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Montana Department of
REVENUE



Missoula City-County Health Dept.



MONTANA

ANNUAL REPORT FOR

FEDERAL FISCAL YEAR 2019

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>

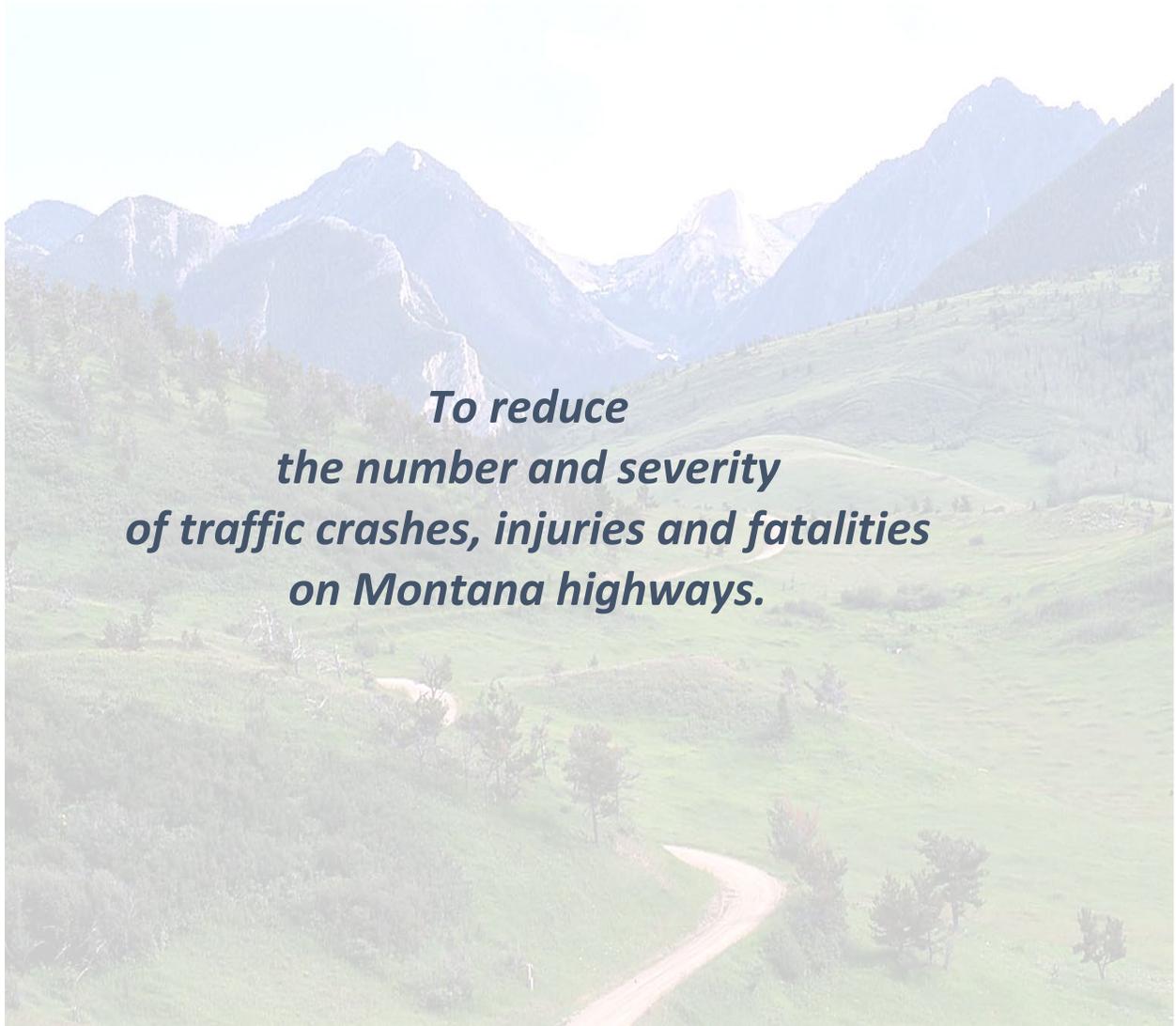


VISION ZERO

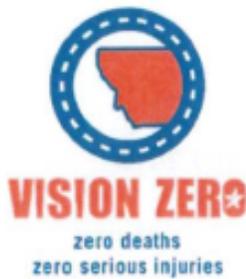
zero deaths · zero se iou in ies

MONTANA DEPARTMENT OF TRANSPORTATION

Mission Statement



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



Montana Department of Transportation

2701 Prospect
PO Box 201001
Helena MT 59620-1001

Steve Bullock, Governor
Michael T. Tooley, Director

December 19, 2019

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

Subject: Annual Report – FFY2019

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 2019 with the goal of saving lives and reducing injuries on Montana roadways. A few highlights of the traffic safety-related programs using National Highway Traffic Safety Administration (NHTSA) grant monies follow:

- Continue 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.
- In partnership with the Montana Family, Career and Community Leaders of America (FCCLA), expanded the Teen Traffic Safety Peer-to-Peer Education Program for the 2018/2019 school year. In addition to NHTSA funds, MDT received two \$15,000 grants from the GHSA/Ford Driving Skills for Life and the National Road Safety Foundation. The funds were awarded to chapters to promote the FCCLA Families Acting for Community Traffic Safety (FACTS) program within 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.

- Complete a successful Management Review of Fiscal Years 2017, 2018 and 2019 with the NHTSA review team making one recommendation, which SHTSS is implementing.
- Continue realizing improvement in the observed seat belt usage rate, with the 2019 survey reflecting 88.9% of all road users buckled up.

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 Montana roads.

Sincerely,



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

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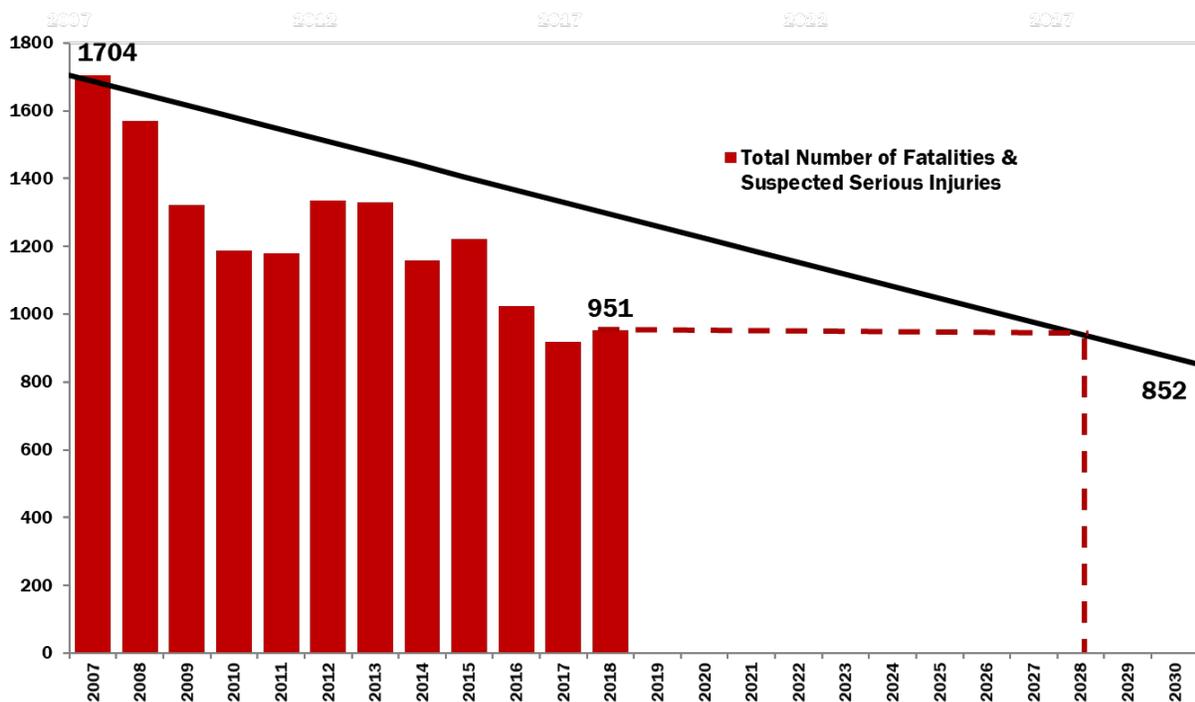
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Executive Summary

Montana saw an annual decrease in the total number of fatalities for the state during 2018. There were a total number of 182 fatalities, which is the lowest number of fatalities experienced annually over the last ten years. According to Fatality Analysis Reporting System (FARS), there were four fewer fatalities during 2018 than there were in 2017. This annual report will illustrate the progress made in lowering traffic fatalities through traffic safety efforts in Montana.

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



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 ensures that there is coordination with the Highway Safety Plan, the Comprehensive Highway Safety Plan (CHSP) and the Highway Safety Improvement Plan to set specific goals for certain traffic safety issues. These plans contain the same traffic safety information, data, problem identification, etc.

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

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

The update will include compiling and analyzing crash, roadway, and traffic data for all public roads and transportation modes. Analysis will include trend analysis, analysis of contributing factors, crash location, and other data and information applicable to the assessment of transportation safety issues on Montana roadways. Data analysis will be used to make informed decisions about emphasis areas, strategies, objectives, actions, and performance criteria.

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

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

The long-range goals established in the CHSP for 2020 are:

- 172 Total Fatalities
- 1.28 Fatality Rate based on Vehicle Miles Traveled
- 796 Serious Injuries
- 5.9 Serious Injury Rate based on Vehicle Miles Traveled
- 74.2 Non-Motorized Fatalities and Serious Injuries (ten-year trend)

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

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

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

The specific emphasis areas established include:

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

The CHSP has a three-tiered approach to implement safety strategies throughout the state. This three-tiered approach includes an Executive Leadership Team (ELT), who sets policy; a Technical Advisory Committee, who establishes strategies based on that policy, and the Emphasis Area Work groups, who lead the grassroots efforts to implement the strategies.

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

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

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

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

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

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

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

- Establish quantifiable safety-related goals, objectives, and performance measures relevant to travel on Montana's highways;
- Address issues at all levels of jurisdiction with specific attention to local and tribal entities;
- Establish a mechanism for interagency coordination and develop the necessary partnering processes;

- Identify candidate safety strategies and evaluate their potential benefits, costs, and ability to attain performance objectives;
- Establish a process for prioritizing identified strategies based on their likely benefits relative to the identified safety goals and objectives; and
- Develop a strategic implementation plan, including action items for deployment in MDT's plans and programs as well as by other partnering agencies with roles in highway safety. This implementation plan is defined in the Annual Element of the CHSP.

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

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

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

2019 Legislative Session

A summary of the bills that passed during the 2019 Legislative Session is as follows.

2019 LEGISLATURE – PASSED LAWS	
HOUSE BILL NUMBER	INTENT
HB 564	Title: Generally, revise laws for funding of treatment courts Legislative Intent: Providing a tax on sale of opioids with funding to treatment courts. Funds will be administered by the Office of the Court Administrator.
SB 362	Title: Revise 24/7 Sobriety Program Legislative Intent: Allowing additional testing methodologies within the 24/7 Program, allowing Judicial discretion with testing modalities.
HB 190	Title: Revise local government authority to set school zone speed limits Legislative Intent: Allowing a local authority to set a speed limit in a school zone or near a senior citizen center without an engineering and traffic investigation.
HB 393	Title: Change truck speed limits Legislative Intent: Revising truck speed limit laws; raising the speed limit for trucks on federal aid interstate highways to 70 miles an hour at all times; raising the speed limit for trucks on other public highways to 65 miles an hour at all times, amending sections.
HB 440	Title: Revise special speed zone law Legislative Intent: An act revising special speed zone laws, allowing for special speed limits for high crash frequency corridors, allowing for temporary special reduced speed limits in event of emergency, adverse weather, or other factors.
SB 226	Title: Create transportation interim committee Legislative Intent: An act creating a transportation interim committee and a revenue interim committee.

2019 LEGISLATURE – PASSED LAWS	
HOUSE BILL NUMBER	INTENT
SJ 28	Title: Study of traffic safety laws Legislative Intent: Interim study of traffic safety.

Also introduced were two major Highway Safety Bills that died in the process. One of these was HB 49 which was a primary seat-belt bill introduced during the 2019 session modeled after Utah’s successful Pilot Sunset Primary Law. Many attempts have been made to pass legislation making non seat belt use a primary offense, however, those have consistently failed.

The second bill was SB65 which was an act generally revising driving under the influence laws, adjusting current law, providing definitions of driving under the influence crimes, treatment requirements, sobriety monitoring programs forfeiture provisions, implied consent, administrative license suspension, appeal process, conditions of admissibility, process for administration of tests, conditions for receiving a probationary drivers’ license, open container violation, revocation and suspension of license procedures, providing rulemaking authority, providing penalties. This bill would have consolidated all of Montana’s impaired driving laws into one code, however, it died in House Judiciary.

SB65 was a rewrite of DUI Law in Montana. A major element of SB 65 would have allowed for search warrants for 1st Offense DUI.

Other Activities Impacting MDT’s Highway Safety Program

During FFY2019 (December 3rd through 7th, 2018), MDT has an Impaired Driving Assessment. The assessment team commended Montana for the many strategies addressing impaired driving across the state. This assessment had six priority recommendations and 19 lower tier recommendations. The priority recommendations included:

- Expand the data analysis used for the Comprehensive Highway Safety Plan problem identification to include not only crash, but all other available data sets (e.g., arrest, conviction, driver record).
- Enact legislation that re-codifies all DUI laws into a single location within the Montana Code.
- Enact a primary seat belt law.
- Encourage law enforcement agencies to implement a data driving approach to conducting aggressive traffic enforcement while combating crime.
- Expand DUI Courts in Montana.

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

SHTSS finalized updated and revised policies and procedures to better manage the program and ensure consistency between projects during 2019. This will greatly assist in improving accountability for grant funds and activities.

During August 2019, Montana had a NHTSA management review. This review covered the fiscal years of 2017, 2018 and 2019. NHTSA regional staff reviewed MDT’s systems programs and processes and recommended only one “Program Management Consideration”, as follows:

“The State should consider updating the Internal Guide for Montana Webgrants to ensure the guide is consistent with the functionality of the system, and train staff in the efficient use of the system.”

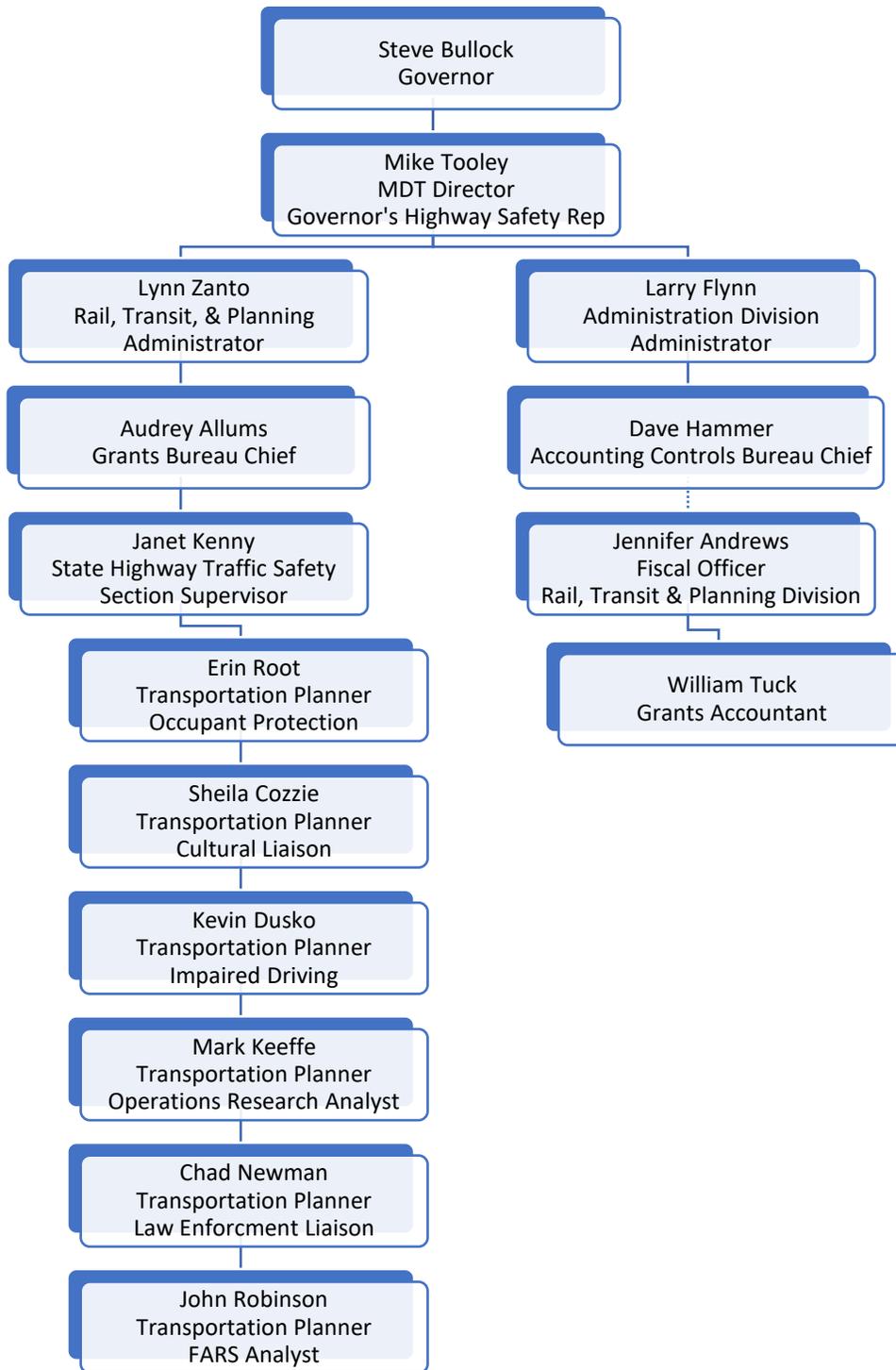
MDT is currently updating this guide and with a completion deadline of February 28, 2020. There were no other considerations, recommended actions or findings from the review.

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 countermeasures for identified 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 countermeasures.

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) 2019 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 2019 Highway Safety Plan (HSP).

