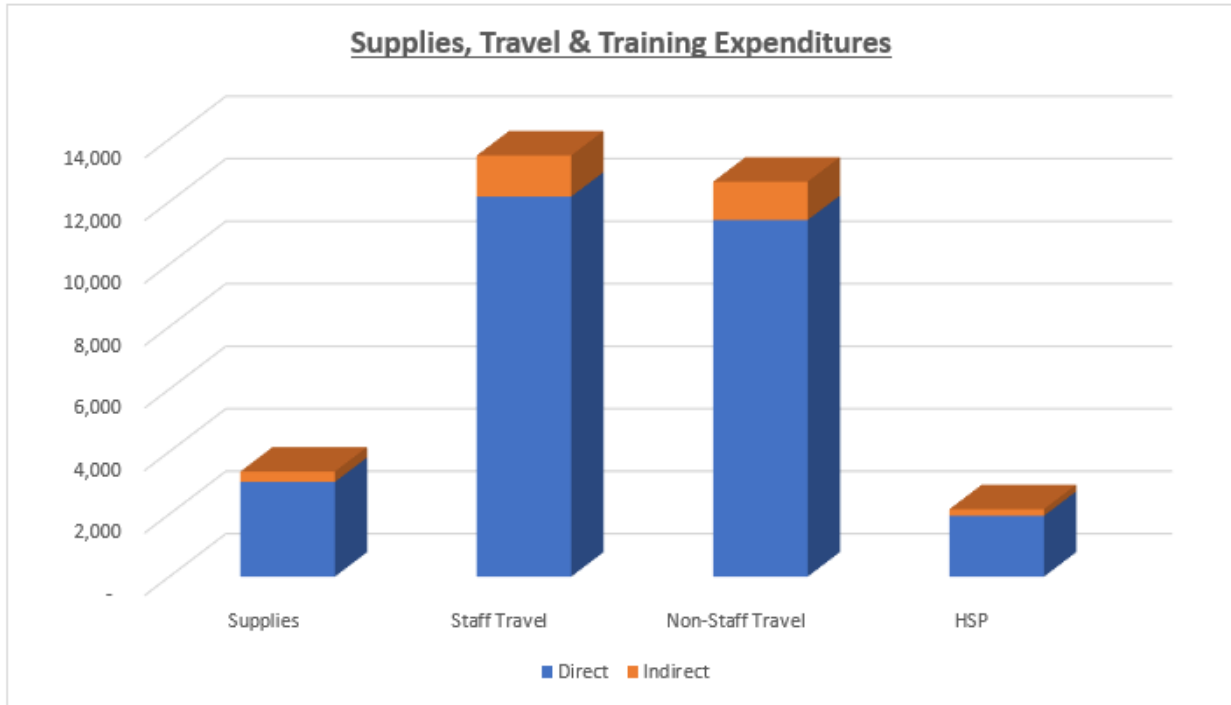


	164	402	405(c)	405(d)	405(f)	TOTAL
<b>Salaries</b>	38,718	196,919	51,737	43,964	6,514	337,853
<b>Indirect</b>	4,178	21,376	5,611	4,786	707	36,659
<b>Benefits</b>	25,800	130,464	34,311	29,044	4,317	223,935
<b>Indirect</b>	2,783	14,158	3,720	3,161	468	24,290
	<b>71,479</b>	<b>362,917</b>	<b>95,378</b>	<b>80,955</b>	<b>12,007</b>	<b>622,736</b>



