

Success through partnerships



Montana Department of
REVENUE



MONTANA
ANNUAL REPORT
FOR
FEDERAL FISCAL YEAR 2016

Prepared by:

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





zero deaths | zero serious injuries
on Montana roadways

Montana Department of Transportation

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Michael T. Tooley, Director

Steve Bullock, Governor

December 15, 2016

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

Subject: Annual Report

Dear Administrator Fredericksen:

The Montana Department of Transportation is pleased to submit the Montana Annual report outlining the project and efforts we implemented in FFY 2016 with the goal of saving lives and reducing injuries on our roadways. The department funded traffic safety related programs using National Highway Traffic Safety Administration (NHTSA) grant monies by continuing or implementing the following initiatives:

- MDT continues to emphasize the "Vision Zero: Zero Fatalities, Zero Serious Injuries" initiative by pairing it with national mobilization messaging and incorporating it into our dialog as we address Montana's highway traffic fatalities and serious injuries.
- In partnership with the Family, Career and Community Leaders of American (FCCLA) Families Acting for Community Traffic Safety (FACTS) MDT expanded the Teen Traffic Safety Peer-to-Peer Education Program.
- Enhancing Native American Traffic Safety with the addition of the Northern Tribes DUI Task Force which is a collaborative effort between five of Montana's tribal communities.
- A new grant opportunity was developed to provide mini-grants for occupant protection projects targeting rural areas with limited resources.
- MDT implemented a new web-based electronic application and grant tracking system. This system will streamline and automate the grant process from application to close-out.
- And many other great projects highlighted in this report.

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

Sincerely,

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

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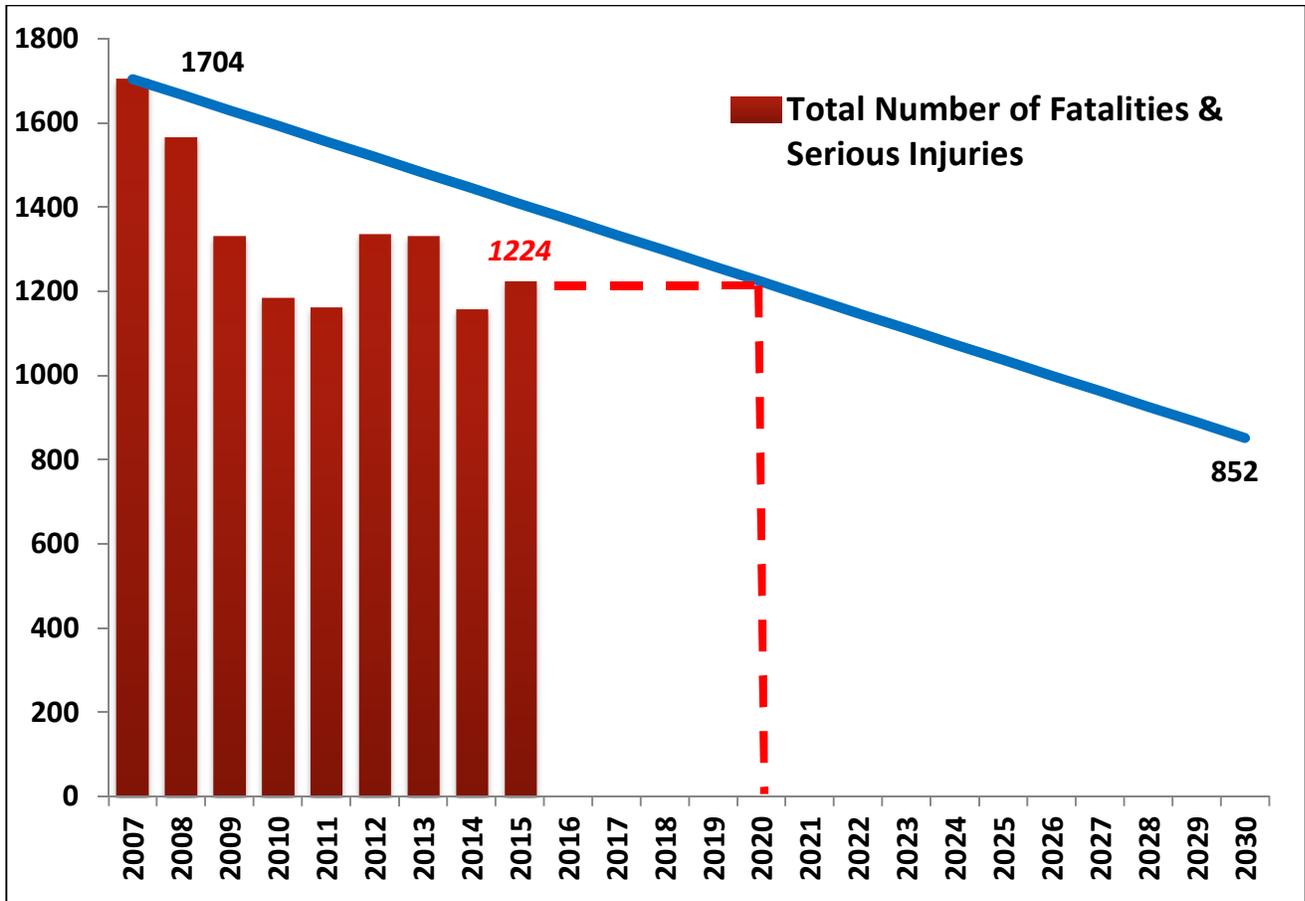
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Executive Summary