During 2019, SHTSS was required to submit eight amendments. These are outlined below:

Project	Reason for Amendment	Funding Amount	Funding Source
24-7 Program	Montana received funding from 405d 24-7 program. In accordance with the Federal Register Vo. 81 No. 99, May 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.	\$33,996.81	405(d) moving to 402
DUI Court Training	This amendment is to increase the budget for the DUI Court training. The original budget of \$8,000 was for one training for one court. This grant will provide funding for a NCDL DWI Court Operational Tune-up Training and five DUI courts will be participating. This will be held in Billings on May 14 th and 15 th , 2019. With this broader training, the project budget needs to be amended from \$8,000 to \$11,500. MDT will coordinate this project.	\$11,500	164a1
Blackfeet Safe On All Road Program	A Safe On All Roads subrecipient (Blackfeet Tribe, Contract #110153) failed to include indirect costs with the grant application. The budget for this project is being increased to include the indirect cost amount of \$7,676. In addition, the SOAR coordinator received a pay increase on October 1. This amendment includes both of those changes.	\$7,676	402 - \$3,838 164a1 - \$3,838
STEP Mini-Grants	MDT’s 2019 HSP includes STEP mini-grants. These grants are available for Non-STEP agencies to provide local high visibility enforcement at specific events known to be high-risk. Agencies can apply for overtime mini-grants throughout the year and priority will be given to those with an evidenced based need. As submitted in the HSP, the total	\$60,000	402 - \$20,400 405b - \$3,000 405d - \$36,600

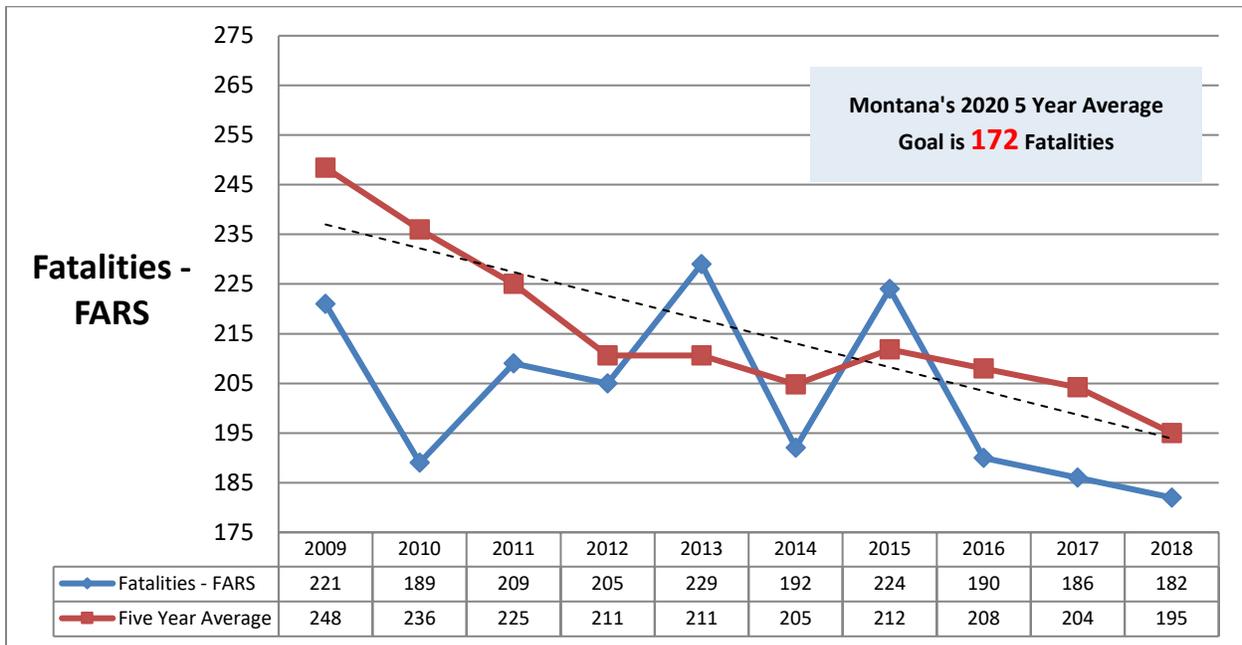
Project	Reason for Amendment	Funding Amount	Funding Source
	<p>funding for this project is \$60,000, with a maximum amount of \$5,000 available for each applying entity. MDT has awarded twelve of these grants during 2019. Below are the subrecipients and the contract number(s) (unique identifier(s)).</p> <p>Billings Police Department – Contract #110883 Glasgow Police Department – Contract #110559 Blaine County – Contract #110762 Jefferson County – Contract #110650 Jefferson County – Contract #110936 Lake County – Contract #110637 Powder River County – Contract #110834 Powder River County – Contract #110558 Red Lodge Police Department - #110594 Ronan Police Department – Contract #110560 Town of St. Ignatius – Contract #110819 Troy Police Department – Contract #110821</p>		
<p>Occupant Protection Mini-Grants</p>	<p>MDT’s 2019 HSP includes Occupant Protection mini-grants. These grants are available to safety stakeholders allowing them to provide education and outreach regarding seat belt use and child passenger safety. These communities can use the funding to assist them with events. As submitted in the HSP, the total funding for this project is \$25,000, with a maximum amount of \$5,000 available for each applying entity. MDT has awarded three of these grants. Below are the subrecipients and contract number(s) (unique identifier(s)).</p> <p>Helena School District – Contract #110697 HELP Committee and the Boys & Girls Club of the Hi-Line – Contract #110634 Safe Kids Yellowstone County – Contract #110635</p>	<p>\$25,000</p>	<p>405(b)</p>
<p>Impaired Driving Mini-Grants</p>	<p>MDT’s 2019 HSP includes Impaired Driving mini-grants aimed at reducing impaired driving in local communities. These grants are intended for projects with a limited time frame. All projects must be data-driven, demonstrate local collaboration and tie to the CHSP strategies. Funding can be used for public information and education opportunities. As submitted in the HSP, the total funding for this project is \$60,000, with a maximum amount of \$5,000 available for each applying entity. Through April 9, 2019, MDT has awarded three of these grants. Below are the subrecipients and the contract number(s) (unique identifier(s)).</p>	<p>\$50,000</p>	<p>405(d)</p>

Project	Reason for Amendment	Funding Amount	Funding Source
	Judicial Branch – Montana Supreme Court – Contract #110380 Providence Montana Health Foundation – Contract #110952 Youth Connections – Contract #110646		
DOJ MVD Upgrades JCRS System	MDT included a TRCC project in the 2019 HSP to upgrade the Judicial Court Reporting System (JCRS) with a funding level of \$60,000. (DOJ – JCRS_Courts Contract #109769) This project is for an update to the JCRS database transfer system to provide centralized statewide traffic citation information. The project has components to be completed by both the DOJ Motor Vehicle Division and DOJ Judicial Courts. The work to be completed on the MVD side is \$10,000. DOJ Judicial Courts is added below, allowing them to provide the information needed to finish the project and reduce the funding on the MVD contract. The total project cost is now \$40,000.	\$10,000	405(c)
DOJ Judicial Court Upgrades JCRS System	As stated above, MDT included a TRCC project in the 2019 HSP with a funding level of \$60,000 for an upgrade to the Judicial Court Reporting System. This revision adds DOJ Judicial Courts (DOJ-COURTS-JCRS Contract #110750) as a sub-recipient contract for the portion of work on the system to be completed on their side at \$30,000. MDT will contract with the sub-recipient DOJ Judicial Courts to provide the information needed to assist in the completion of this project.	\$30,000	405(c)

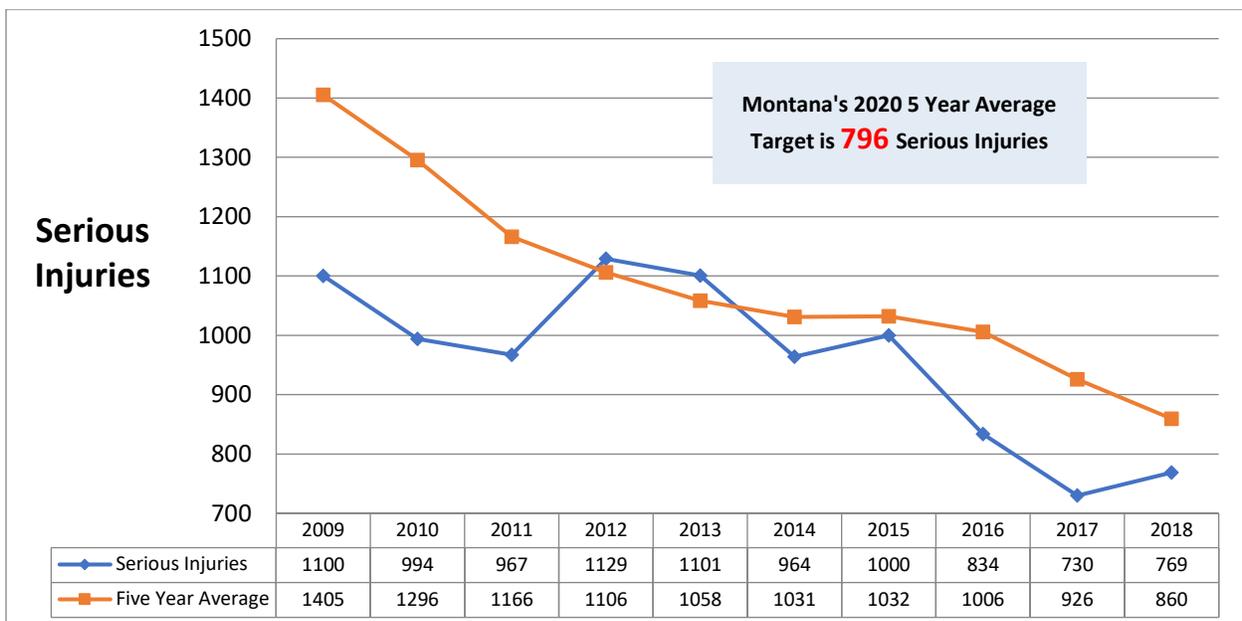
Statistical Analysis

Performance measures for fatalities, VMT rate for fatalities, serious injuries, serious injury VMT rate and number of non-motorized fatalities and serious injuries are set through Montana’s Comprehensive Highway Safety Program (CHSP) process. Other Core Performance measures as required by NHTSA are established by SHTSS staff, safety stakeholders and other partners. In accordance with federal requirements, Montana uses the five-year rolling average methodology and creates a projection of future data using a weighted average and trend analysis of the most current available NHTSA published data.

The charts below represent Montana’s progress on meeting the established fatality and serious injury goals. The 2020 fatality goal is consistent with goals outlined in the CHSP and Montana’s Highway Safety Improvement Plan. At 172, this goal is a very aggressive goal based on the fatality history and was established by statewide traffic stakeholders at the annual safety meeting. While Montana has seen decreases in total fatalities during recent years, reaching this goal will be challenging.



During 2018, Montana again saw a decrease in total fatalities. The total of 182 for 2018 is the lowest of any year during the last two years, with 2017 being the second lowest. Fatalities decreased by four during 2018, consistent with reductions seen in previous years. Even with the continued success of the safety program, the 2018 five-year average target of 192.6 was not met.



Montana had 769 serious injuries during 2018. Although this is up from 2017, it remains the second lowest number of serious injuries over the last ten years. The 2018 five-year average of 860 was significantly under the target for 2018 which was 925.2. Montana has made significant strides in reducing serious injuries and is confident the trend will continue making the 2020 goal of 796 attainable.

FFY2019 Core Performance Measures Report

The following provided analysis of NHTSA's Core Outcome Measures and others tracked by MDT (FARS Data).

Montana Department of Transportation NHTSA Core Outcome Measures								
Core Measure	Description	2014	2015	2016	2017	2018	2018 Target	2020 Goal
C-1*	Number of Fatalities	192	224	190	186	182		
	5-Year Moving Average	205	212	208	204	195	192.6	172
C-2*	Number of Serious Injuries	965	1,000	835	731	769		
	5-Year Moving Average	1,033	1,033	1,006	927	860	925.2	796
C-3*	Fatalities/VMT	1.58	1.81	1.51	1.47		1.84	1.28
C-4	Unrestrained Passenger Vehicle Fatalities	99	114	94	86	85		
	5-Year Moving Average	104	109	106	100	95	109	98
C-5	Alcohol-Related Fatalities	73	76	84	56	79		
	5-Year Moving Average	82	83	83	76	74	89	85
C-6	Speed-Related Fatalities	52	91	61	59	67		
	5-Year Moving Average	72	76	74	68	66	81	74
C-7	Motorcyclist Fatalities	23	24	17	23	21		
	5-Year Moving Average	27	26	26	24	22	30	28
C-8	Un-helmeted MC Fatalities	12	18	12	14	11		
	5-Year Moving Average	16	17	17	16	13	19	17
C-9	Fatalities Involving Drivers Age 20 or Less	26	35	19	24	26		
	5-Year Moving Average	26	27	26	26	26	27	24
C-10	Pedestrian Fatalities	10	14	11	14	15		
	5-Year Moving Average	13	14	13	15	13	14	13
C-11	Bicycle Fatalities	2	1	3	1	2		
	5-Year Moving Average	1	1	2	2	2	1	1
Other MDT Performance Measure								
O-1	American Indian Fatalities	37	42	41	31	34		
	5-Year Moving Average	32	34	37	36	37	33	32
Core Behavior Measure								
		2015	2016	2017	2018	2019	2019 Target	2020 Goal
B-1	Observed Seat Belt Use	76.8%	76.2%	78.2%	86.6%	88.9%	77.6%	77.7%

		Core Activity Measures						
		2015	2016	2017	2018	2019		
A-1	Seat Belt Citations Issued During Grant-Funded Activities	2,610	2,661	2,661	2,848	3,194	N/A	N/A
A-2	Impaired-Driving Arrests Made During Grant-Funded Activities	468	361	570	388	373	N/A	N/A
		2015	2016	2017	2018	2019	N/A	N/A
A-3	Speeding Citations Issued Grant-Funded Activities	10,117	9,842	9,563	7,658	8,637	N/A	N/A

Standard Target Statements

The standardized target statements are as follows:

Performance Measure Identifier	Core Performance Measure and Goals
C-1) Traffic Fatalities (FARS)	To decrease traffic fatalities 2.1% from the 2010-2014 five year rolling average of 211 to 172 by December 31, 2020. (Established in the CHSP.)
C-2) Serious Traffic Injuries (State Crash Data Files)	To decrease the serious traffic injuries 6.7% from the 2010-2014 five year rolling average of 1,029 to 796 by December 31, 2020. (Established in the CHSP.)
C-3) Fatalities/VMT (FARS/FHWA)	To decrease the fatalities/VMT from the 2010-2014 five year rolling average of 1.8 to 1.28 by December 31, 2020. (Established in the CSHP.)
C-3a Rural Fatalities/VMT	To decrease rural fatalities/VMT from the 2010-2014 five year rolling average of 2.43 to 2.42 by December 31, 2020.
C-3b Urban Fatalities/VMT	To decrease the urban fatalities/VMT from the 2010-2014 five year rolling average of 0.33 to 0.22 by December 31, 2020.
C-4) Unrestrained Passenger Vehicle Occupant Fatalities (FARS)	To decrease unrestrained passenger vehicle occupant fatalities in all seating positions from the 2010-2014 five year rolling average of 104 to 98 by December 31, 2020.
C-5) Alcohol Impaired Driving Fatalities (FARS)	As trend data indicates a rise in alcohol impaired driving fatalities, MDT hopes to maintain alcohol fatalities at the 2010-2014 five year rolling average of 82 through December 31, 2020. This would be a reduction in the overall trend.
C-6) Speeding Related Fatalities (FARS)	To decrease speed-related fatalities 5.0% from the 2010-2014 five year rolling average of 78 to 74 by December 31, 2020.
C-7) Motorcyclist Fatalities (FARS)	In response to the increasing trend line, MDT hopes to maintain motorcyclist fatalities at the current 2010-2014 five year rolling average of 28 through December 31, 2020.

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

Performance Report

The chart below provides a brief synopsis of the targets for the core performance measures and others MDT is tracking and the progress Montana has made toward meeting those targets.

Core Measure	Description	2018 Target	Status	Comments
C-1	Number of Fatalities*	192.6	Target Not Met: The five-year average for fatalities was 195 for 2018.	There were 182 fatalities in Montana during 2018. While Montana met the 2018 target as set at 186, the five-year average remains high. However, in recent years there have been significant reductions in total fatalities with four less at 182 in 2018 compared to 186 in 2017. Montana is optimistic that this downward trend will continue.
C-2	Number of Serious Injuries*	925.2	Target Met: The five-year average for serious injuries was 860 in 2018.	Montana 770 serious injuries during 2018. This was an increase from 2017 but is the second lowest year in the previous ten years. Serious injuries continue a dramatic 10-year decline putting Montana on track to meeting the 2020 goal of 796.
C-3	Fatalities/VMT*	1.84	Target Was Met: According to 2017 data,	2017 data is shown as the 2018 VMT is not available on FARS as of this date. Montana did meet the

Core Measure	Description	2018 Target	Status	Comments
			the five-year average VMT for 2017 was 1.65.	fatality/VMT goal for 2017. There have been significant decreases in these numbers over the last years with 2017 being the lowest in the last ten years. Even with the dramatic decrease, the 2020 five-year average goal of 1.28 could be challenging to meet.
C-4	Unrestrained Passenger Vehicle Fatalities	109	Target Met: The five-year average number of unrestrained fatalities was 95 for 2018.	There were 85 unrestrained fatalities during 2018. This is the lowest number Montana has seen during the last five years, with 2017 being the second lowest. This most recent downward trend has enabled Montana to attain the five-year average target for 2018 and is on track to reach the long-term 2020 goal of 98.
C-5	Alcohol Impaired Fatalities	89	Target Met: According to FARS data Montana had a five-year average for alcohol-related fatalities of 74 during 2018.	Montana saw an uptick in impaired driving fatalities during 2018, however, the five-year target of 89 was met. There were 79 impaired driving fatalities in 2018. After reaching a record breaking low during 2017, (56 or 30%), 2018 increased to 79 or 43%, which is fairly consistent with previous years. MDT feels that performance from activities such as increased DUI citations, utilization of DUI Courts throughout the state, increasing that to five courts throughout the state, a statewide impaired driving media plan and support of local DUI Task Forces will ensure that the 2020 goal is met and work to decrease these fatalities into the future.
C-6	Speed-Related Fatalities	81	Target Met: The five-year average for speed-related fatalities was 66 in 2018.	There were 67 speed related fatalities during 2018. This represented 36% of the total fatalities. These type of fatalities tend to fluctuate from year to year accounting for anywhere between 27% and 40% of the total. While

Core Measure	Description	2018 Target	Status	Comments
				2018 saw an increase in speeding fatalities, Montana is on track to meet the 2020 goal of 74.
C-7	Motorcyclist Fatalities	30	Target Met: The data indicates that the five-year average for motorcycle fatalities was 22 in 2018.	There were 21 motorcycle fatalities in Montana during 2018. This is the second lowest number during the last five years. Motorcycle fatalities have dramatically decreased during the last ten years after reaching a high of 34 in 2013. Montana will surpass the 2020 goal of 28.
C-8	Un-helmeted MC Fatalities	19	Target Met: The five-year average for un-helmeted fatalities was 13 in 2018.	Un-helmeted fatalities continue to decline with only 11 during 2018. This was the lowest rate over the last five years. Un-helmeted fatalities represented 52% of all motorcycle fatalities as compared to 60% in 2017 and as high as 75% in 2015. With these dramatic reductions, Montana in on track to meet the 2020 goal of 17.
C-9	Fatalities Involving Drivers Age 20 or Less	27	Target Met: The five-year average for the period ending in 2018 was 26.	Fatalities for drivers age 20 or less increased slightly during 2018 to 26, up from 24 in 2017. However, the 2018 target of 27 was met with the five-year average being 26 for that year. These fatalities have remained fairly steady during the last five year around the mid-twenties. Montana's partnership with Family, Career, and Community leaders of America is working to reduce these numbers. MDT will continue to seek out other funding opportunities and provide NHTSA funding for Montana's FCCLA chapters to continue their promotion of teen traffic safety in the state. Given the current trend, the 2020 five-year average range goal of 24 will be challenging to attain.
C-10	Pedestrian Fatalities	14	Target Met: Pedestrian fatalities five-year average was 13 for the period ending in 2018.	Pedestrian fatalities accounted for 15 of Montana's traffic fatalities during 2018. This is up from 14 during 2017. The 2018 target of 14

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

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

HSP Adjustments for Performance Targets Not Met

Fatalities

Although the five-year rolling average for fatalities was not met (192.6), there were 182 fatalities in 2018, 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 CHSP 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.