**Staff Travel, Training, & Supplies**

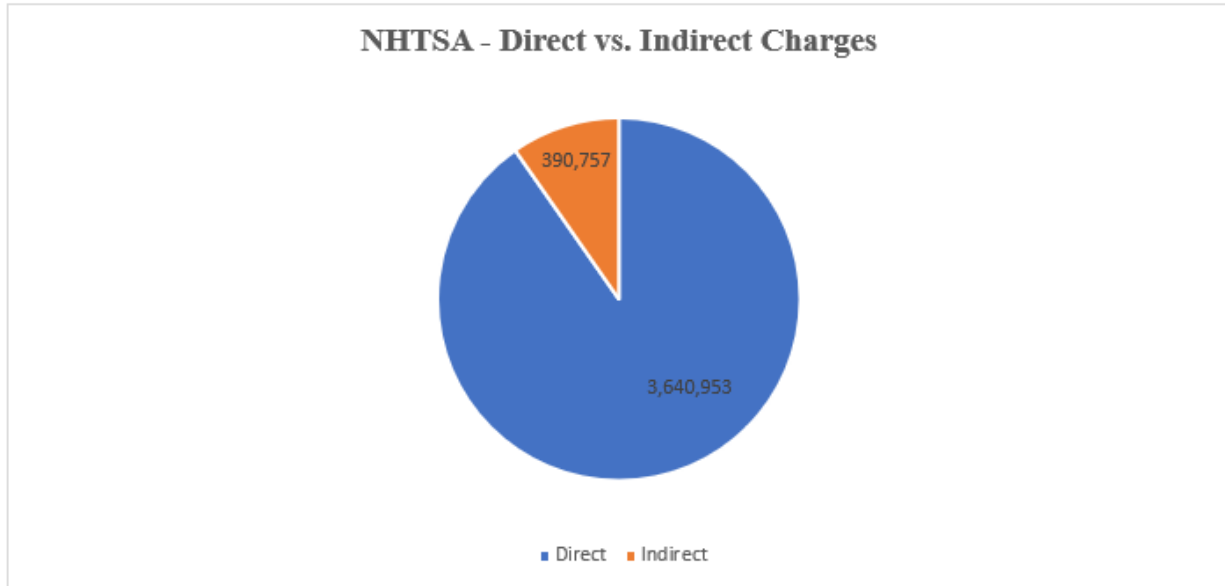
Staff and other travel and training, operating supplies, GHSA dues, travel reimbursement for public to attend meetings and trainings such as the annual CHSP session, annual DUI Task Force meeting, and CPS Instructors to conduct certification trainings.



	<u>Supplies</u>	<u>Staff Travel</u>	<u>Non-Staff Travel</u>	<u>HSP</u>	<u>TOTAL</u>
<b>Direct</b>	3,030	12,162	11,411	1,946	28,549
<b>Indirect</b>	332	1,315	1,226	213	3,087
	<b>3,363</b>	<b>13,477</b>	<b>12,638</b>	<b>2,159</b>	<b>31,636</b>

### Indirect Costs

In accordance with state law, MDT assesses an indirect cost on all projects. The approved rate for State Fiscal Year 2018 was 10.96%. An Indirect cost rate of 10.49% is effective July 1, 2018 through June 30, 2019.



<u>Program</u>	<u>Direct</u>	<u>Indirect</u>	<u>Source</u>	<u>Direct</u>	<u>Indirect</u>	
164-AL	458,562	48,970	C1	Accounts Payable	1,596,585	172,295
164-P&A	64,518	6,961	E6	Motor Pool	2,696	290
164-PM	210,108	23,065	I9	Inter-Unit Journal	1,479,549	157,140
FAST-402	1,665,951	178,269	J7	Standard Journal	(27,273)	(2,895)
FAST-405(b)	152,243	16,202	JP	Procard Journal	25,813	2,783
FAST-405(d)	53,024	5,577	P2	Payroll	339,649	36,853
FAST-405(f)	19,723	2,149	P6	Payroll Overhead	223,935	24,290
MAP-21-402	62,689	7,013			<b>3,640,953</b>	<b>390,757</b>
MAP-21-405(b)	42,535	4,662				
MAP-21-405(c)	171,046	18,325				
MAP-21-405(d)	729,438	78,343				
MAP-21-405(f)	11,117	1,219				
	<b>3,640,953</b>	<b>390,757</b>				