Fatality Analysis Reporting System (FARS) indicates that Montana had 224 fatalities in 2015 (most recent year available), an increase over 2014. Montana’s Comprehensive Highway Safety Plan (CHSP) was updated in 2015 and focuses on both fatalities and incapacitating injuries. The goal of Montana’s CHSP is, “to reduce fatalities and incapacitating injuries in the State by half in two decades, from 1,704 in 2007 to 852 in 2030” and the trend continues downward. During 2015, there were a total of 1,224 fatalities and serious injuries. As shown in the graph below, MDT is ahead of the established target.



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 and Montana’s CHSP.

Comprehensive Highway Safety Plan

Montana’s *Comprehensive Highway Safety Plan (CHSP)* grew out of an existing policy goal to “Provide leadership and coordinate with other Montana agencies to improve traveler safety”, as defined in *TranPlan21*, Montana’s statewide long-range transportation plan. Additional impetus in developing a strategic highway safety plan came from the *Safe, Accountable, Flexible, Efficient Transportation Equity*

Act: A Legacy for Users (SAFETEA-Lu), MAP-21, Moving Ahead for Progress in the 21st Century Act and continue with the Fixing America's Surface Transportation Act (FAST Act)

The CHSP is a data-driven, multi-year comprehensive plan that establishes statewide goals, objectives, and key emphasis areas. The CHSP enables coordination of safety programs and partners to work together to cooperatively address safety issues, align goals, and leverage resources to reduce fatal and incapacitating injury crashes on Montana's roadways.

The performance measures are:

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

The CHSP implementation success relies on consultation and coordination with safety stakeholders throughout the state. Momentum is growing among these key people, as well as Montanan's in general, in stepping forward to help reach Vision Zero- zero fatalities, zero serious injuries on Montana's roadways and to ensure all travelers in the state arrive at their destination safely.

With leadership from MDT, Montana's CHSP was developed in collaboration with other agencies and jurisdictions that have roles in highway safety at the state, local, tribal, and federal levels. Under the oversight of a multi-agency CHSP Leadership Committee, the development of the CHSP addressed the following objectives:

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

The State Annual Transportation Safety Meeting was Held on October 13, 2016. Over 90 safety partners participated in the summit. This summit brings safety stakeholders together to assess Montana's progress in transportation safety. The discussions at the Annual CHSP meeting are used to support the subsequent submission of Montana's *Highway Safety Plan* to the National Highway Traffic Safety Administration.

Other Activities Affecting MDT's Highway Traffic Safety Program

Montana's State Highway Traffic Safety Section (SHTSS) participated in a NHTSA Management Review in August 2016. This review resulted in two commendations and one finding. The commendations were for the implementation of the web grants system and the method used to track law enforcement activities and determine productivity.

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

The system used to track law enforcement activities utilizes a formula developed based on stops per hour, a ratio of DUI and seat belt citations against total citations written per agency, and involvement in mobilizations. Those law enforcement agencies that have shown performance success rates in the above areas are given priority when awarding resources. The program promotes activity but does not require quotas.