Bicycles

Bicycle fatalities have generally been one to two per year. The 2020 five-year rolling average goal is 1. At the end of 2018 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 increase only slightly from 31 in 2017 to 34 in 2018. These most recent years are the lowest numbers Montana has seen over the last five years. Unfortunately, even with these decreases the 2018 five-year rolling average was not met. 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 looked at some of these options during 2019 and will continue to pursue these during FFY2020.

Description and Analysis of Projects and Activities Funded

Occupant Protection Projects

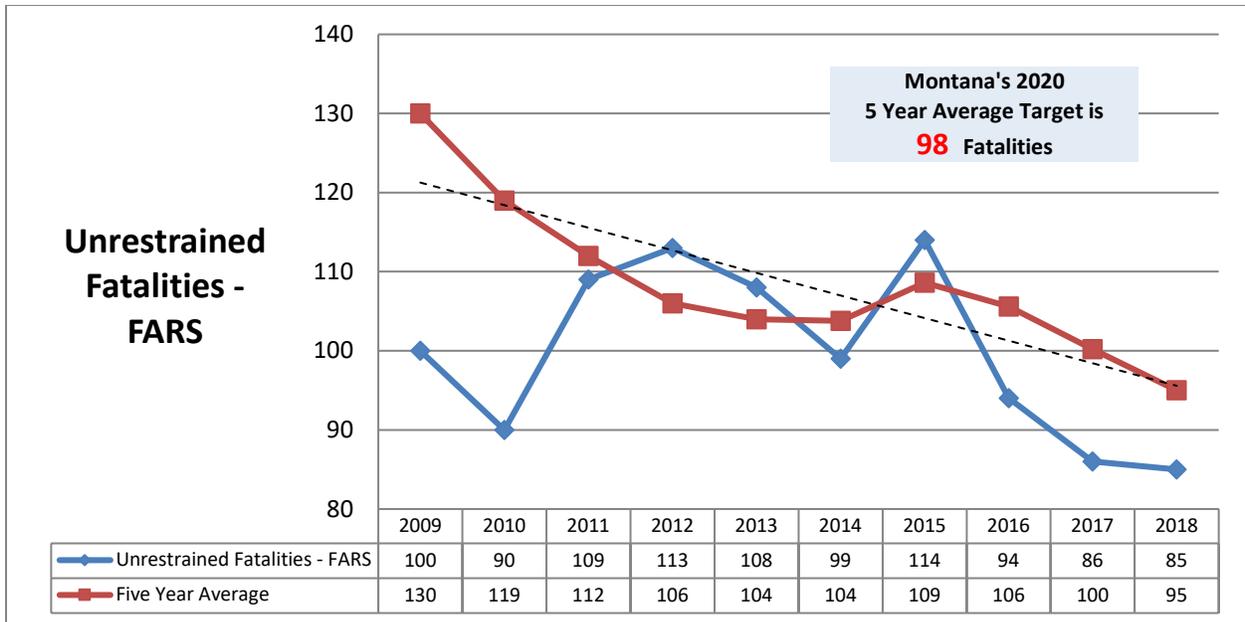
Overview

Montana does not have a primary seat belt law. While there have been many attempts to pass this legislation, none have been successful.

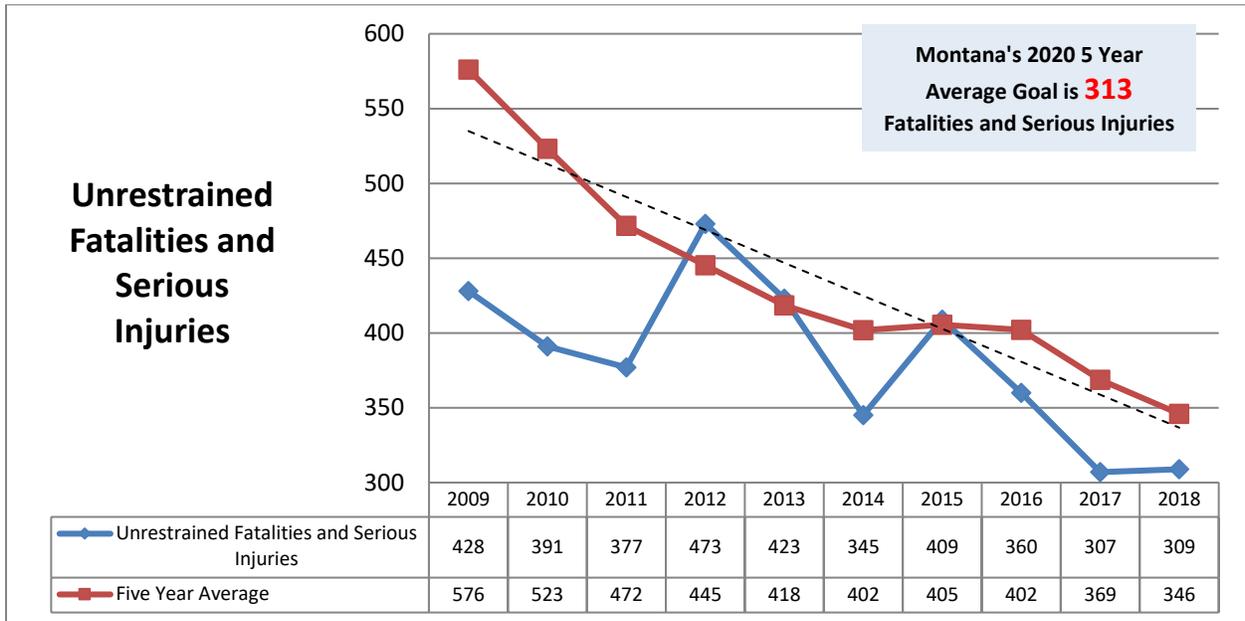
The following goals have been established for the occupant protection in Montana:

- 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 following charts represent the progress Montana is making at reaching these goals:



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



Unfortunately, unrestrained fatalities and serious injuries increased by two from 2017 up to 309. However, the trend line shows a fairly significant decline during the last ten years, decreasing by over 100 from 2009 through 2018. Even given the sharp decrease, the 2020 five-year average goal of 313 will be challenging to meet, as the 2018 five-years average is 346.

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

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

Project Descriptions and Activities Funded

Buckle Up Montana (BUMT) Program

Amount Obligated:	\$166,553
Amount Expended:	\$161,067

Contract Number	Project Name
110149	Cascade County BUMT
110150	Flathead County BUMT
110152	Missoula/Granite County BUMT
110151	Tri-County BUMT

Proposed Project Outcome: The coalitions will provide education and outreach regarding the importance of wearing a seat belt throughout their communities. Coordinators will work with local health departments, law enforcement, media partners, schools to reach teen drivers. They will also

attend events to distribute educational material in an effort to reach the 2020 goal of a five-year average of 77.7% as determined by the observational seat belt survey.

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 Safe Kids Yellowstone County and the Greater Gallatin Safety Coalition focusing strictly on Child Passenger Safety.

Local seat belt surveys are tracked annually for use in their public education efforts. Below are the observed seat belt usage rates for FFY19. These statistics give the coalitions an idea on where to focus future educational efforts.

- Missoula/Granite County: The observed seat belt usage rate for non-pickup truck vehicles was 82% in FFY18 and 94% in FFY19. Usage rates for pickup trucks was 86.36% in FFY19, an increase from the FFY18 usage rate of 71%. Historically low pickup truck usage rates prompted a *Buckle Up in your Truck* media campaign which began in FFY15 and continued throughout FFY19.
- Cascade County: Observed seat belt usage rate remained steady during the 2019 fiscal year at 79.5%.
- Flathead County: County wide observed seat belt usage rate was 84% while those near high schools held steady with an observed average of 75%.
- Tri-County: Observed seat belt usage rates among tweens and new/young drivers increased by 2% from 81% in FFY18 to 83% in FFY19. Observed seat belt use by all occupants age 25 and older increased by 1% from 81% in FFY18 to 82% in FFY19.

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 FFY19, 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, 13 Saved by the Belt awards were presented to individuals involved in motor vehicle crashes that were saved by wearing their seat belts.

These awards are typically presented at a press conference with the survivor(s), family members, law enforcement and public officials present to send a positive message and increase public awareness of the benefits of seat belt use. In addition to receiving the award certificate, recipients receive a Saved by the Belt key ring donated by Opportunity Bank and a gas card donated by Town Pump.

The following is the story of Sharla Bryant’s “Saved by the Belt” experience:

Montana Highway Patrol Trooper Robert Strauch nominated Sharla Bryant and her four children for the award after they were involved in a car crash on May 30, 2019. Trooper Strauch reported Ms. Bryant was southbound on Highway 93S with her four children when a vehicle pulled out in front of her and the two vehicles collided. All of her children were in appropriate child safety seats for their age and weight. Ms. Bryant sustained minor injuries. At the hospital Ms. Bryant was insistent that NEW car seats were purchased before her children were transported home. In Trooper Strauch’s 17 years of law enforcement he had never observed anyone that was so adamant about the safety of their children when it came to car seats.



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 social media sites and create topic-specific flyers to distribute throughout their counties. 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 BUMT coalitions participated in the Montana Capitol Rotunda Safety Day - January 29, 2019 - during the 2019 legislative session. They arranged and organized for two 1st grade classes

from a local elementary school to attend the event. Activities for the children involved a rotation through six seat belt activity stations that included: Buckle Up Bug coloring page, large booster seat/walk under the bar, seat belt and booster seat demonstrations, vehicle safety mats, seat belt selfie picture booth. The event included Governor Steve Bullock reading "I'm Safe Just for Big Kids" book about seat belts and booster seats and discussing vehicle safety with the students. The BUMT coordinators helped pack student bags with stickers, BUB coloring books and crayons that the students took home with them. Four CPS Technicians and five CPS Instructors were also in attendance. The BUMT coordinators also had an educational display with OP information that was available to the public. Additionally, six SBTB awards were coordinated by the BUMT's to be presented at the event.

- The Respect the Cage educational display illustrates 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. Missoula City-County Health Department acquired this display several years ago from the Montana Department of Transportation. This agency continues using it to educate the public about the importance of wearing a seat belt. In FY19, the exhibit was displayed at the Annual Kids Fair at Southgate mall in March 2019, the CASA superhero fun run in April 2019 and the Safe Kids Safety Fair in September 2019. These 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. Buckle Up Montana partners with local law enforcement officers and EMTs to provide demonstrations and education to drive home the importance of seat belt usage. The Rollover Simulator was utilized in various community settings during this grant year including at the Health and Safety Fair at Columbia Falls High School and the Evergreen Student Experience day. Over 600 students participated in these two events.



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.
- The Flathead County and Tri-Co BUMT Coordinators also partner 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 14 and 25. The Montana Highway Patrol is the only Law Enforcement Agency in Montana 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 calendar year 2019, 52 classes were held with 769 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 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.
- The Tri-Co BUMT Coordinator developed a peer to peer activity in which the students in Drivers Education classes develop a seat belt law for Montana to include fine amount, exemptions, an effective date, and whether they would choose for it to be a primary or secondary enforcement law. This interaction provides an opportunity for this age group to feel involved in the process of how laws are written and designed.
- During National Teen Driver Safety week in October 2018, the Cascade County coalition organized teen appearances on radio and TV to discuss the importance of traffic safety, displayed a wrecked vehicle with banners reminding people to buckle up and provided banners to all county high schools featuring Saved by the Belt teen awardees.
- In Flathead County, the BUMT Coordinator met with Flathead High School's FCCLA group to partner on traffic safety efforts and provide materials to distribute to their peers.
- This year's Super Bowl again afforded the Tri-Co coalition the opportunity to gather Broadwater County middle and high students together to watch the game and educate them about the benefits of seat belt use as well as other traffic safety advice. This event started 10 years ago and the attendance this year set a record - 34 middle school and 56 high school students.

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.

- In Missoula County, the BUMT Coordinator met with management and staff at Karl Tyler Chevrolet to discuss the importance of seat belt use. Karl Tyler was given 4 Buckle Up signs and agreed to display them at each parking lot exit.

Partnerships with Medical Personnel

Montana’s Child Passenger Safety team often partners with hospital staff to provide child passenger safety information to new parents. For example, the Tri-Co Coordinator developed a new CPS presentation as part of the “Prepared Parenting Class” at St. Peter’s Health and presented to a group of 10 parents.

Child Passenger Safety (CPS) Awareness

Last fiscal year, all four of the BUMT coalition coordinators were nationally certified CPS Instructors. Due to staffing changes in 2019 at the local level, currently all four coordinators are CPS Technicians and two are Certified Instructors. They are continually and passionately promoting CPS by hosting checkup events, manning permanent inspection stations, providing CPS trainings, technician updates and educating expectant parents. CPS educational materials are provided to numerous organizations including hospital maternity wards and pediatric offices throughout the state.

Mini Grants

Amount Obligated:	\$25,000
Amount Expended:	\$12,022

Contract Number	Project Name
110634	Hill County BU Program
110635	Safe Kids Yellowstone County
110697	State CPS Assistant – HSD
110952	Safe Kids Fair/High School Outreach

Proposed Project Outcome: Provide smaller communities an opportunity to provide education and outreach regarding the importance of wearing a seat belt. The target events would be events that have been proven to be high-risk traffic safety times for the specific community.

Contribution: Four mini-grants were awarded during FFY19 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. Each mini-grant has a \$5,000 cap.

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

Project/Entity	Project Goal
Hill County Buckle Up Program	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 developed and implemented local public information and education (PI&E) programs that reached various demographics to encourage seat belt and car seat usage. By focusing on at-risk populations, the goal of this program was to maximize the use of occupant restraints by all vehicle occupants. The coordinator encouraged the public to comply with Montana’s seat belt and child passenger safety laws and was 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.
Safe Kids Yellowstone County	The Safe Kids Yellowstone County project purchased three sets of safety training dolls for the CPS trailer located in Yellowstone County. The goal of the mini-grant was to increase the quality of the CPS training opportunities throughout the state. The dolls are used at CPS trainings to provide more realistic training opportunities by providing a variety of doll sizes for students to use with car seats.
State CPS Assistant	Due to staffing changes in December 2018, MDT was in a transition period with the state CPS coordinator position. The objective of the grant was to assist MDT staff with increasing Certified Technicians and maintaining certification of current CPS Instructors and Technicians by coordinating CPS training during the transition period. This was done by connecting the public and CPS community with State CPS resources including trainings, CPS Technicians and Instructors, Inspection Stations, and facilitating a positive environment that empowered active partnerships and involvement.
Safe Kids Fair/High School Outreach	A portion of the funding was provided through the Impaired Driving mini-grant Program – see the Impaired Driving section for project details.

Child Passenger Safety (CPS) – Car Seat Distribution Program

Amount Obligated:	\$25,000
Amount Expended:	\$24,967

Contract Number	Project Name
NA	Program Purchase

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

Contribution: Car seats were distributed.

In FFY19, 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 caregivers 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

Amount Obligated:	\$31,500
Amount Expended:	\$29,800

Contract Number	Project Name
N/A	Training Program

Proposed Project Outcome: Conduct at least four National CPS trainings throughout the state to certify an additional 25 Technicians. Conduct an annual update training for Instructors and Technicians to ensure certifications do not lapse and instructors receive the necessary CEU's to maintain their status. Purchase the new latch manual for Technicians statewide.

Contribution: Conducted six child passenger safety trainings. Seventy new Technicians were certified.

In FFY19, Montana hosted six CPS trainings, two local Technician updates and one statewide Technician update. During fiscal year 2019, 70 new Technicians were certified. As of the end of FFY19, Montana has 270 Technicians and 18 Instructors.

Montana's CPS 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 and the opportunity to participate in a checkup event and complete other requirements needed to recertify.

CPS 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. At the close of FFY19 there were 41 inspection stations registered with NHTSA. These stations cumulatively serve 36 of Montana's 56 counties, providing services to approximately 91% of the population. Montana's CPS Technicians reported inspecting over 1,200 child restraints and distributed over 400 car seats to parents/caregivers throughout FFY19.

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. The following Montana Native American Reservations have inspection stations registered with NHTSA:

Blackfeet Indian Reservation – Located at IHS Blackfeet Community Hospital
 Fort Belknap Indian Reservation – Located at Fort Belknap Tribal Health Department
 Fort Peck Indian Reservation – Located at Fort Peck Tribes

Child Passenger Safety (CPS) – Media Program

Amount Obligated:	\$52,000
Amount Expended:	\$62,800

Contract Number	Project Name
Wendt	CPS Media

SHTSS promotes CPS events throughout the year by providing media coverage. A variety of venues were used in FFY19 including radio, press releases, Facebook posts, newspaper, etc. The following are the markets and timing for radio support of CPS events:

- Columbus: November 5-9, 2018
- Great Falls: November 26-30, 2018
- Whitefish: November 29-December 5, 2018
- Helena: April 26-May 2, 2019 – Statewide Technician Update Event
- Missoula: May 6-11, 2019
- Billings: June 3-8, 2019
- Havre: June 3-8, 2019

In addition, media was provided to CPS events that took place during CPS week, September 15-21. During that week, 18 check-up events were held, including a weeklong event held by the Dawson County Health Department.

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 FFY19 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

Amount Obligated:	\$50,000
Amount Expended:	\$14,149

Contract Number	Project Name
110110	Missoula LEL
110117	Belgrade LEL
110118	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 9 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 9 participants for the program. One was recruited by staff.

Montana Highway Patrol Safety Enforcement Traffic Team (SETT)

Amount Obligated:	\$736,755
Amount Expended:	\$629,442

Contract Number	Project Name
110134	MHP SETT

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

- Montana State University vs University of Montana football game
- Flathead/Whitefish Winter Carnival Festival
- Butte/Silver Bow St. Patrick's Day Celebration
- 4th of July Celebration
- Carbon and Yellowstone County Iron Horse Rodeo Celebration

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 2,911 patrol hours during FFY2019. A combined 7,395 citations and warnings were given to motorists. The total number of hours worked by the team in 2019 was down as SETT staffing experienced a 100% turnover.

FFY2019 Citations – SETT							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
87	3	9	741	6	10	29	0
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	
171	333	1400	39	98	1	2234	

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

- Winter Mobilization – Butte
- May Mobilization – Click It or Ticket – Billings
- Labor Day Mobilization – Drive Sober or Get Pulled Over – Kalispell
- St. Patrick’s Day - Butte
- Winterfest Carnival – Flathead County
- 4th of July – Bozeman
- Cat/Griz game – Bozeman/Missoula
- Iron Horse Rodeo – Carbon County/Red Lodge
- Montana State Fair – Cascade County

Selective Traffic Enforcement Program (STEP)

Amount Obligated:	\$499,500
Amount Expended:	\$411,118

Contract Number	Project Name	Contract Number	Program Name
110119	Belgrade STEP	110128	City of Havre STEP
110120	Billings STEP	110129	City of Kalispell STEP
110166	Bozeman STEP	110130	Lewis and Clark County STEP
110121	Butte-Silver Bow STEP	110123	Missoula County STEP
110122	City of Columbia Falls STEP	110140	City of Missoula STEP
110124	Dawson County STEP	110132	Valley County STEP
110125	Flathead County STEP	110133	Whitefish STEP
110126	Gallatin County STEP	110131	MHP STEP
110127	City of Glendive STEP		

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

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, 2018 to September 30, 2019 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 4th 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 FFY2019, SHTSS contracted with seventeen law enforcement agencies (excluding tribal STEP, see page 53). 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 497 overtime hours were worked during the FFY2019 Winter Mobilization by 15 participating Agencies. 1,062 citations and warnings were issued during this mobilization.