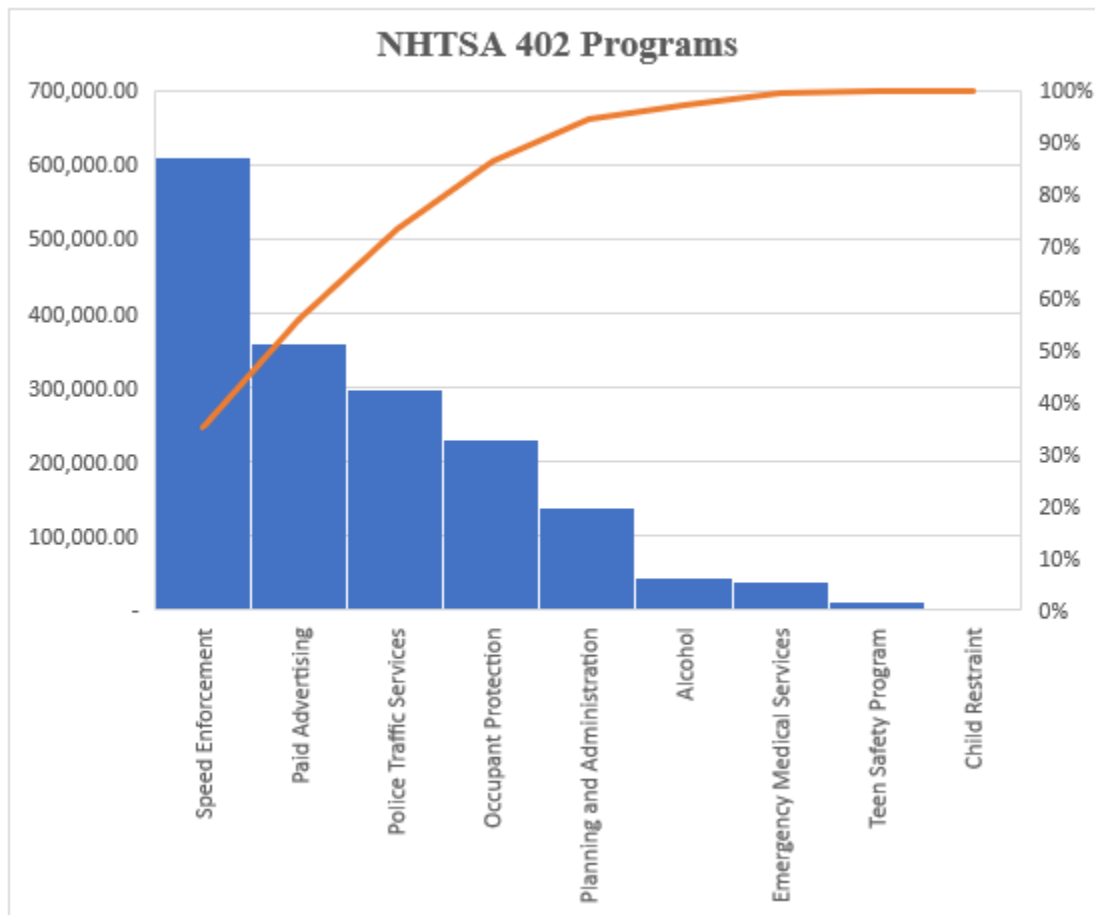
# Fiscal Overview of Obligations & Expenditures

During FFY 2018, Montana successfully applied for and received funding from the National Highway Traffic Safety Administration. These grant monies included base level funding under Section 402 which was received following the submission of a Performance Plan in accordance with federal law. These grant monies also included Section 405b (Occupant Protection), 405c (Traffic Records), 405d (Impaired Driving Prevention), and 405f (Motorcycle Safety). Montana has also received funding through HSIP 164 Penalty funding which is not considered an ongoing source of funding.

Montana has carried forward \$5,524,764 from FFY 2018 into FFY 2019. \$1,206,179 in 402, \$395,293 in 405(b), \$1,102,030 in 405(c), \$2,238,266 in 405(d), \$45,529 in 405(f) and \$537,467 in 164 Penalty funding. As required by federal law, at least 40 percent of Section 402 funds will be spent at the local level by city, county, and tribal governments.