The finding was related to the documentation of support of local benefit. A resolution to this issue has been implemented to the mutual satisfaction of NHTSA and MDT.

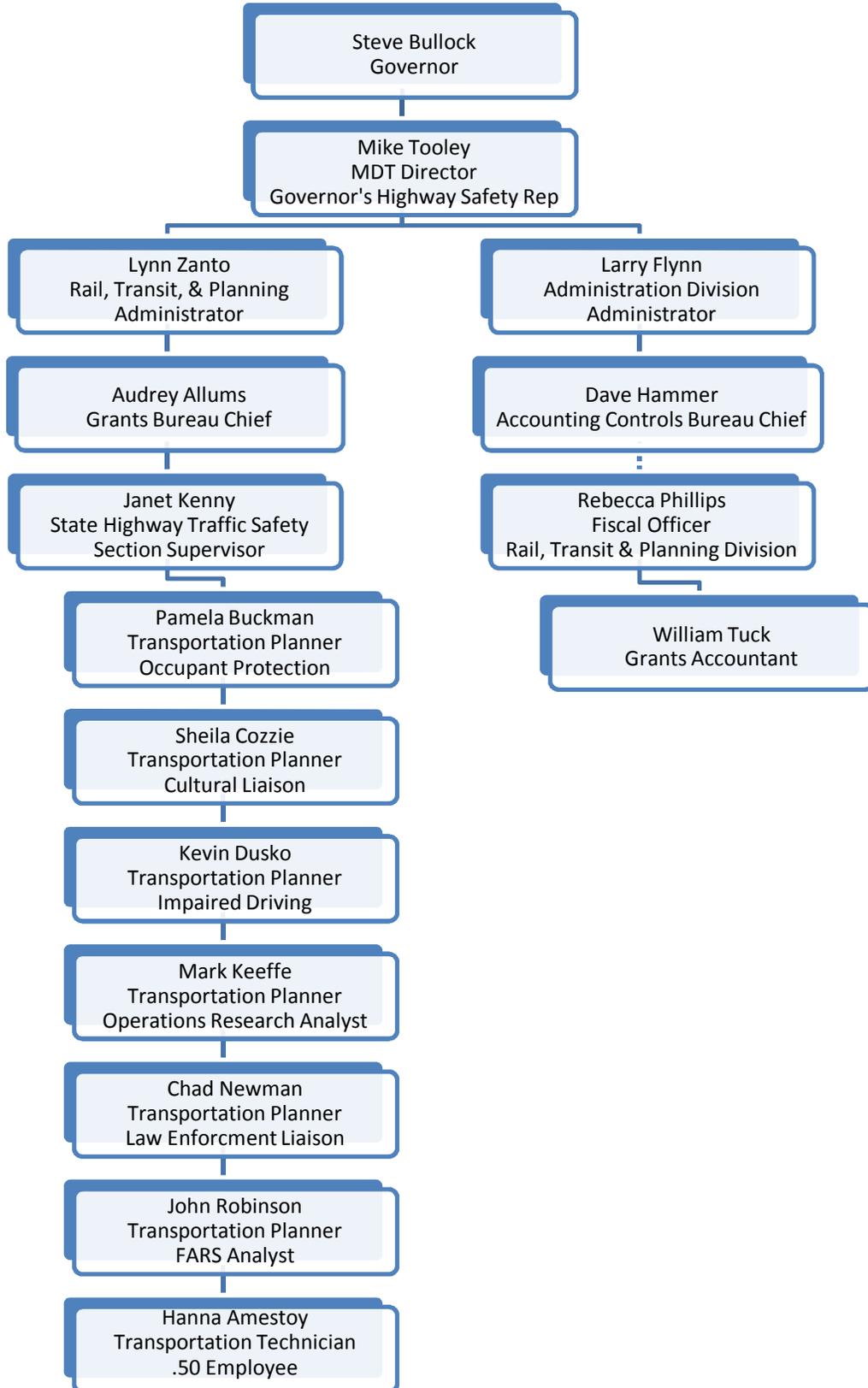
Montana's legislature meets biannually and met in 2015. The next session will convene in January 2017. There has already been a bill drafted for a primary seat belt law. MDT will monitor this bill and other bills that may impact the highway traffic safety section.