FFY2019 Citations – Winter Mobilization							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
12	4	0	70	1	5	1	0
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	
35	73	276	18	21	1	545	

A total 975 overtime hours were worked during the FFY2019 May Mobilization by 15 participating Agencies. 2,638 citations and warnings were issued during this mobilization.

FFY2019 Citations – May Mobilization							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
14	4	0	163	5	1	8	0
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	
56	117	738	9	25	1	1497	

A total 1047 overtime hours were worked during the FFY2019 Labor Day Mobilization by 16 participating Agencies. 2,822 citations and warnings were issued during this mobilization.

FFY2019 Citations – Labor Day Mobilization							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
17	5	3	231	0	8	2	2
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	
56	135	825	17	12	1	1508	

Law enforcement agencies participating in the STEP program provided 7,894 hours of overtime patrols during FFY2019. There were a combined 18,051 citations and warnings given to motorists. The following matrix itemizes all citations given by all STEP participants, including SETT:

FFY2019 Citations – STEP							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
268	54	22	2176	39	44	69	8
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	
564	1273	7071	189	235	13	14,421	

By comparison, law enforcement agencies participating in STEP during FFY2018 provided 13,279 hours of overtime patrols with a combined 31,904 citations and warnings given to motorists.

Helena Police Traffic Safety Pilot

Amount Obligated:	\$94,996
Amount Expended:	\$90,189

Contract Number	Project Name
110175	Helena Police Traffic Safety Pilot

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

Contribution: MDT and the Helena Police Department (HPD) collaborated on the development of this pilot program during FFY2019 because competing overtime and manpower issues were limiting STEP participation by the HPD. The inception of this program evolved slowly, but eventually developed into its current form. The funding is used to pay regular time and benefits for traffic safety enforcement; ten-hour shifts are worked when the incidence of impaired driving is at its highest, primarily nights and weekends. This is the first year for the pilot, and HPD’s first step in developing a dedicated traffic enforcement program. Though only one year of data has been collected, preliminary numbers show a threefold increase in the detection and apprehension of impaired drivers. Progress on the pilot will be monitored closely as it indicates an increased efficiency in traffic safety funding.

This pilot project dedicated 2,070 law enforcement hours focusing primarily on enforcing impaired driving and occupant protection laws. Five training sessions were conducted with an approximated 230 students in attendance.

During 2019, a total of 593 total citations and 110 warnings were issued. Of these, 147 Driving Under the Influence arrests were made.

STEP Mini-Grant Program

Amount Obligated:	\$60,000
Amount Expended:	\$43,248

Contract Number	Project Name	Contract Number	Program Name
110883	Billings PD	110834 & 110558	Powder River County Sheriff
110752	Blaine County Sheriff	110594	Red Lodge PD
110559	Glasgow PD	110560	Ronan PD
110650 & 110936	Jefferson County Sheriff	110819	St. Ignatius PD
110637	Lake County Sheriff	110821	Troy PD

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: Ten 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 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 FFY2019 ten agencies were awarded grant funds to increase enforcement efforts and provide single event, multi-jurisdictional high visibility enforcement. There was a total of 821 overtime hours worked and 966 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
Billings PD	Ford Driving Skills for Life	Officers provided training to participants at the FDSFL event
Lake County Sheriff's Office	Memorial Day Mob, 4 th of July, Pioneer Days, Blues Festival, and 2 Pow Wows	HVE and sustained enforcement for Impaired Driving and Seat Belts
Glasgow Police Department	Local Events Feb - May	HVE and sustained enforcement for Impaired Driving and Seat Belts
Jefferson County Sheriff's Office	Rocking' the Rivers and Country Jam Music Festivals	Impaired Driving Checkpoints at concerts
Powder River County	Prom, St. Patrick's Day and Memorial Day Mobilization	HVE and Sustained enforcement for Impaired Driving and Seat Belts
Red Lodge Police Department	May Mobilization, Summer High Traffic Volume	HVE enforcement for Impaired Driving and Seat Belts HVE and Sustained enforcement for Impaired Driving and Seat Belts
St. Ignatius Police Department	Summer Traffic Season, May Mobilization	HVE and Sustained enforcement for Impaired Driving and Seat Belts HVE enforcement for Impaired Driving and Seat Belts
Troy Police Department	4 th of July, Summer Traffic Season	HVE and Sustained enforcement for Impaired Driving and Seat Belts
Ronan PD	Lake County Fair and Pioneer Days	HVE for Impaired driving and occupant protection

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

FFY2019 Citations – Mini-Grants							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
18	3	0	225	7	2	7	3
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	
20	23	166	14	47	0	141	

MHP Traffic Safety Resource Officer

Amount Obligated:	\$174,973
Amount Expended:	\$157,982

Contract Number	Project Name
110135	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 eight ARIDE courses with 114 participants; 3 DRE Recertification courses with 18 participants; 7 courses for Standard Field Sobriety Testing (SFST) with 222 participants; and 1 SFST Instructor Training with 14 participants; Ten wet labs were conducted for Law Enforcement, Park Rangers and MSU student body leadership. The TSRO also provided training at the Prosecutor's Boot Camp, presented at the CHSP Annual Meeting and assisted with the Department of Revenue's alcohol server training videos

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, 14 Participants
- SFST Certification – 7 courses, 222 participants
- DRE Recertification – 3 courses, 18 participants
- ARIDE Certification – 8 courses – 114 participants

STEP/SETT Media

Amount Obligated:	\$45,320
Amount Expended:	\$45,320

Contract Number	Project Name
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.

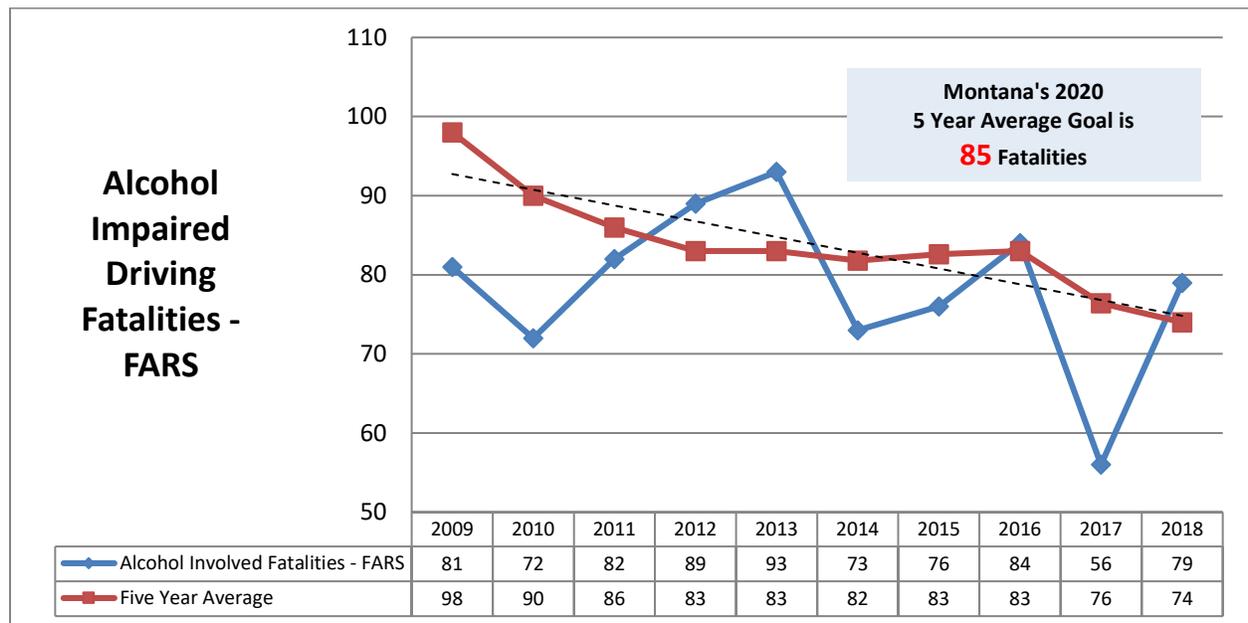


Impaired Driving Projects

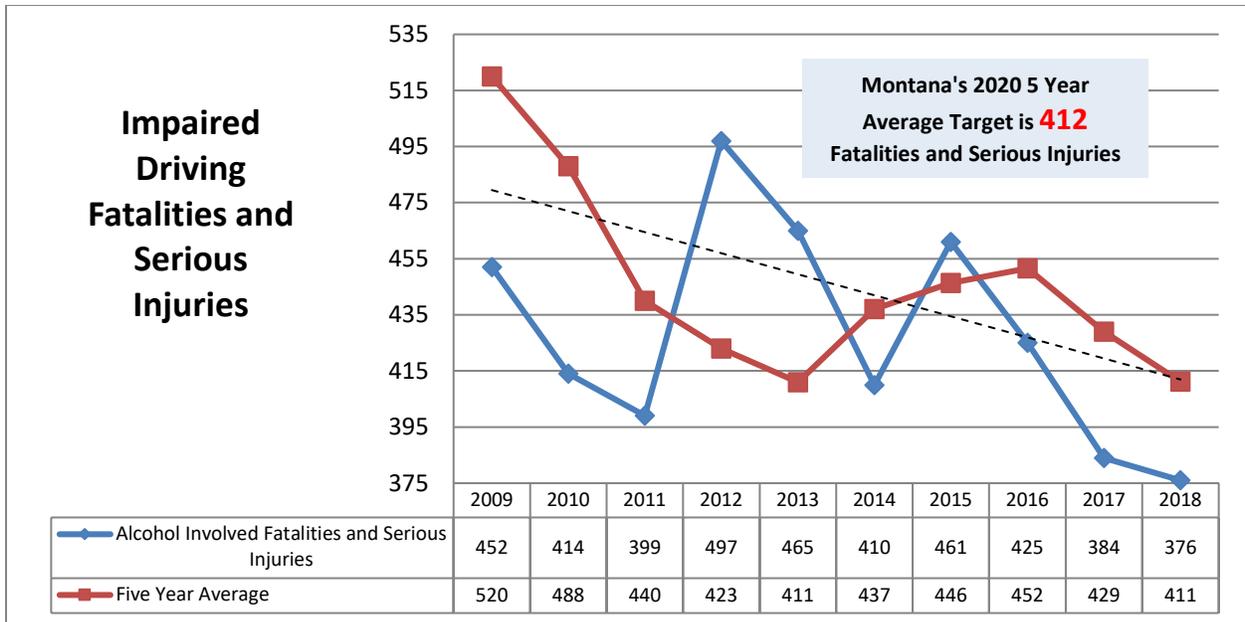
Overview

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

The following represent the progress Montana has made in combating this traffic safety issue.



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



For another year in a row impaired driving fatalities and serious injuries declined, making 2018 the lowest year for these injuries over the last ten years. With this steady decrease, Montana is confident that the 2020 five-year average goal of 412 will be met.

Project Descriptions and Activities Funded

DUI Court Implementation

Amount Obligated:	\$470,432
Amount Expended:	\$339,240

Contract Number	Project Name
110145	7th Judicial DUI Treatment Court
110141	Butte-Silver Bow DUI Court
110144	Yellowstone County DUI Court
110143	Hill County DUI Court
110142	Missoula County

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

Contribution: DUI Courts are a proven strategy for rehabilitation of repeat DUI offenders. The DUI Courts served approximately 209 offenders and graduated 46. The program exceeded the goals outlined for FFY2019. Missoula court was a new Court implemented in FFY2019, which is critical considering that Missoula is one of Montana’s most populated counties. MDT has supported and will

continue to support DUI Courts. They are a best practice measure and are an approved strategy within the CHSP.

The DUI court program is designed to change the behavior of repeat DUI offenders by providing intensive supervision and treatment for willing and eligible impaired driving offenders. Participants 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. 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. 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 and court size and jurisdictional status. 209 individuals were served during the FFY19 with a total of 46 graduating. Not only the individuals that are served by DUI Courts benefit from the program, but their family and the community also benefit.

DUI Court and Presiding Judges	Clients Served	FY19 Grads	Amount Expended
1. 7th Judicial District (Richland, McCone, Prairie, Dawson, and Wibaux Counties) Judge Olivia Rieger	39	13	\$18,001
2. Yellowstone County Sobriety Treatment Education Excellence Rehabilitation (STEER) Court Judge Mary Jane Knisely	106	14	\$122,568
3. Butte-Silver Bow County Judge Deborah Williams	39	16	\$75,382
4. Hill County Judge Audrey Barger	22	3	\$76,271
5. Missoula County* Judge Landee Holloway	8	-	\$47,017

*Court is new as of FFY19, no participants have completed the program to graduation yet.

In March of 2017, NCDL, in conjunction with NHTSA selected the STEER Court (Yellowstone County) as an Academy Court for the next three years. NCDL 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 Training

Amount Obligated:	\$11,500
Amount Expended:	\$10,957

Proposed Project Outcome: MDT will send one team to out-of-state training on the DUI court model. They will receive up to \$8,000 for travel costs for the required participants (judge, DUI Court coordinator, prosecutor, defense counsel, expert in research & evaluations, law enforcement, treatment, and probation). The training is 3.5 days long. It covers the 10 guiding principles of the DUI court model and includes an on-site visit to a DUI court academy. Applications are required so that the process may be competitive if more than one team applies.

Contribution: Instead of sending one team out of state for the training, MDT collaborated with NCDC and hosted a DUI Court Operational Tune-up training for five DUI Courts at Montana’s Law Enforcement Academy. 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 dedicated to training 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 NCDC. The training is provided by the NCDC, a division of the National Association of Drug Court Professionals (NADCP), and the National Highway Traffic Safety Administration. Training provides DUI Court teams the ability to be more competitive for federal discretionary grant programs that support Treatment Courts.



**National Center for DWI Courts &
 National Highway Traffic Safety Administration,
 US Department of Transportation
 DWI Court Training Initiative**

DWI COURT OPERATIONAL TUNE-UP TRAINING
HELENA, MT
May 14-15, 2019

Traffic Safety Resource Prosecutor

<i>Amount Obligated:</i>	<i>\$85,000</i>
<i>Amount Expended:</i>	<i>\$48,208</i>

<i>Contract Number</i>	<i>Project Name</i>
<i>110180</i>	<i>Traffic Safety Resource Prosecutor</i>

Proposed Project Outcome: The TSRP will conduct trainings to include Law Enforcement, prosecutors, judicial and state DUI Task Forces. The schedule will be determined as the new TSRP program is developed with DOJ.

Contribution: FFY2019 was the first year of implementation for Montana’s Traffic Safety Resource Prosecutor (TSRP). MDT entered into a contract with the Montana Department of Justice (MDOJ) for a TSRP. MDOJ is using an Assistant Attorney General out of the Prosecution Services Bureau to provide TSRP services. Training was provided by the TSRP throughout the fiscal year in a variety of settings.

The TSRP serves as an expert resource to promote the value of and consistency in, the enforcement, prosecution and conviction of impaired driving violations for state, county, municipal and tribal law enforcement, prosecutors and judges.

The TSRP maintains curriculum for training of investigative and prosecution techniques for impaired driving. This training is provided at the local and state level and may include current Montana DUI Code, presentation of breath and blood testing procedures, proof of impairment, evidence gathering issues, current and new case law, etc. Training provided will complement the efforts of a variety of other impaired driving state and local programs.

24/7 Sobriety Program

Amount Obligated:	\$117,275
Amount Expended:	\$86,609

Contract Number	Project Name
110135	24/7 Coordinator

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

Contribution: Training and technical assistance was provided throughout the entire state during FFY19. All Montana counties are currently participating in the program with either twice a day breath testing and/or SCRAM. Tribal outreach has continued throughout the fiscal year. There were some legislative changes to the 24/7 statute during the 2019 Montana Legislative Session. The major change was allowing local programs to use remote breath testing if approved by the Montana Highway Patrol. This will provide more resources in counties to monitor alcohol use.

The Montana State Legislature passed legislation for the 24/7 Program during the 2011 Legislative Session and was modified during the 2013 and 2015 session to strengthen the programs 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 for successful implementation. These partners may include, but are not limited to: Judiciary, prosecutor's office, law enforcement, detention personnel, SCRAM vendors, treatment professionals, and probation.

Montana has 56 counties spread out over a vast area so implementing and sustaining a program statewide requires full time coordination. Each 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. The website for the 24/7 Program can be found [here](#).

During FFY2019, there were 1,250 reported participants on the 24/7 Program and 151,302 passed tests (99.7% success rate). All the 56 Montana Counties participating in the 24/7 program, use either the breath-test component, continuous alcohol monitoring or a combination of both. In FFY19, seven new contracts were signed so testing data can be collected.

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

Non-Enforcement Impaired Driving Mini-Grants

Amount Obligated:	\$50,000
Amount Expended:	\$10,000

During FFY19, 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 were three funded mini-grants as described below.

Youth Connections

Proposed Project Outcome: Through these mini-grants communities will have an opportunity to raise awareness about the dangers of impaired driving, leading to a reduction in fatal and serious injury crashes.

Contribution: This project was successfully completed by educating various members of the community on the dangers of driving under the influence of marijuana.

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 marijuana impaired 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 marijuana.

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 marijuana.



Statewide Drug Court Conference

Proposed Project Outcome: Through these mini-grants communities will have an opportunity to raise awareness about the dangers of impaired driving, leading to a reduction in fatal and serious injury crashes.

Contribution: This project was successfully completed by training treatment court professionals across the state in best practices.

The Montana Judicial Branch/Supreme Court is the agency designated by the Montana Legislature to oversee Montana's drug courts. Montana currently has 36 drug courts (4 family drug courts, 10 adult drug courts most of which include DUI arrests/conviction cases, 2 juvenile, 2 co-occurring, 6 DUI Courts with only DUI cases, 8 tribal courts, and 4 veterans courts). The Montana Supreme Court attempts to hold a statewide drug court conference every biennium for all members of drug court teams (judge/coordinator/treatment provider/prosecutor/defense council/social worker/probation officer, etc.). The support from this funding allowed the Supreme Court to pay the costs associated with bringing DUI Court judges/coordinators to the conference.

Approximately 225 people attended Montana's Judicial Branch 2018 Statewide Drug Court Conference. Keynote and breakout presentations supported concepts outlined in the Ten Guiding Principles of DWI Courts. This was a great collaborative effort involving multiple state, tribal and local governments.

Safe Kids Fair/High School Outreach

Proposed Project Outcome: Through these mini-grants communities will have an opportunity to raise awareness about the dangers of impaired driving, leading to a reduction in fatal and serious injury crashes.