Montana’s NHTSA 402 program expenditures in FFY 2018 were funded by the following federal grant programs:

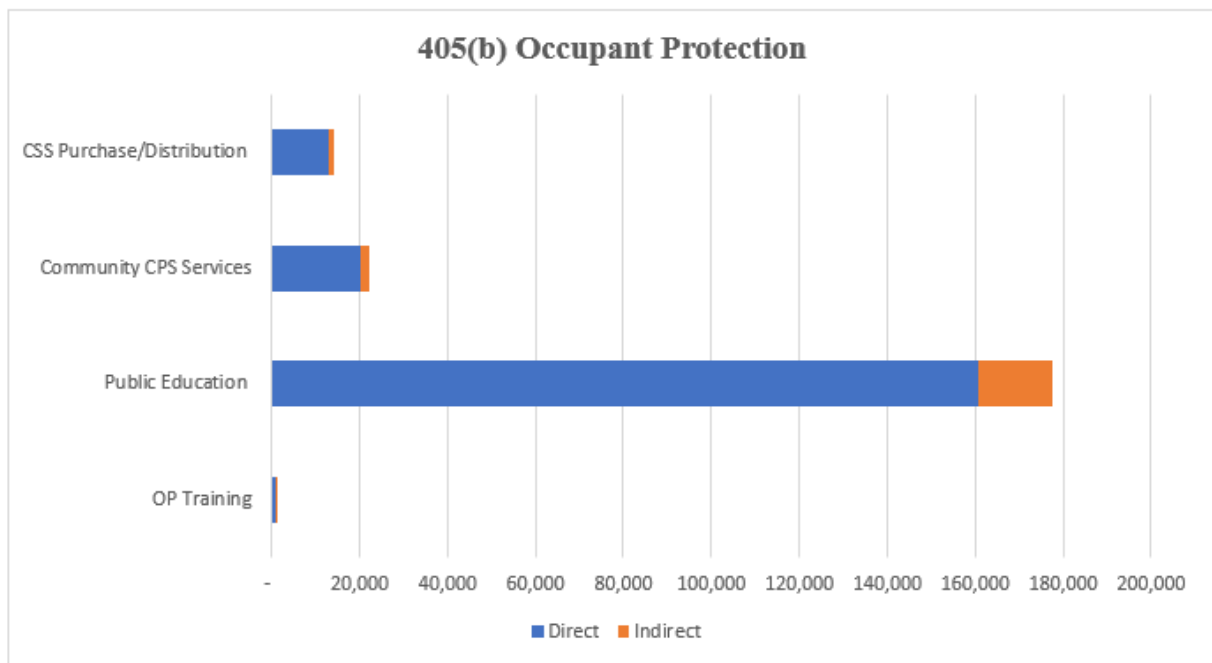
## 402 Program Funding



## 402 Program Funding (continued)

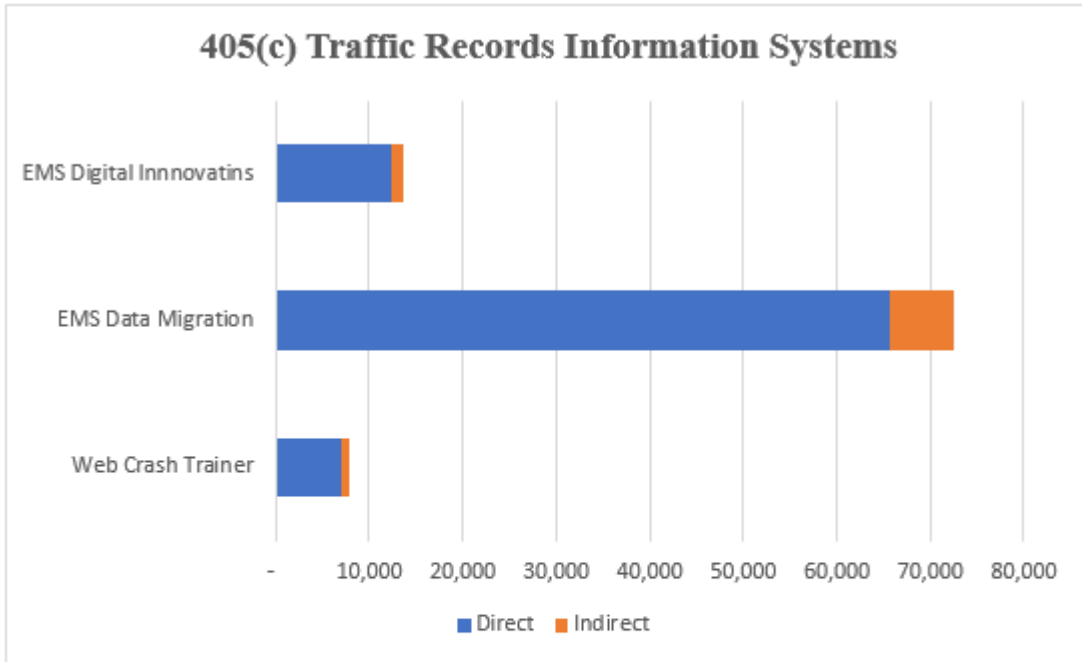
<u>402 Program</u>	<u>Direct</u>	<u>Indirect</u>	<u>Total</u>
Speed Enforcement	609,473	64,613	674,086
Paid Advertising	358,543	39,014	397,557
Police Traffic Services	298,567	31,736	330,302
Occupant Protection	229,348	24,735	254,083
Planning and Administration	138,706	15,057	153,764
Alcohol	45,143	4,895	50,039
Emergency Medical Services	38,145	4,072	42,217
Teen Safety Program	10,685	1,156	11,841
Child Restraint	30	3	33
	<b>1,728,640</b>	<b>185,282</b>	<b>1,913,922</b>