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 Highway Safety Representative (GR). The Director is the former Colonel of the State Highway Patrol and has extensive background, interest in, and understanding of highway traffic safety issues.

The SHTSS assists in the development and implementation of counter-measures for known problem areas (known as emphasis areas) as outlined in the CHSP. Because of changes made to the CHSP, the SHTSS will now be responsible for setting goals and targets for the NHTSA Core Performance Measures that are not addressed in the CHSP. It was determined that the methodology that was the most reliable was a five-year rolling average. A projection of future data is created using both a weighted average and trend analysis of the most currently available NHTSA published data.

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 §1200.35, provides an update of highway traffic safety projects throughout the state of Montana for Federal Fiscal Year (FFY) 2016 as administered by the Montana Department of Transportation's Highway Traffic Safety Section (SHTSS).

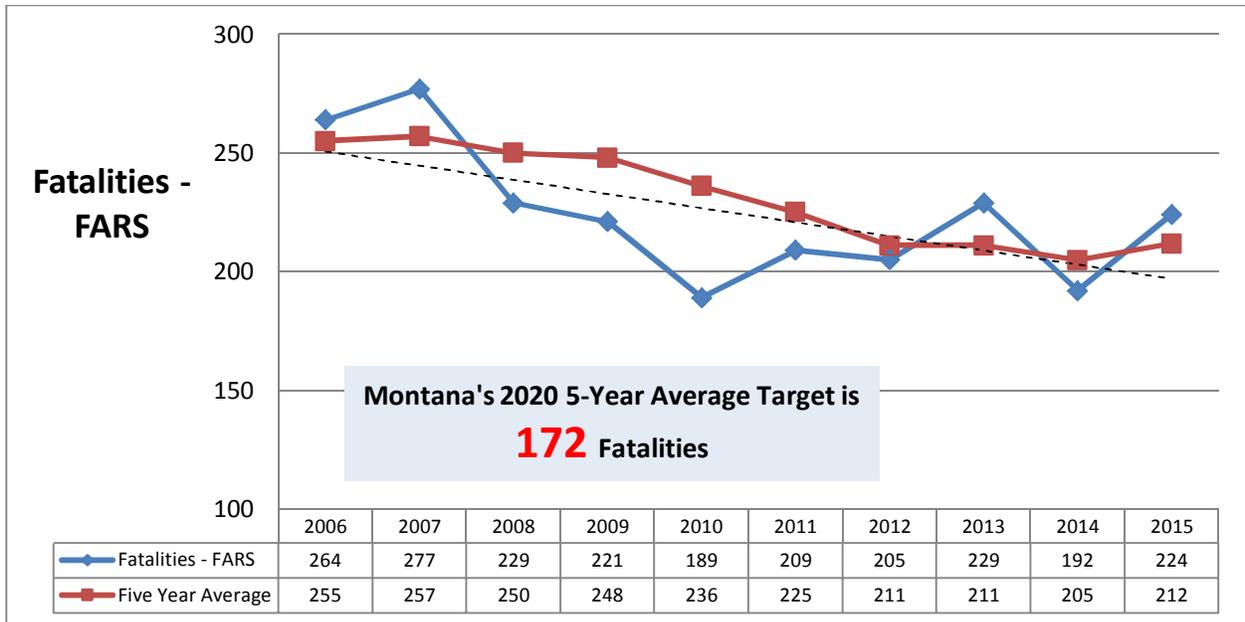
The projects and funding administered by SHTSS were approved by NHTSA Region X in the 2016 Highway Safety Plan (HSP).

SHTSS was required to submit two amendments to the HSP during 2016. The first amendment was with regard to the Motorcycle Rider's Safety grants. The budget was modified from a requested total of \$34,820.00 to a total of \$71,561 to include carry-over funding from 2015. The media budget for the May Motorcycle Awareness campaign was increased. In addition, Planning and Administration, and indirect costs were added.