Contribution: This project was successfully completed by providing community and school education on the dangers of driving impaired and importance of seatbelt use by using an interactive educational program called the Arrive Alive Tour.

The Arrive Alive and project partners implemented the tour and educational activities at five sites, both in Missoula and the surrounding communities during the week of September 18 to 22. Locations included: September 18th, Seeley Lake Community Foundation Center; September 19th, University of Montana (UM) Oval for "You Booze, You Cruise, You Lose" event; September 20th, Frenchtown High School Football Game vs Stevensville; September 21st, UM Griz game tailgate; and September 22nd, Safe Kids Fair at Community Medical Center (CMC) campus .

Project partners included Buckle Up Montana Missoula County Coalition, CMC, Providence St. Patrick Hospital, State Farm Insurance, Missoula District Court, local schools, law enforcement, and first responders.

Each participant engaged in the Arrive Alive simulation and then proceeded to connect with each member of the project partners. If the participant crashed the vehicle, they spoke with EMS and hospital staff, discussing the possible injuries, long-term effects of these injuries, and costs associated with medical care. They would then visit with law enforcement followed by a visit with the judge discussing the legal ramifications and fees associated with the charges. The educational follow-up and discussion

portion of the tour/activity proved to be very effective and well-received by participants of all age groups. Additionally, discussions with the insurance agent at the UM Oval event was extremely informational and quite surprising for many of the participants.

The project received media coverage from several news outlets including television (NBC Montana and KPAX), radio (Newstalk KGVO and Mountain 102.5), as well as web and facebook postings and videos on Buckle Up Montana-Missoula and Missoula County DUI Task Force.



Impaired Driving Assessment

On December 3-7, 2018, an ID Assessment was conducted where over 60 professionals representing various state and local organizations participated, discussing their respective roles and programs with impaired driving. The ID Assessment was conducted by a five (5) member team designed to take a comprehensive look at state, local and tribal impaired driving programs within Montana.

In total, there were six (6) priority recommendations and nineteen (19) lower tier recommendations. Montana completed a State Response to the recommendations, which includes those recommendations, their tie to Montana's Comprehensive Highway Safety Plan (CHSP) and how recommendations are addressed by the state.

The Executive Leadership Team (ELT) of the CHSP approved the State's Response to the recommendations on 5/09/2019. The ID Assessment and State's Response is part of Montana's Impaired Driving Strategic Plan.

American Indian Traffic Safety Program

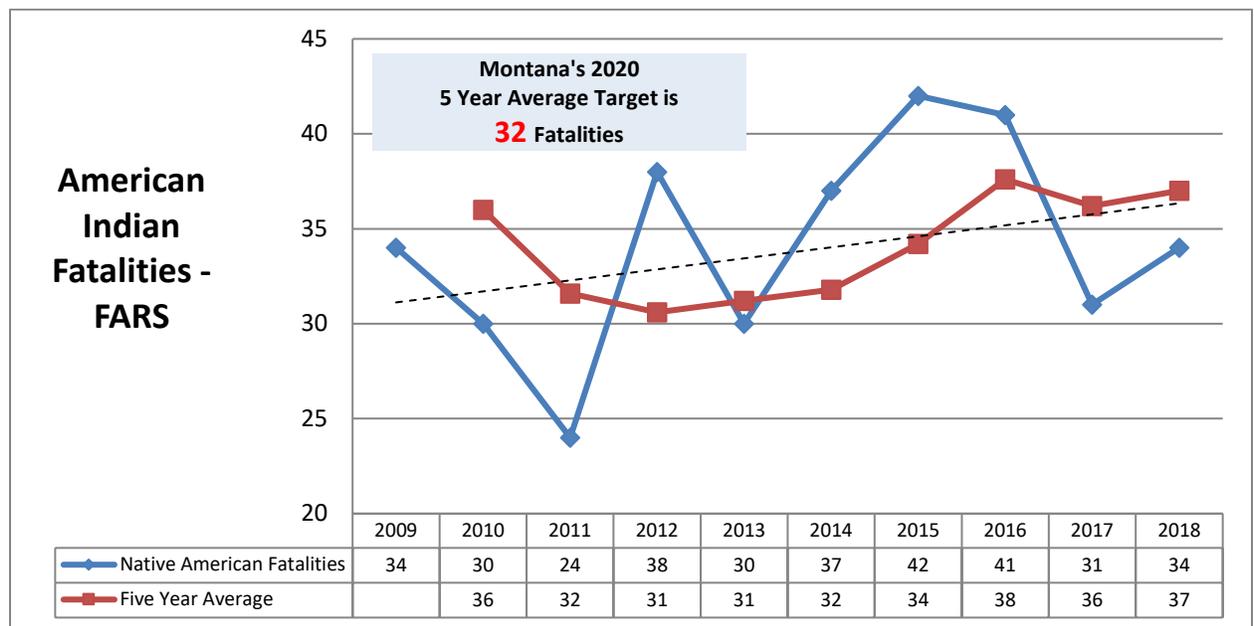
Overview

Montana’s tribal traffic safety program has been in place since 2008. American Indians represent approximately 7% of Montana’s population, yet accounted for 18% of all fatalities during the last five years. Although there was a slight increase in fatalities to 34 in 2018 from 2017, it was a significant reduction from 2015 and 2016.

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 American Indian 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 American Indian fatalities and where MDT currently is in relation to the goal.



As shown, American Indian fatalities increased during 2018. In addition, there is a slight incline in the trendline over the last ten years. Given the 2018 five-year rolling average of 37, the 2020 goal of 32 will be challenging to meet. Montana will be monitoring this performance measure and determine if other adjustments can be made to reduce these numbers in the future.

Project Descriptions and Activities Funded

Safe On All Roads (SOAR)

Amount Obligated:	\$274,273
Amount Expended:	\$178,120

Contract Number	Project Name
110159	Northern Cheyenne SOAR
110156	Crow SOAR
110157	Fort Belknap SOAR
110154	Chippewa Cree/Rocky Boy SOAR
110153	Blackfeet SOAR
110158	CS&K SOAR
110155	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 check-up event each quarter, on each reservation. These efforts will contribute to meeting the overall goal of a five-year average of 32 fatalities by 2020.

Contribution: Goals and objectives were met as outlined below.

The SOAR program is a American Indian traffic safety program that started in 2006 and has continued through FFY2019. 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 2019, coordinators attended and hosted many events. Examples of some of the activities as reported through the coordinators include:

- North American Indian Days
- Blackfeet Youth Day
- Skate Park Jamboree
- Men's/Women's Community Wide Health Fair
- Women for Wellness
- Turkey Trots
- Sporting and Homecoming Activities
- Wasay Wakpa Pow Wow
- Mile River Pow Wow
- Poplar Wild West Days
- Wadozona Celebration

These are just a few of the opportunity's coordinators took advantage of to educate on traffic issues affecting their community. Most of the coordinators use safe driving pledge cards and pledge "sheets" to determine the number of people they are reaching.

Confederated Salish and Kootenai SOAR Coordinator was able to have Arrive Alive come to two different communities on that reservation. This provided hands on simulation of impaired driving, drugged driving and distracted driving. The event reach over 350 students and adults in that area.

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

1st Quarter Report – "Seat Belt survey conducted in November 30% buckled up."

2nd Quarter Report – "Seat belt survey observation conducted on February 1, 2019, showed only 23% of drivers were buckled up."

4th Quarter Report – "A seat belt survey was conducted on August 20, 2019 with a 35% use, this will be attached."

Another coordinator reported:

4TH Quarter Report – "I did seat belt observations in Arlee, Ronan and Polson. There were combined 309 people wearing seat belts and 184 people not wearing seat belts"

Although usage in these communities is extremely low, there has been some progress made throughout the years. Last year usage at Fort Belknap was 17% at the year end.

Child passenger safety education is another important function performed by the SOAR Coordinators. Most coordinators are encouraged to become certified child passenger safety technicians. Currently, three of the coordinators are certified. Aside from the seats provided through MDT, coordinators partner with other traffic safety professionals to secure additional seats.

Some of the comments regarding the SOAR CPS Program included:

"Part of the outcomes that we hope to see at the SOAR program are higher rates of child passenger restraint usage. We can accomplish this through ongoing education campaigns and making the seats accessible to the community. Education standards are increased through partnerships and training opportunities, an example of this happening for SOAR was at the National Transportation in Indian Country Conference where we were able to connect with other Native American Injury prevention specialists."

"Coordination with Early Childhood Head Start and Head Start to provide education on occupant protection is provided through training by our certified CPS technician who is also on the Head Start Advisory Board."

In addition, through Tribal Technical Assistance, a group of American Indian CPS instructors are available to train throughout the nation. During 2019, Fort Belknap tried to secure one of those trainings, but

struggled to fill the class. During 2020, MDT will be working with Northern Cheyenne to offer the CPS training in their community using this group of instructors.

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

“I believe that the Safe On All Roads (Blackfeet) program model saves lives. SOAR offers prevention activities and traffic safety information to persons that would not otherwise receive the same life-saving strategies or messages regarding occupant protection and impaired driving.”

“The Safe on All Roads funding has provided the Fort Belknap Indian Reservation with manpower to educate and promote awareness on the importance of using seat belts among all ages of residents within our boundaries. In the past couple of years our seat belt surveys have shown an increase in the number of drivers buckled up to average of 33%, this may not seem like an increase but in Indian Country it is. Hopefully this trend continues.”

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

Amount Obligated:	\$90,000
Amount Expended:	\$74,543

Contract Number	Project Name
Wendt	SOAR/Northern Tribes 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 FFY2019, there were three statewide campaigns that all Tribal communities participated in. These campaigns included a basketball campaign, a back-to-school campaign and a summer impaired driving campaign used by all tribal communities.

Typically, all campaigns use the same media venues to include radio, newspaper, billboards and posters. In the future MDT intends to put a larger focus on social media in an effort to reach the goals for this project.



PASSING ALONG THE CHERISHED CULTURE AND TRADITIONS OF OUR PEOPLE STARTS BY PROTECTING OUR FUTURE GENERATIONS.

Keep our children safe on the road by creating the safe, properly buckled, using the correct car seat for their age and size, and installing everyone in the car. We need their seat belt usage. In the American Indian and Alaska Native population, about 10 percent of the vehicles without crash deaths each year. In fact, it's time to make using seat belts part of the traditions we pass down.

Facebook.com/SafeOnAllRoads



Northern Tribes DUI Task Force

Amount Obligated:	\$5,000
Amount Expended:	\$2,082

Contract Number	Project Name
Managed In-House	Northern Tribes DUI Task Force

Proposed Project Outcome: Provide assistance with quarterly DUI Taskforce meetings. Tribes will use the information to better educate their communities.



Contribution: Montana assisted the task force with three meetings throughout the year.

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 187 fatalities 105 were impaired. This is 56% of all American Indian fatalities as compared to 37% for the state during the same period. Because of this alarming statistic, MDT will continue to support the tribes with the task force. In addition, all Montana tribes will be invited to participate.

During 2019, the task force was able to capitalize on the Impaired Driving video developed through the Blackfeet Tribes with FHWA Tribal Transportation Safety Funds, as well as a small portion of NHTSA funds. This video has been recognized nationwide on several levels including the receipt of a Telly Award and Recognition at the National Conference on American Indian/Alaska Native Injury and Violence Prevention Conference.

Over the course of FFY2019, 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;
- Obtaining 501-3(c) status

During the 2019 legislative session, the task force introduced a bill to be recognized as a statewide DUI task force. Unfortunately, that bill failed 9 to 10 in committee. Currently, the task force is working to be recognized by the Montana-Wyoming Tribal Leaders Council in hope that those efforts will improve efforts with the legislature during 2021.

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

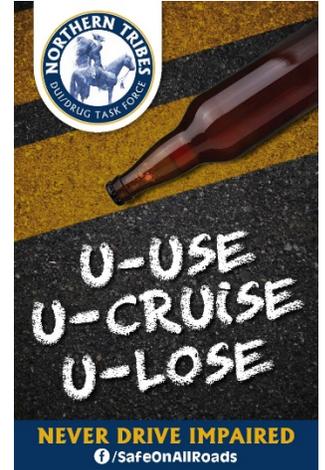
Proposed Project Outcome: Support the Northern Tribes DUI Task Force through assisting with funding media campaigns.

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 May 6 through June 30. Media venues included billboards, radio and newspaper. Also, posters were developed for the member to distribute in their communities.

Tribal STEP

Amount Obligated:	\$50,455
Amount Expended:	\$36,108

Contract Number	Project Name
110160	CS&K STEP
110161	Fort Belknap STEP
110162	Fort Peck STEP



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

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

During 2019, MDT contracted 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 1,176 citations issued through the Tribal STEP program. This was up from 2018 when there were 966. Of those citations 67 were DUI's compared to 35 during 2018. Although citations increased by 21%, DUI's were almost doubled.

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

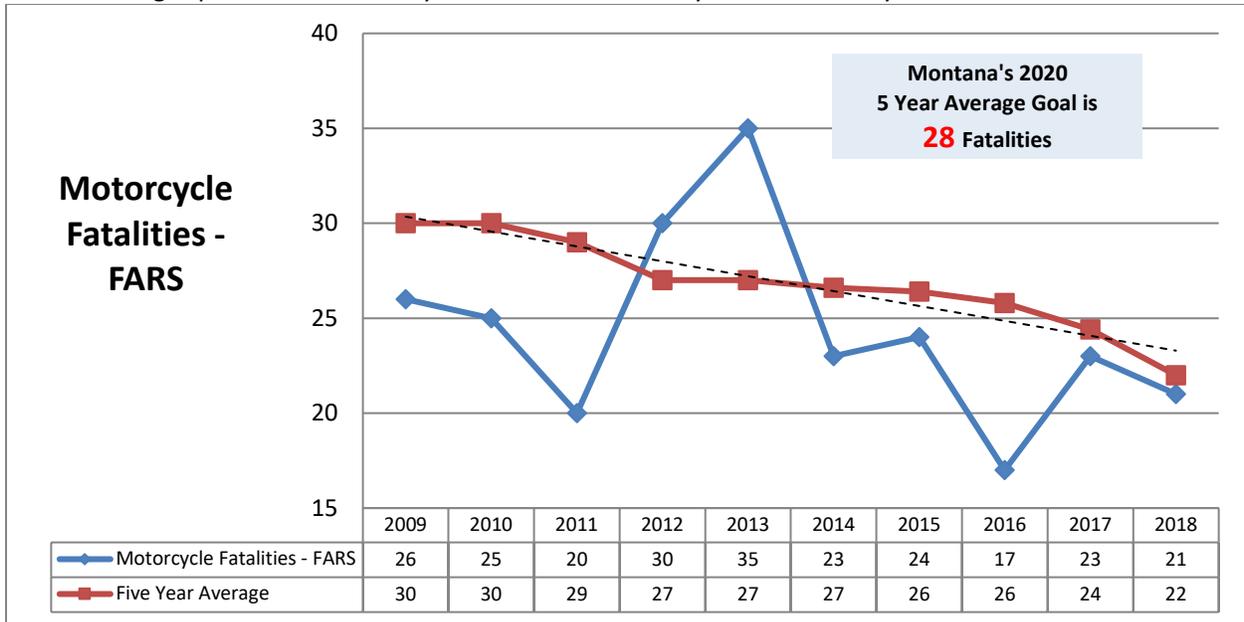
Overview

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

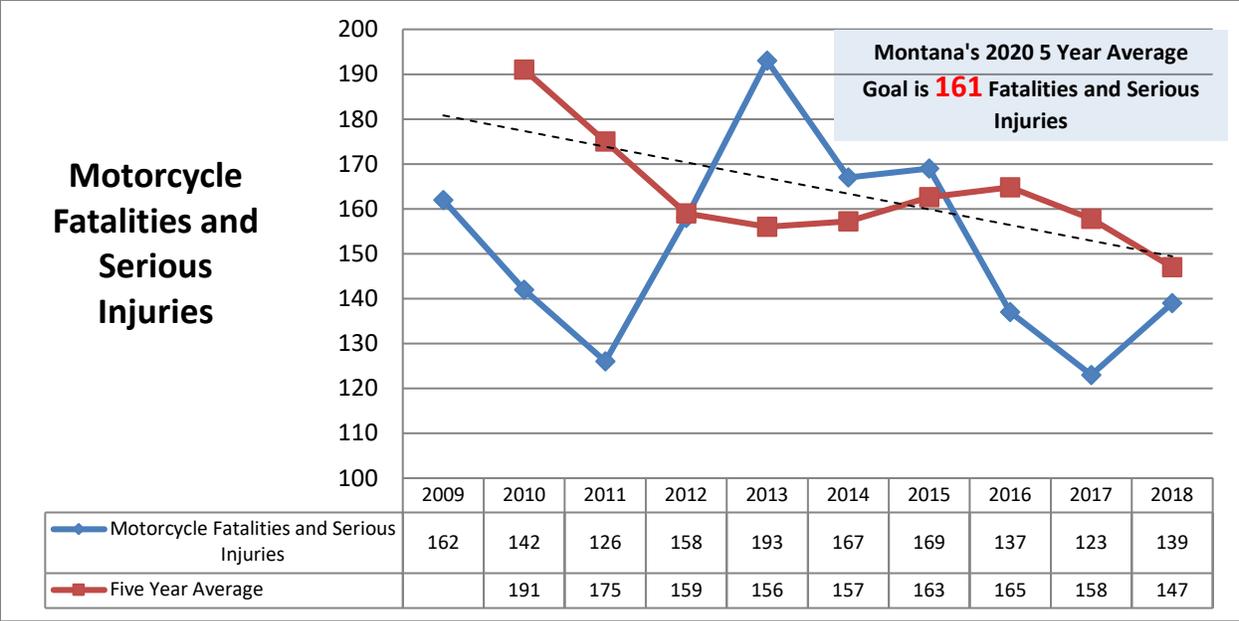
SHTSS set the following goals for Motorcycle Crashes and Fatalities:

- 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.

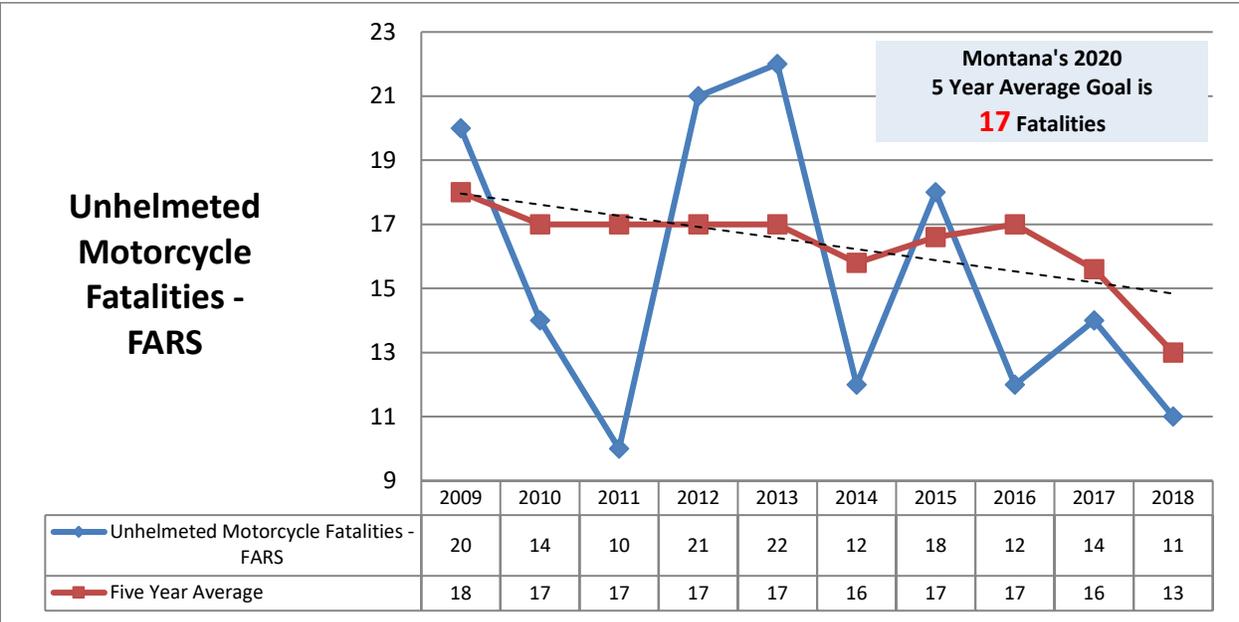
The following represents the history of Montana’s motorcycle traffic safety issues.