## 405(b) Program Funding



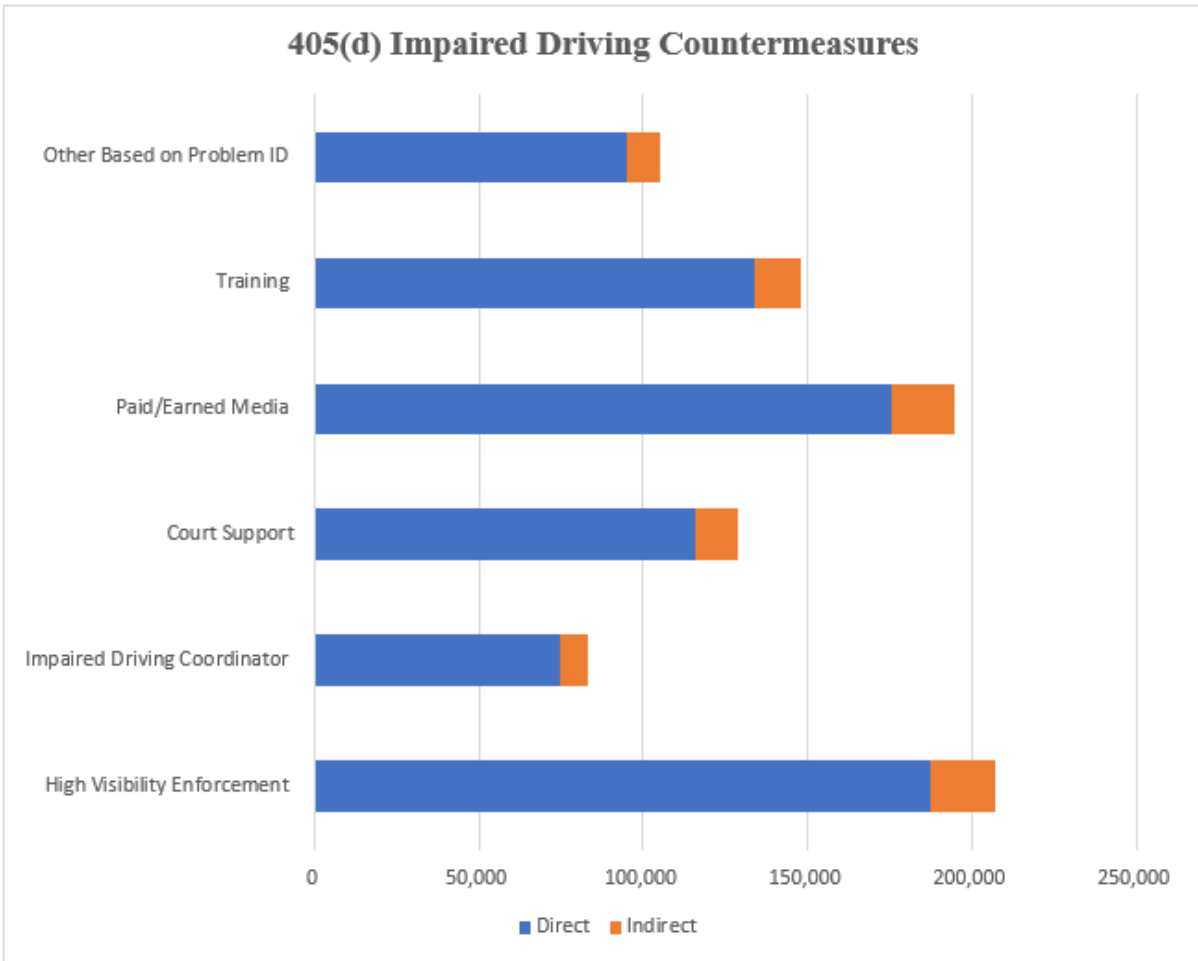
<u>405(b) Program</u>	<u>Direct</u>	<u>Indirect</u>	<u>Total</u>
OP Training	1,146	126	1,272
Public Education	160,567	17,203	177,771
Community CPS Services	20,220	2,188	22,408
CSS Purchase/Distribution	12,845	1,347	14,192
	<b>194,777.94</b>	<b>20,864.14</b>	<b>215,642.08</b>

## 405(c) Program Funding



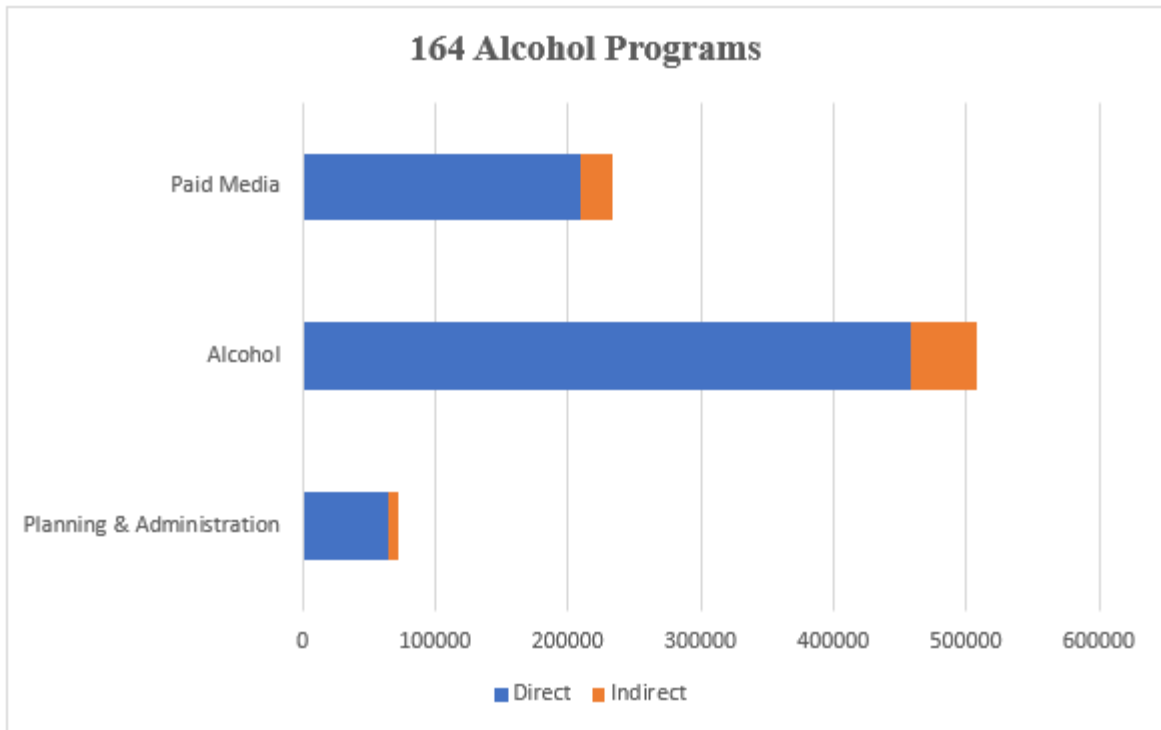
<b><u>405(c) Programs</u></b>	<b><u>Direct</u></b>	<b><u>Indirect</u></b>	<b><u>Total</u></b>
Web Crash Trainer	7,079	764	7,843
EMS Data Migration	65,593	6,881	72,474
EMS Digital Innovatins	12,300	1,348	13,648
Program Administration	86,074	9,333	95,407
	<b>171,046</b>	<b>18,325</b>	<b>189,371</b>