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



Motorcycle fatalities and serious injuries has been decreasing over the last several years. During 2018, there was an increase from 123 in 2017 to 139, however 2017 was the lowest year during the last ten years and these fatalities and serious injuries have decreased by 14% over the last ten years. Because of the dramatic decreases during 2016, 2017 and 2018, Montana is on target to reach the 2020 five-year average goal of 161.



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

Project Descriptions and Activities Funded

Motorcycle Media

Amount Obligated:	\$20,000
Amount Expended:	\$20,507

Contract Number	Project Name
Wendt	MC Media

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

Contribution: MDT conducted a motorcycle campaign during 2019. It included billboards and press releases.



Montana Motorcycle Rider Safety

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 courses and also to recruit instructors.

During 2019, the MMRS program had 843 graduates, up from 777 during 2018. An overview of the participants is below, sorted by year and the course attended.

Student Status Comparative Analysis Students Passed 2015 through 2019

Course	Site	P 2015	P 2016	P 2017	P 2018	P 2019
ARC	BIL	6	11	3		8
ARC	GTF1				9	
ARC	HLN	9	7	10	11	8
ARC	MAFB2	7		7	10	11
ARC	MSL	13	15	6		9
Total		35	33	26	30	36
BRC	BIL	190	209	143	175	152
BRC	BOZ	115	94	109	91	125
BRC	GLN	14	9			
BRC	GTF1	103	92	115	116	115
BRC	HAV	15		10	15	24
BRC	HLN	106	118	128	100	75
BRC	KAL	74	75	77	97	72
BRC	MAFB1	26	22	11	11	9
BRC	MSL	131	182	140		180
BRC	SDY				11	21
BRC	STV				99	
Total		774	801	733	715	773

Student Status Comparative Analysis Students Passed 2015 through 2019

Course	Site	P 2015	P 2016	P 2017	P 2018	P 2019
BRC2	BIL	6	10	14		6
BRC2	GTF1		8			
BRC2	HLN	6	7		9	7
BRC2	KAL				9	5
BRC2	MAFB3	16	9	15	14	6
BRC2	MSL	10	11	17		10
Total		38	45	46	32	34
Grand Total		847	879	805	777	843

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

Amount Obligated:	\$42,689
Amount Expended:	\$36,318

Contract Number	Project Name
110164	Trauma Education for Rural EMS Providers

Proposed Project Outcome: Provide four PHTLS courses and two refreshers courses in rural communities throughout Montana. Also, continue to develop new PHTLS instructors.

Contribution: DPHHS provided six training courses and with 111 students attending. This surpassed the original number of courses contained in their contract. In addition, one refresher course was provided.

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 2019, there were six courses offered with a total of 111 students completing the course. Most of these were held in rural communities that included Red Lodge, Big Timber, Missoula, Helena, Colstrip and Ennis.

This training also includes the utilization of the Montana Simulation in Motion, a mobile ambulance lab fitted with equipment to simulate different emergency situations. This provides for near realistic scenarios.

In addition to the training, this project provided training to recruit and develop new PHTLS instructors. During 2019, one new instructor was added with several other being identified as instructor candidates. Also, the project made a successful transition from the 8th Edition to 9th Edition of PHTLS during 2019.

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

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

Amount Obligated:	\$11,525
Amount Expended:	\$10,220

Contract Number	Project Name
110165	Trauma T.E.A.M Course

Proposed Project Outcome: The project will provide two T.E.A.M. courses in each region during FFY2019.

Contribution: DPHHS provided five training courses and with 166 students attending. This was one below the original number of courses contained in their contract. The project encountered unforeseen medical circumstances with one of the providers at one of the locations.

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 five T.E.A.M. courses throughout the state. Three were offered in the Western Region (Butte, Hamilton and Ronan); and two were offered in the Eastern Region (Miles City and Lewistown). The students included Providers (MDs, PA-Cs, NPs), EMT's, Nurses, Paramedics, Fire Chiefs, Firefighters, Dispatchers, CNAs, Respiratory Therapists and Lab Techs. The training was well received, and the evaluations showed many positive comments and ways to improve, including:

“The dispatch point of view which we rarely have, was present in Lewistown and brought up some big communications issues that are not in the process of changing.”

“Awesome, very knowledgeable and informative, made us think about our process”

This project met its objectives, less one training, however is an invaluable service for Montana given the rural nature of the state. The training provided to these rural communities is invaluable in the care of motor vehicle crash victims.

Teen Traffic Safety

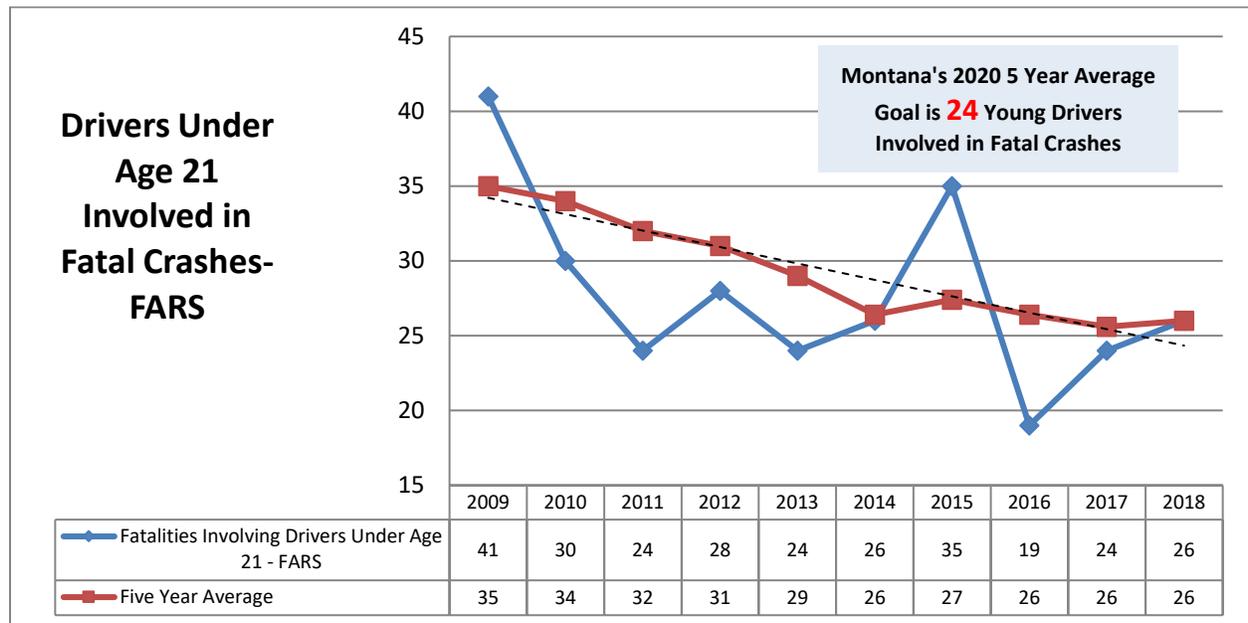
Overview

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

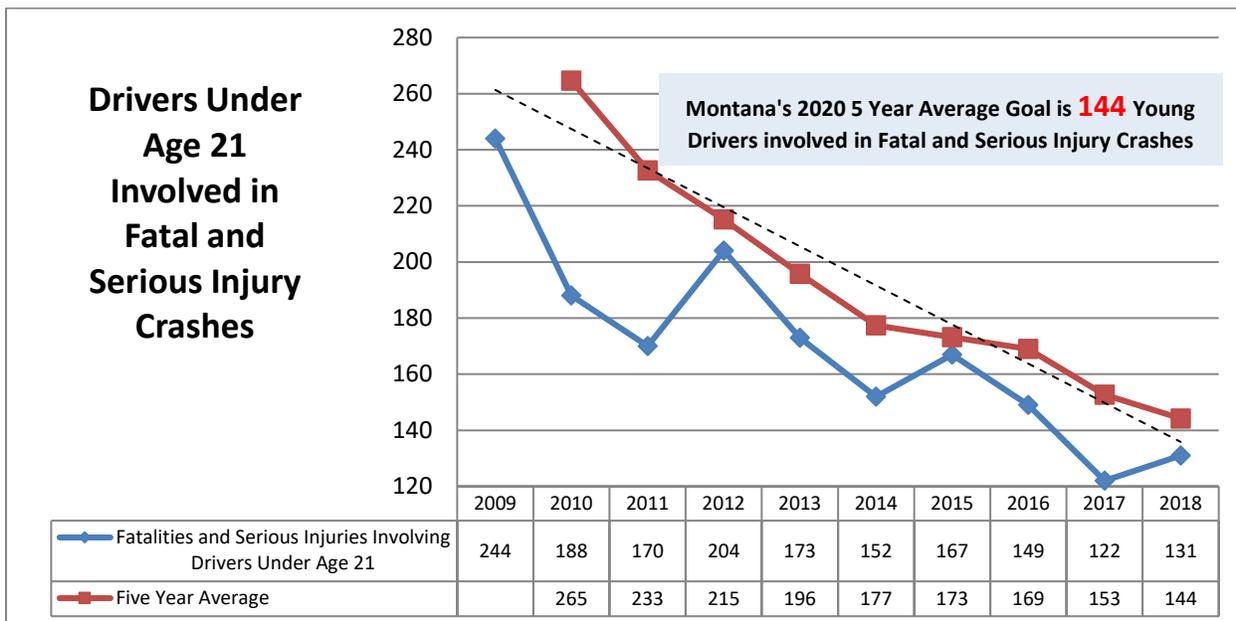
The current goals for Young Drivers are:

- 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.



As stated, teen fatalities increased by two during 2018. The five-year average target for 2018 for fatalities involving drivers under 20 was 27, which was met. As the trendline indicates, over the last ten years these fatalities have been declining. Given this, Montana anticipates that the 2020 long-range goal of 24 (five-year average) will be met.



Fatalities and serious injuries for driver under 21 increased during 2018, however 2018 had the second lowest numbers during the last ten years. The trendline shows dramatic decline from 2009 to 2018, the total fatal and serious injury crashes show a decrease of and impressive 46%. If these decreases continue, Montana will be able to attain the 2020 five-year average goal of 144, which is the current five-year average.

Project Descriptions and Activities Funded

Teen Peer-to-Peer Highway Traffic Safety Project

Amount Obligated:	\$10,000
Amount Expended:	\$6,244

Contract Number	Project Name	Contract Number	Program Name
110469	Beaverhead FCCLA	110474	North Star FCCLA
110470	Bridger FCCLA	110475	Plentywood FCCLA
110484	Choteau FCCLA	110476	Scobey/Glasgow FCCLA
110471	Harlowton FCCLA	110483	Terry FCCLA
110472	Jefferson FCCLA	110482	Three Forks FCCLA
110473	Manhattan FCCLA	110481	Wibaux FCCLA

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

Contribution: 12 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,

For the fourth year in a row, MDT partnered with Family, Career and Community Leaders of America (FCCLA) to promote teen traffic safety. FCCLA is a student organization for young men and women in Family and Consumer Sciences education through grade 12. There are 65 Chapters across Montana. Teen drivers represent approximately 14% of all fatalities and 22% of Montana’s total serious injuries. Yet, teens only account for approximately 6.7% of the state’s population. MDT has made this issue a priority.

To help fund this project, MDT successfully applied for two grants. One was from Ford Driving Skills for Life (Ford DSFL) and the other was through National Roadway Safety Foundation (NRSF). Ford DSFL is funding that can be used for any traffic safety issues the teens choose (impaired driving, unrestrained drivers and passengers, distracted driving, speeding, etc.). The (NRSF) funding is specifically for campaigns educating on drowsy driving. Both Ford DSFL and NRSF grant awards provided \$15,000 (\$30,000 total) for the project. This funding was then distributed to local FCCLA chapters that completed the application and scored well during the ranking part of the process.

Ford Driving Skills for Life funding was distributed to 14 chapters throughout the state ranging from \$177 to \$750 and the National Roadway Safety Foundation funding was distributed to 10 chapters with amounts ranging from \$245 to \$750. In addition to that funding, 12 chapters received National Highway Traffic Safety Administration funds. Some chapters received funding from more than one source making the total number of funded chapters 16 and the total funding \$22,533.00.



Each grant (Ford DSFL and NRSF) had funding budgeted to award money to the chapters with the best projects. During the 2018-2019 school year the prizes went to:

Ford Driving Skills for Life prizes:

- 1st Place - \$2,500 – Three Forks High School
- 2nd Place - \$1,500 – Beaverhead County
- 3rd Place - \$1,000 – Choteau High School

National Road Safety Foundation prizes:

- 1st Place – \$2,500 – North Star (Rudyard)
- 2nd Place - \$1,500 – Terry High School
- 3rd Place - \$1,000 – Shepherd High School
- Honorable Mention \$500.00 – Plentywood High School

Prizes were awarded during the Statewide Leadership conference held in March. MDT was also able to award ten \$100 innovative awards to other chapters participating in this project providing recognition to fifteen of the sixteen participating chapters. Also, during the leadership conference, members of the FCCLA chapters created a paper chain with each link a testimony to why that student wears a seat belt. This chain was presented to Director Mike Tooley in appreciation of his support of this project.



Youth Risk Behavior Survey

Amount Obligated:	\$5,000
Amount Expended:	\$2,000

Contract Number	Project Name
NA	OPI YRBS Survey

Proposed Project Outcome: Provide the Office of Public Instruction funding to assist with the costs of conducting the survey.

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 2019, vehicle-related data showed statistically no change between the 2017 and 2019 for traffic safety behaviors. Students who rarely wore a seatbelt when riding in a car represented 7.5% of the total down only slightly from 7.8% during 2017. However, 7.3% rarely or never wore a seat belt when driving a car compared to 8.7% in 2017. The 10-year trend is decreasing. Cell phone use, whether texting or calling, remained fairly constant. Students who rode with an impaired driver or drove impaired showed decreases, however these dropped only by less than 1 percentage point.

Traffic Records

Project Descriptions and Activities Funded

MHP Web-Based Crash Training

<i>Amount Obligated:</i>	<i>\$25,360</i>
<i>Amount Expended:</i>	<i>\$6,717</i>

<i>Contract Number</i>	<i>Project Name</i>
<i>110146</i>	<i>Web-Based Crash Training</i>

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/MVD JCRS System Upgrade

<i>Amount Obligated:</i>	<i>\$10,000</i>
<i>Amount Expended:</i>	<i>On-Going</i>

Contract Number	Project Name
<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 2020 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.

The Full Court Enterprise Bus database is operational and the JCRS system upgrade is being installed by both the DOJ and Courts. Performance reporting should begin in calendar year 2020.

COURTS JCRS System Upgrade

<i>Amount Obligated:</i>	<i>\$30,000</i>
<i>Amount Expended:</i>	<i>On-Going</i>

Contract Number	Project Name
<i>110750</i>	<i>Courts 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 2020 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 will speed up the processing of any related sanctions that may need to be applied to the driver.

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The Full Court Enterprise Bus database is operational and the JCRS system upgrade is being installed by both the DOJ and Courts. Performance reporting should begin in calendar year 2020.

DPHHS – EMS Reporting Database

<i>Amount Obligated:</i>	<i>\$83,470</i>
<i>Amount Expended:</i>	<i>\$79,035</i>

<i>Contract Number</i>	<i>Project Name</i>
<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.

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. Performance reporting should begin in calendar year 2020.

DOJ/MVD – CDL Audit Software

<i>Amount Obligated:</i>	<i>\$39,000</i>
<i>Amount Expended:</i>	<i>\$38,380</i>

Contract Number	Project Name
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: Testing is complete and system is operational.

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 3rd party license examiners.
2. The measure is tracking the number of exams scored by 3rd party testers, the number of audits performed on the 3rd party testers, and the scoring difference between 3rd party testers and MVD auditors.
3. Target: MVD will go from no 3rd party tester audit function to 100% will be audited with the software to determine the efficacy of the 3rd 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.

Testing is completed and the system is operational. Performance reporting should begin in calendar year 2020.

DOJ/MVD – Digital Image Access

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

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

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 been completed and will be included in the 2020 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 operational.

DOJ/MVD – Passport Database Access

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

<i>Contract Number</i>	<i>Project Name</i>
<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 2020.

MDT – Traveler Information System Upgrade

<i>Amount Obligated:</i>	<i>\$500,000</i>
<i>Amount Expended:</i>	<i>\$154,999</i>

<i>Contract Number</i>	<i>Project Name</i>
<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 been implemented and will be completed in FY2020-2021. 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

State Attitudes and Awareness Survey

In an effort to determine the success of Montana’s marketing campaigns, post campaign surveys are conducted to gauge the effectiveness. Survey are done following the Memorial Day and Labor Day Mobilizations. Below are summaries of those surveys.

Post Campaign - Memorial Day Mobilization Survey

Amount Obligated:	\$10,310
Amount Expended:	\$10,310

Contract Number	Project Name
Wendt	Attitude Surveys

This post-Memorial Day survey was conducted via web during May 2019. The demographics of survey participants was as follows:

- 224 surveys were completed
- Respondents ranged in age from 18-49
- Over 57% of the respondents lives in Missoula, Billings, Great Falls and Bozeman
- 38% were completed by men and 62% were completed by women

The following represents highlights of the survey.

Behavioral

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

Enforcement

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

Media Awareness

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

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

Post Campaign - Labor Day Mobilization Survey

Amount Obligated:	\$9,650
Amount Expended:	\$9,650

Contract Number	Project Name
Wendt	Attitude Surveys

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

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

The following represents highlights of the survey.

Behavioral

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

Enforcement

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

Media Awareness

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

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

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

Media – Statewide Campaigns

Amount Obligated:	\$724,650
Amount Expended:	\$633,322

Contract Number	Project Name
Wendt	Paid/Earned Media

The “Just One Reason” campaign was launched during 2017 and continued to be used through 2019. 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.



MDT completed five campaigns from February through September of 2019. The mobilization campaigns of Click it or Ticket in May and Drive Sober or Get Pulled Over in August/September ran for three weeks each. In 2019, two additional media schedules continued for the Vision Zero Drive Sober campaign to fill in time periods between the mobilization media scheduled. Television and radio spots were scheduled

from February through September in weeks without a mobilization campaign. New creative TV and radio was aired for a buckle up message that was targeted for pickup truck drivers and occupants. This campaign started in April and ran in non-mobilization windows through September.

The following is an aggregate of the results from the 2019 campaigns.

Broadcast TV:

- Mobilizations: total spots 448
 - Men age 18-35, the reach, or how many people saw the ad, was 50%. The people reached saw the ad 3.6 to 4.6 times (frequency).
 - General adult audience age 18-64, the reach was 57.6%. Frequency ranged between 3.6 to 4.6.
- Drive Sober (fill-in): total spots 421
 - Men age 18-35, the reach, or how many people saw the ad, was 41%. The people reached saw the ad 2 to 3 times (frequency).
 - General adult audience age 18-64, the reach was 51%. Frequency ranged between 3 to 4.
- Buckle Up – Truck: total spots 379
 - Men age 18-35, the reach, or how many people saw the ad was 53%. The frequency was 3.2.
 - General adult audience 18-49, the reach was 57.6%. The people reached saw the ad 4 times.

Cable TV:

- Mobilizations: total spots 15,733
 - Click or Ticket flighted May 15 – June 2, total spots aired 8550 in markets across the state. Reach and frequency data is unavailable for cable TV placement.
 - Drive Sober or Get Pulled Over flighted August 19 – September 2, total spots aired 7,183 in markets across the state. Reach and frequency data is unavailable for cable TV placement.
- Drive Sober (fill-in) 5838 total spots ran over a six-month period with 10-12 weeks total flighted. Statewide placement. Reach and Frequency data is not available for this cable placement in MT.
- Buckle Up – Truck: 8,333 total spots ran over 13-week flight, June through August. Statewide placement. Reach and frequency data is not available for this cable placement in MT.

Radio:

- Mobilizations: total spots 6791
 - Men age 18-35, the reach was 68%. Frequency was 9.
 - General adult audience age 18-64, the reach ranged from 65.5%. Frequency was 10.2.
- Drive Sober (fill-in) 4039 Total spots ran April through September.
 - Men age 18-35, the reach was 56.9%. Frequency was 7.4.
 - General adult audience age 18-64, the reach was 61.3%. Frequency was 8.9.
- Summer Drive Sober (fill-in) using radio 5874 total spots ran from May to September.

- Men age 18 – 35 the reach was 71.3%. Frequency was 27.2.
- General adult audience age 18-64, the reach was 67.1%. Frequency 28.8.
- Statewide coverage was provided at 6,896 total spots through the Montana Broadcasters Association non-sustaining commercial announcement (NSCA) program. Reach and Frequency data is not available for this placement.

Digital:

- Click it or Ticket: 892,192 Total Impressions, 345 clicks, click through rate 0.04%
- Driver Sober or Get Pulled over: 1,122,557 Total impressions, 2292 clicks, click through rate of .20%
- Drive Sober (fill-in): 1,780,449 Total impressions, 2976 clicks, click through rate of .17%
- Summer Drive Sober (fill-in) digital streaming was used four months, 212,794 Total impressions, 82 clicks, click through rate .04%
- Buckle Up – Truck: 1,166,946 Total impressions, 3508 clicks, click through rate of .30%

Projects Not Implemented

Montana Motorcycle Rider Safety – Replacement Motorcycles

Amount Obligated:	\$14,820
Amount Expended:	-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. At this time, the program manager is looking at other options for this funding, including a new trailer for hauling motorcycles.

Ravalli County DUI Task Force Impaired Driving Education Program

Amount Obligated:	\$5,000
Amount Expended:	-0-

Proposed Project Outcome: Through these mini-grants communities will have an opportunity to raise awareness about the dangers of impaired driving, leading to a reduction in fatal and serious injury crashes.

Contribution: Grant was cancelled upon request of subrecipient. This project aimed to purchase a Drive Square Simulator to complement a DUI Task Force local Impaired Driving Education Program (IDEP) for youth. The IDEP program helps students make informed decisions and educates students about the risks associated with driving under the influence and the potential outcomes of their choices.

After an initial training on the Drive Square Simulator, it became apparent that the product did not live up to expectations. The software continued to have glitches in various scenario testing. The DUI Task force decided it was not in the best interest to move forward in purchasing the Drive Square Simulator.

Blaine County Sheriff's Office Single Event High Visibility Enforcement

Amount Obligated:	\$5,000
Amount Expended:	-0-

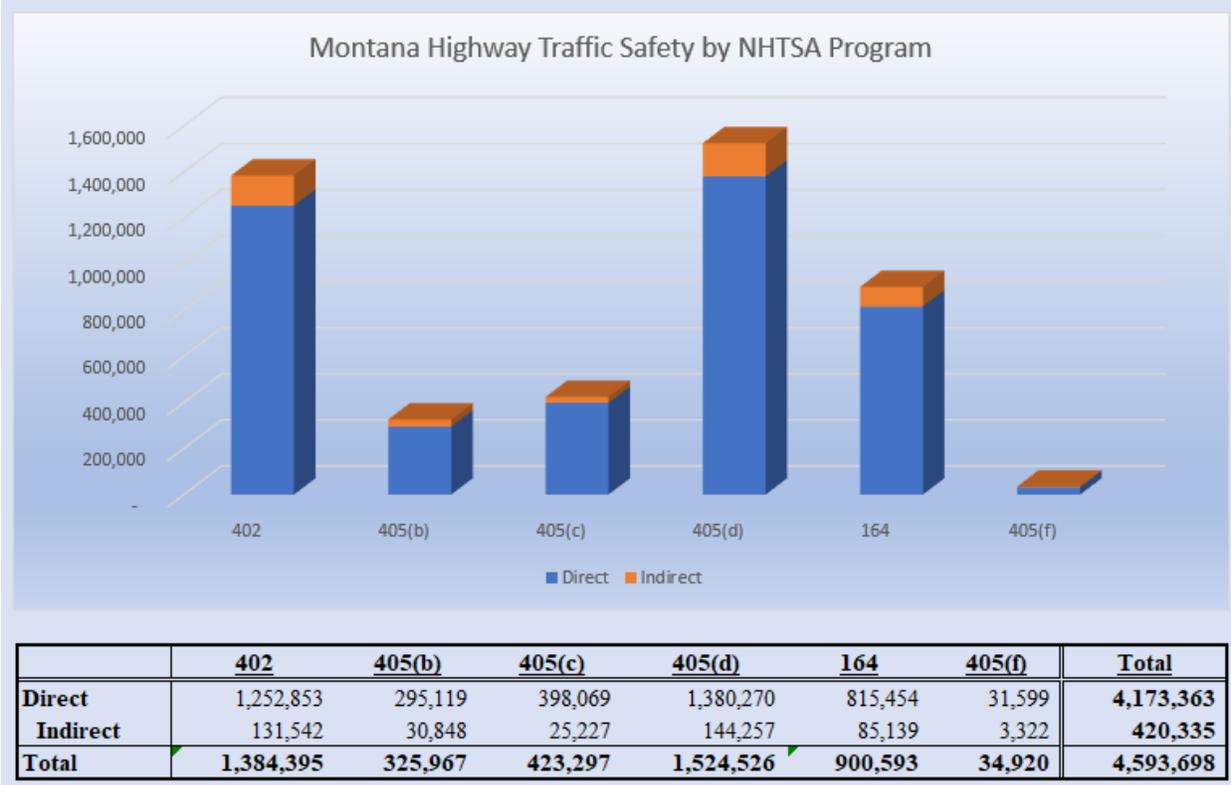
Proposed Project Outcome: Provide for high visibility enforcement throughout the year based on communities needs and activities. This will allow MDT to modify and strengthen the evidence-based enforcement plan as necessary.

Contribution: No hours were worked toward the proposed objectives of the grant due to an unexpected shortage of manpower.

Project Administration and Management

NHTSA Overall Funding Summary

The Montana State Highway Traffic Safety Section expended \$4,593,698 in NHTSA Federal grant funding across alcohol, occupant protection, information systems, impaired driving countermeasures and motorcycle safety programs as detailed in the following table:

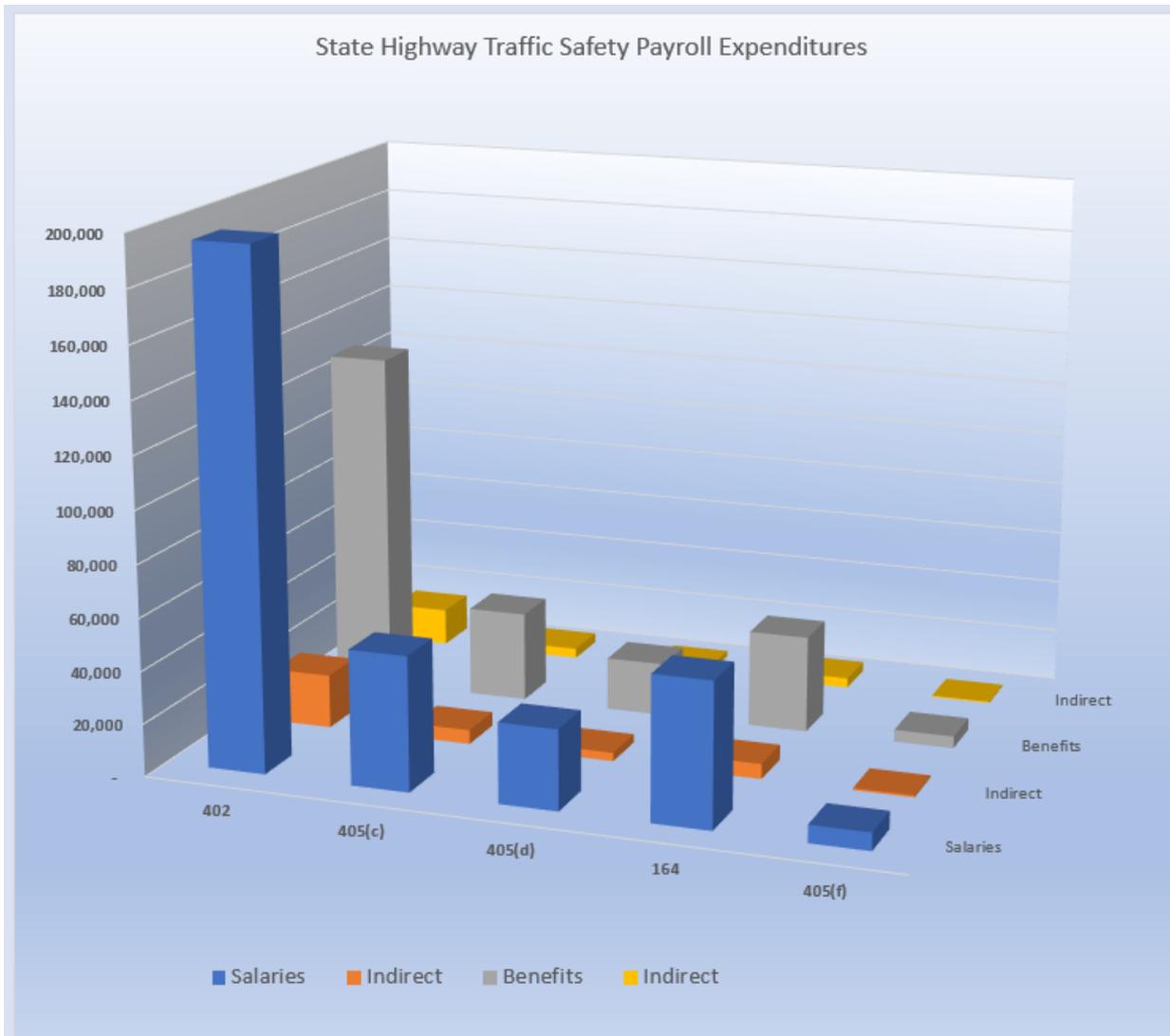


Project Descriptions and Activities Funded

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 \$625,693, as distributed across NHTSA funded State Highway Traffic Safety Programs.



	<u>402</u>	<u>405(c)</u>	<u>405(d)</u>	<u>164</u>	<u>405(f)</u>	<u>Total</u>
Salaries	195,589	51,216	30,516	54,759	6,768	338,847
Indirect	20,476	5,362	3,194	5,736	709	35,477
Benefits	130,653	34,391	20,337	36,973	4,571	226,924
Indirect	14,197	3,743	2,292	3,726	487	24,445
Total	360,915	94,711	56,338	101,194	12,535	625,693

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.

Supplies, Travel, Training, Conference Expenditures



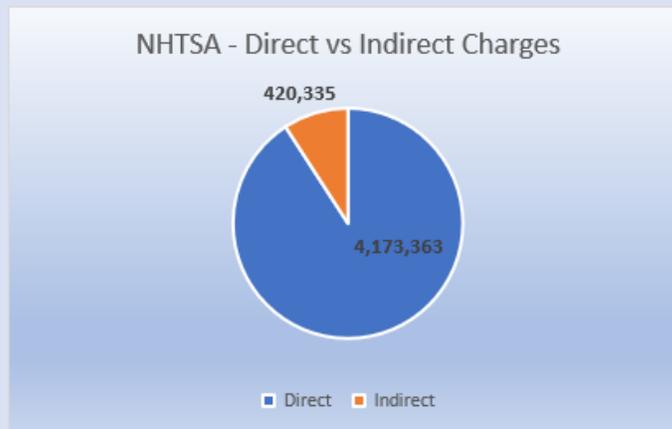
	<u>Staff Supplies</u>	<u>Staff Travel & Training</u>	<u>Non Staff Travel & Training</u>	<u>CHSP* Meeting & Travel</u>	<u>Total</u>
Direct	3,931	15,370	15,914	2,715	37,930
Indirect	412	1,607	1,668	285	3,972
Total	4,343	16,977	17,582	3,000	41,902

*CHSP - Comprehensive Highway Safety Plan

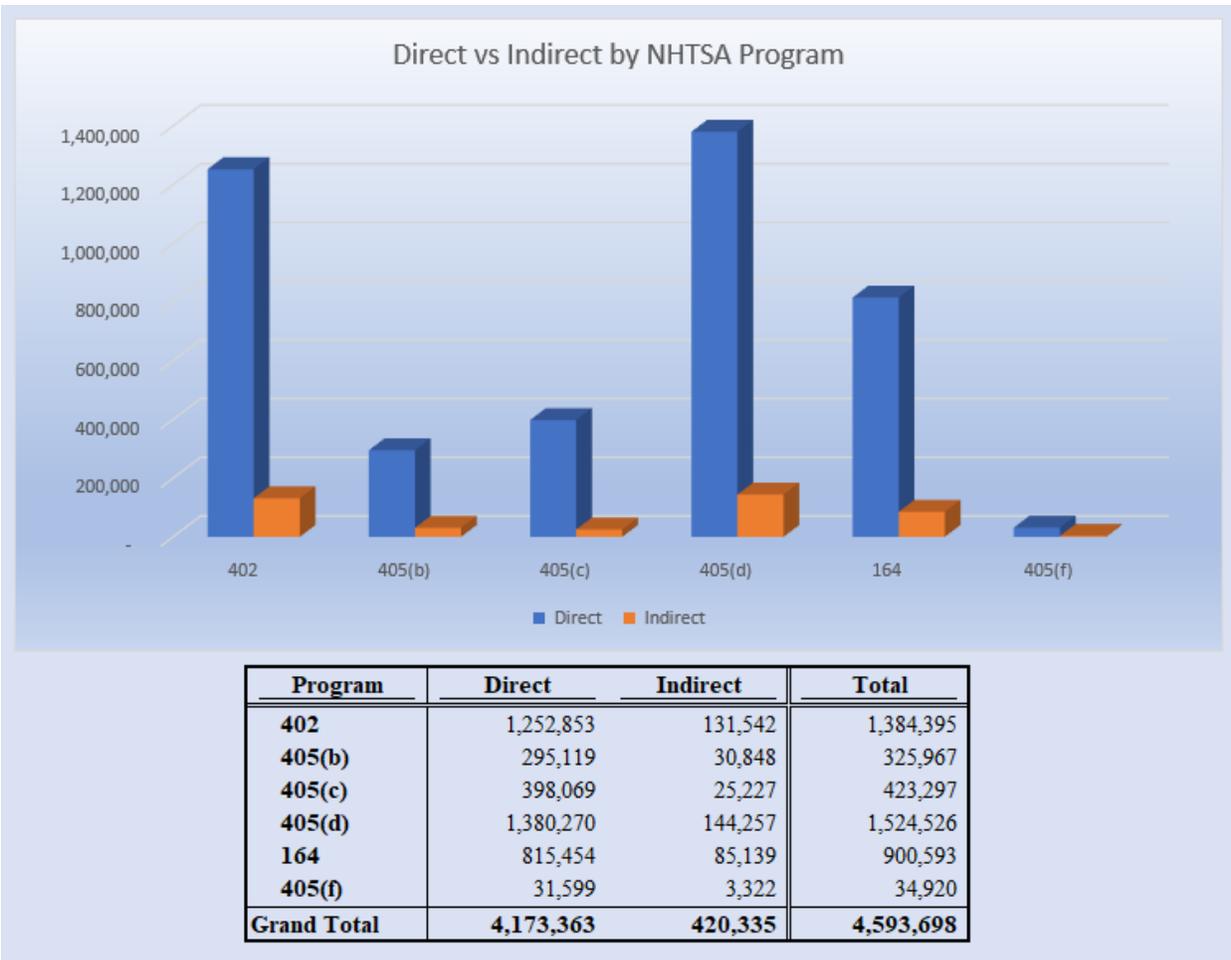
Indirect Costs

In accordance with state law, MDT assesses an indirect cost on all projects. The approved rate for State Fiscal Year 2018 was 10.49%. An Indirect cost rate of 10.41% is effective July 1, 2019 through June 30, 2020.