## 405(d) Program Funding



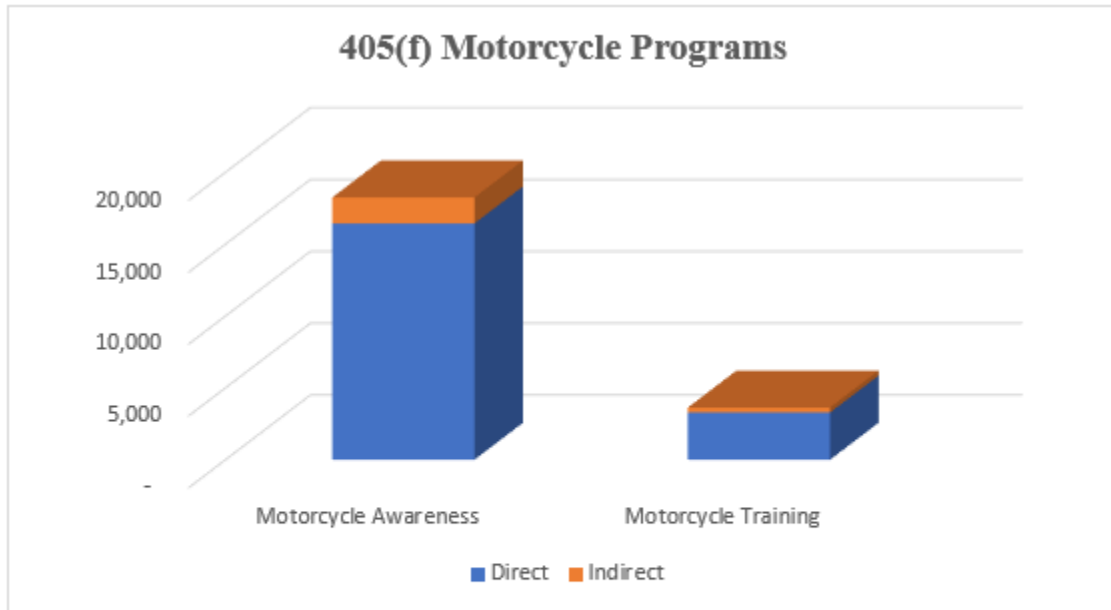
<b><u>405(d) Programs</u></b>	<b><u>Direct</u></b>	<b><u>Indirect</u></b>	<b><u>Total</u></b>
High Visibility Enforcement	187,133	19,836	206,968
Impaired Driving Coordinator	74,915	8,151	83,065
Court Support	115,918	12,575	128,492
Paid/Earned Media	175,757	18,686	194,443
Training	133,669	14,406	148,075
Other Based on Problem ID	95,071	10,267	105,338
	<b>782,462</b>	<b>83,920</b>	<b>866,382</b>

## 164 Penalty Funding



<u>164 Programs</u>	<u>Direct</u>	<u>Indirect</u>	<u>Total</u>
Planning & Administration	64,518	6,961	71,479
Alcohol	458,562	48,970	507,533
Paid Media	210,108	23,065	233,173
	<b>733,188</b>	<b>78,997</b>	<b>812,184</b>

## Motorcycle Safety



<u>405(f) Programs</u>	<u>Direct</u>	<u>Indirect</u>	<u>Total</u>
Motorcycle Awareness	16,443	1,802	18,245
Motorcycle Training	3,280	347	3,627
	<b>19,723</b>	<b>2,149</b>	<b>21,872</b>



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