NHTSA - Direct vs Indirect Charges



<u>Direct</u>	<u>Indirect</u>
4,173,363	420,335



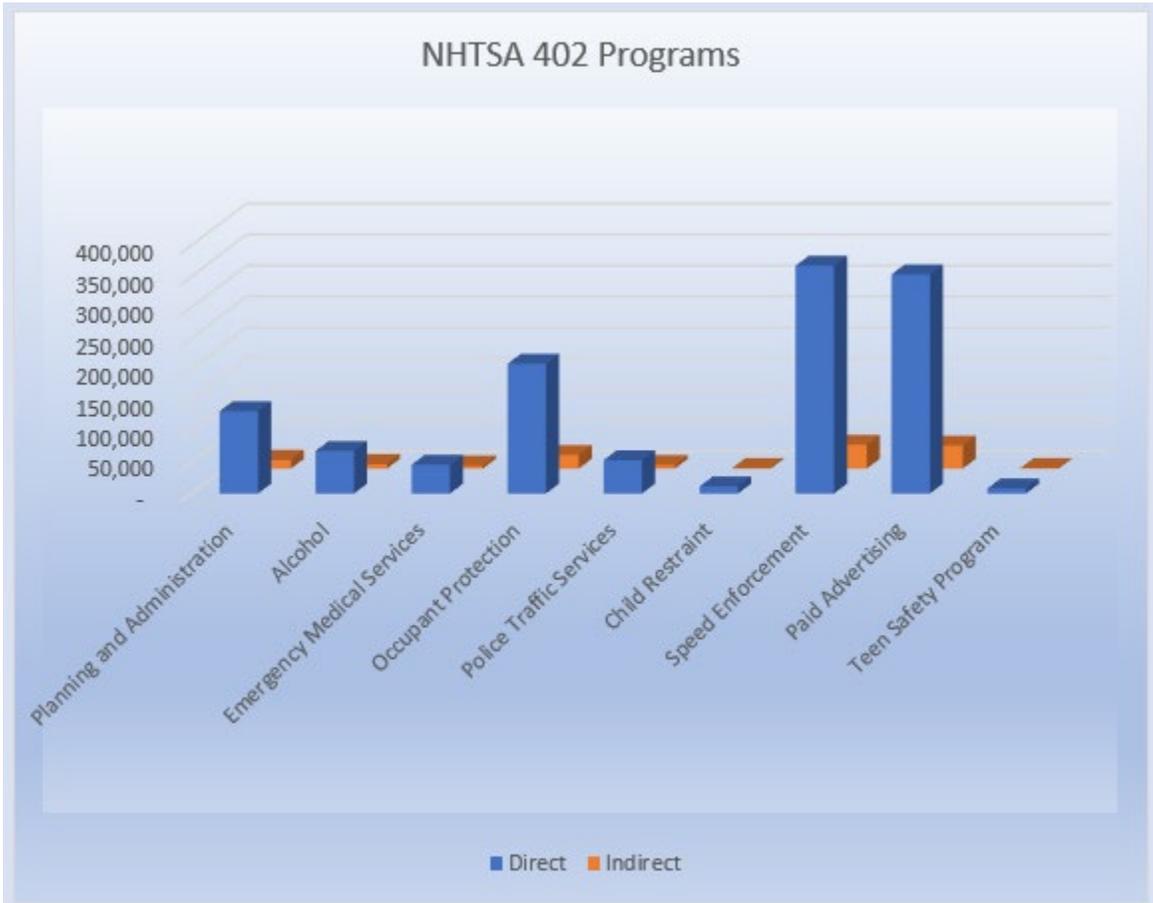
Fiscal Overview of Obligations & Expenditures

During FFY 2019, 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 \$5,731,283 from FFY 2019 into FFY 2020. \$1,953,411 in 402, \$357,734 in 405(b), \$994,503 in 405(c), \$1,769,847 in 405(d), \$93,963 in 405(d) 24/7, \$47,071 in 405(f) and \$514,754 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 2019 were funded by the following federal grant programs:

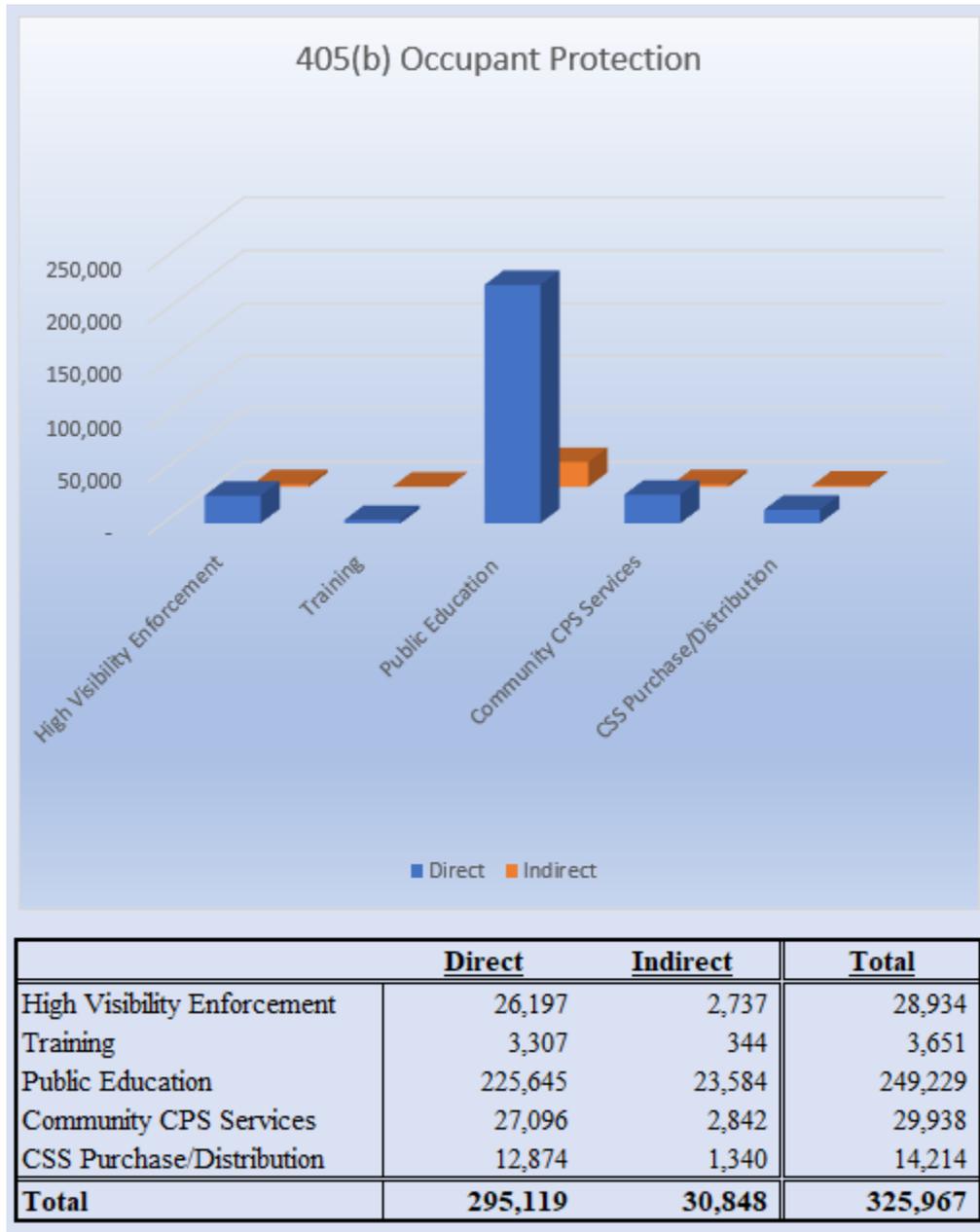
402 Program Funding



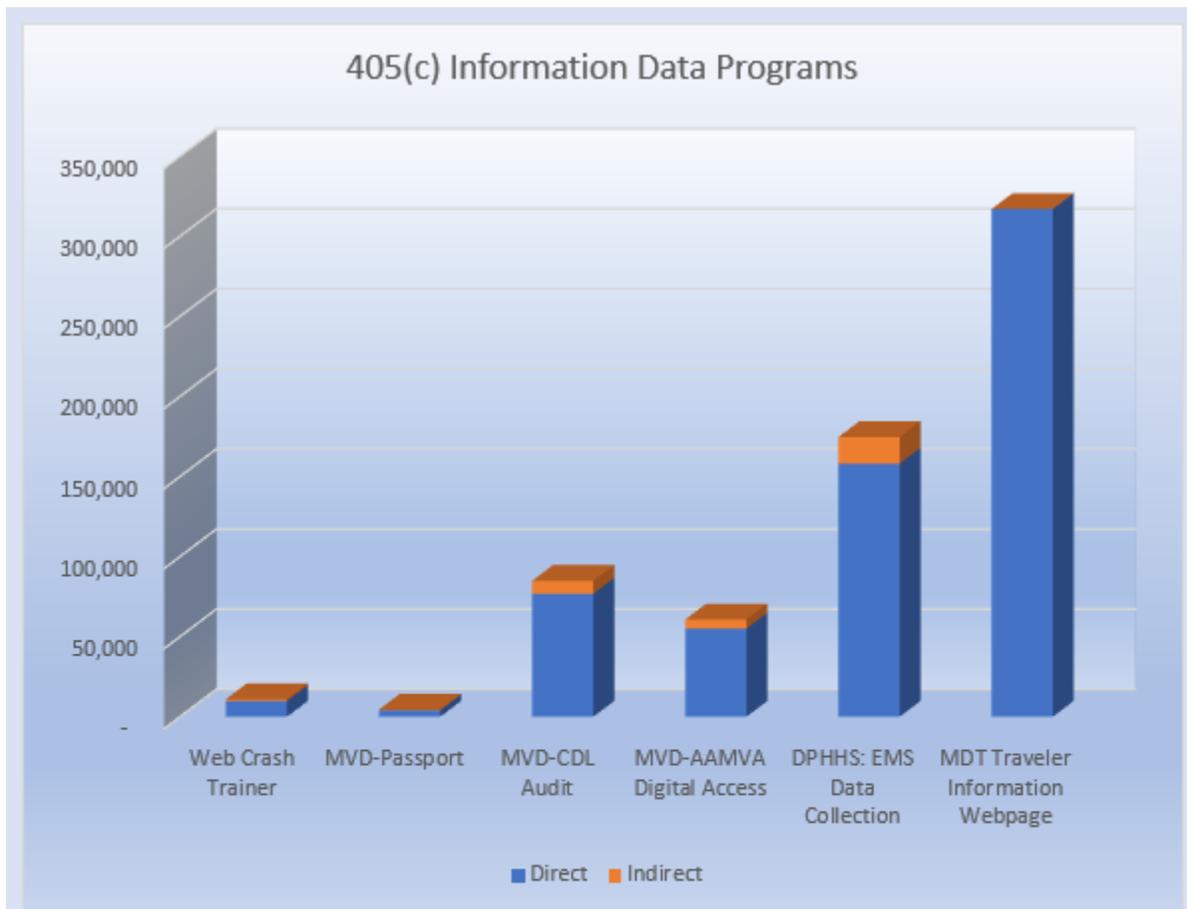
	<u>Direct</u>	<u>Indirect</u>	<u>Total</u>
Planning and Administration	133,022	14,100	147,122
Alcohol	68,716	7,274	75,991
Emergency Medical Services	46,538	4,854	51,392
Occupant Protection	209,519	22,109	231,628
Police Traffic Services	53,774	5,695	59,470
Child Restraint	11,413	1,189	12,602
Speed Enforcement	367,679	38,370	406,048
Paid Advertising	353,894	37,083	390,977
Teen Safety Program	8,297	868	9,165
Total	1,252,853	131,542	1,384,395

Montana’s NHTSA 405 program expenditures in FFY 2019 were funded by the following federal grant programs:

405(b) Program Funding

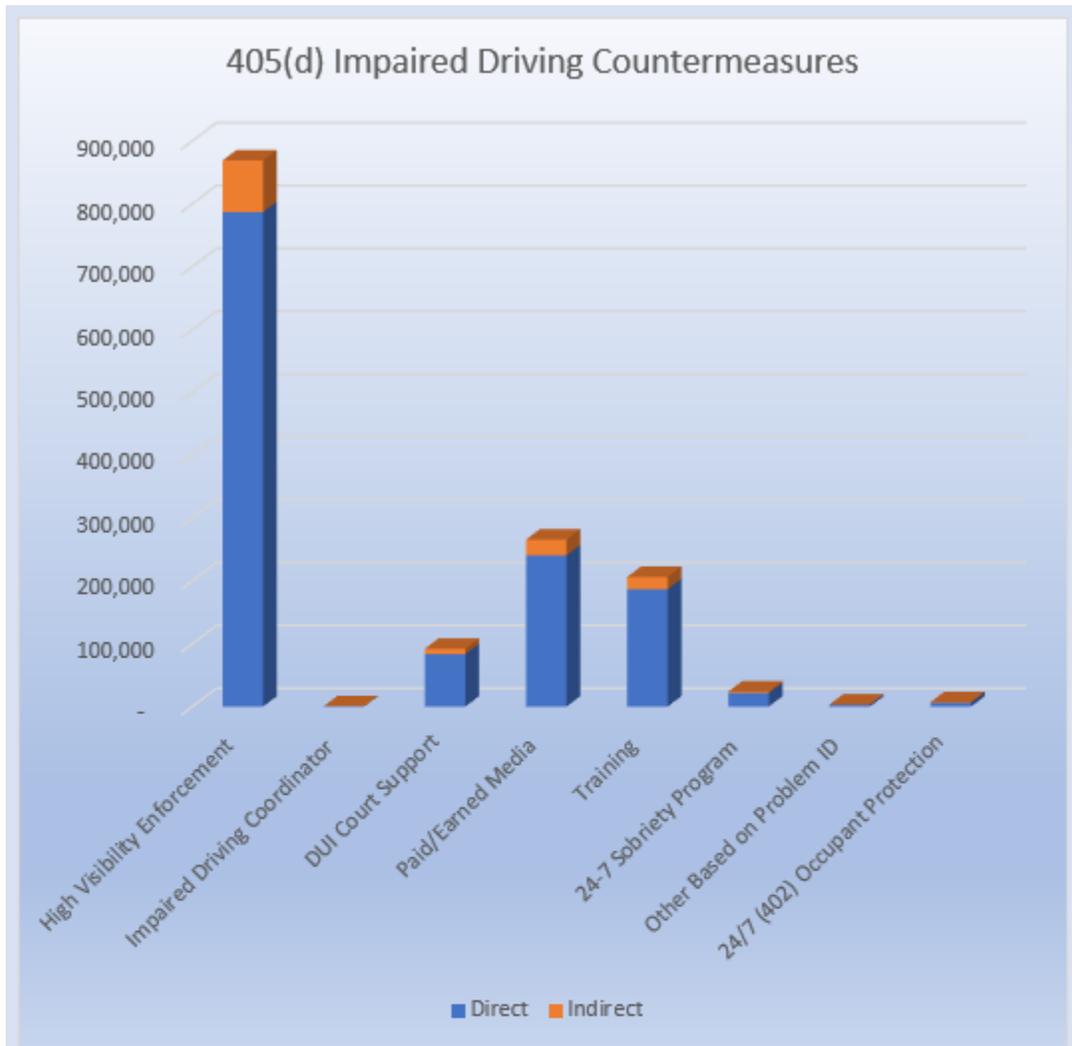


405(c) Program Funding



	<u>Direct</u>	<u>Indirect</u>	<u>Total</u>
Web Crash Trainer	9,856	1,029	10,885
MVD-Passport	4,000	420	4,420
MVD-CDL Audit	76,760	8,052	84,812
MVD-AAMVA Digital Access	55,000	5,726	60,726
DPHHS: EMS Data Collection	158,070	16,582	174,652
MDT Traveler Information Webpage	317,034	-	317,034
Total	620,720	31,808	652,528

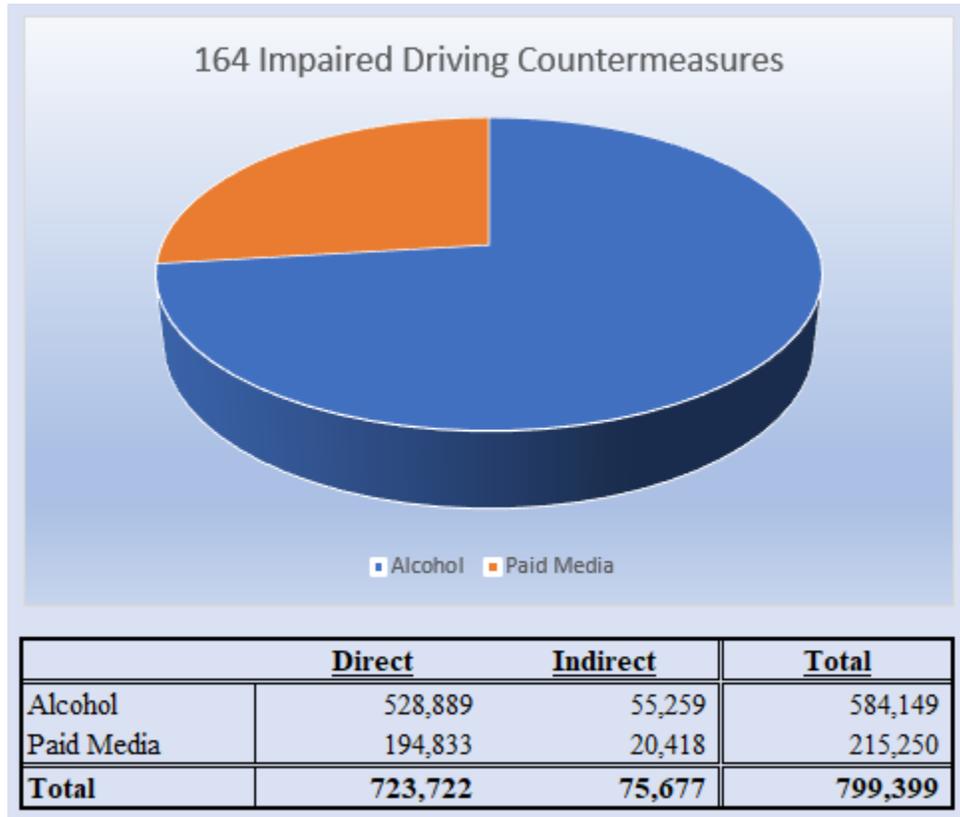
405(d) Program Funding



	<u>Direct</u>	<u>Indirect</u>	<u>Total</u>
High Visibility Enforcement	786,986	82,114	869,100
Impaired Driving Coordinator	533	56	588
DUI Court Support	83,413	8,723	92,136
Paid/Earned Media	240,589	25,129	265,718
Training	186,838	19,505	206,344
24-7 Sobriety Program	21,652	2,262	23,914
Other Based on Problem ID	2,934	306	3,239
24/7 (402) Occupant Protection	6,465	676	7,142
Total	1,329,411	138,770	1,468,181

Montana’s NHTSA 164 Funding program expenditures in FFY 2019 were funded by the following federal grant programs:

164 Penalty Funding



Motorcycle Safety

A total of \$34,920 was expended on 405(f) Motorcycle. \$34,390 on Salaries and Benefits and \$22,385 on Motorcycle Awareness Paid Media.

Contact Information

Governor’s Representative for Highway Traffic Safety Mike Tooley	(406) 444-6201 mitooley@mt.gov
Public Information Officer (for all media inquiries) Lori Ryan	(406) 444-6821 lryan@mt.gov
Grants Bureau Chief..... Audrey Allums	(406) 444-4210 aallums@mt.gov
State Highway Traffic Safety Supervisor Janet Kenny	(406) 444-7417 jakenny@mt.gov
Fiscal Supervisor..... Jennifer Andrews	(406) 444-6100 jeandrews@mt.gov
Grants Accountant William Tuck	(406) 444-6114 wtuck@mt.gov
Transportation Planner/Operations Research Analyst..... Mark Keeffe	(406) 444-3430 mkeeffe@mt.gov
Transportation Planner/Fatality Analysis Reporting System (FARS) Analyst..... John Robinson	(406) 444-7302 jrobinson@mt.gov
Transportation Planner/Occupant Protection..... Erin Root	(406) 444-0809 eroot@mt.gov
Transportation Planner/Cultural Liaison..... Sheila Cozzie	(406) 444-7301 scozzie@mt.gov
Transportation Planner/Impaired Driving Kevin Dusko	(406) 444-7411 kedusko@mt.gov
Transportation Planner/Law Enforcement Liaison..... Chad Newman	(406) 444-0856 chnweman@mt.gov

State Highway Traffic Safety Section
PO Box 201001
2960 Prospect Avenue
Helena, Montana 59620-1001
<http://www.mdt.mt.gov/visionzero/plans/safetyprg.shtml>