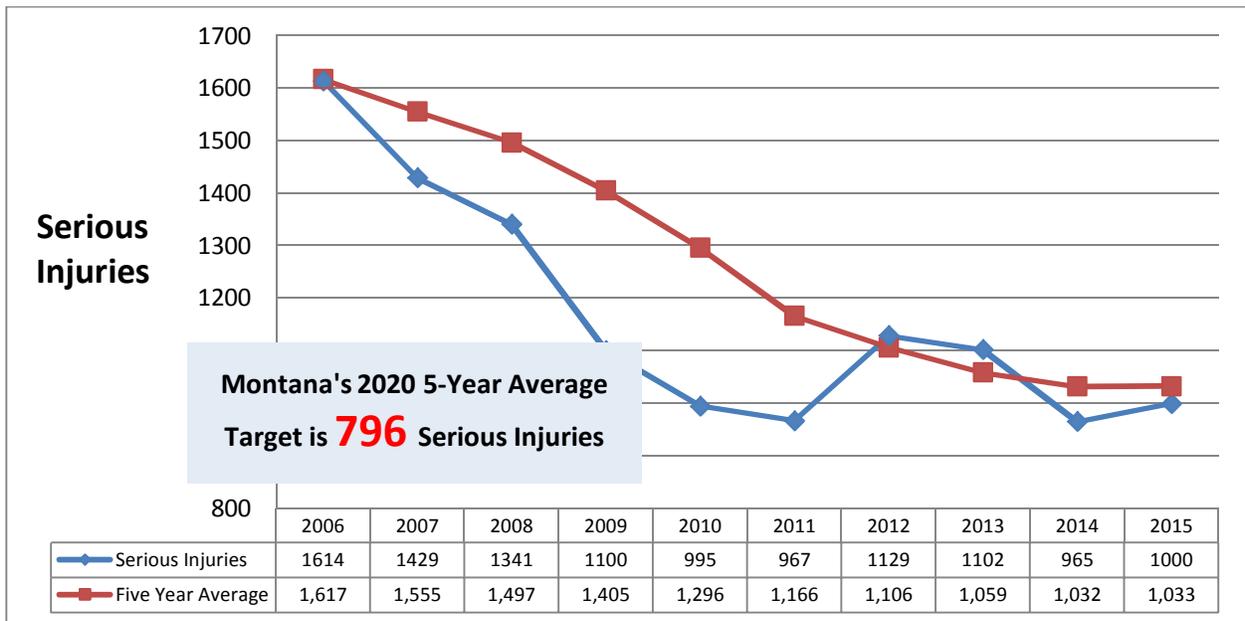
The second amendment was for the Traffic Safety Information System grant funding. MDT added a project that allowed SHTSS to partner with DPHHS to upgrade the EMS reporting database. This project enabled implementation of a statewide EMS data system that is compliant with the National EMS Information 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.

Statistical Analysis

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



Montana is doing well at reducing the number of serious injuries through the state. As the current trend shows, the 796 target for 2020 should be attainable.



Other 2016 accomplishments include:

- During 2015 there were 75 alcohol related fatalities; only two higher than 2014, with those two years being the lowest since 2010.
- Montana's 2016 observational seat belt use rate was 76.2%, which is only .6% lower than 2015 and 2% higher than the previous two years.

FFY2016 Core Performance Measures

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

Montana Department of Transportation NHTSA Core Outcome Measures								
Core Measure	Description	2011	2012	2013	2014	2015	2015 Target	2020 Goal
C-1*	Number of Fatalities	209	205	229	192	224		
	5-Year Moving Average	225	211	211	205	212	182	172
C-2*	Number of Serious Injuries	956	1,129	1,102	965	1,000		
	5-Year Moving Average	1,166	1,106	1,059	1,032	1,033	1,002	796
C-3*	Fatalities/VMT	1.79	1.72	1.90	1.58		1.84	1.28
C-4	Unrestrained Passenger Vehicle Fatalities	109	113	108	99	114		
	5-Year Moving Average	112	106	104	104	109	98	98
C-5	Alcohol-Related Fatalities	82	89	93	73	75		
	5-Year Moving Average	86	83	83	82	82	81	85
C-6	Speed-Related Fatalities	75	88	76	52	91		
	5-Year Moving Average	79	78	79	72	76	67	74
C-7	Motorcyclist Fatalities	20	30	35	23	24		
	5-Year Moving Average	29	27	27	27	26	23	28
C-8	Un-helmeted MC Fatalities	10	21	22	12	18		
	5-Year Moving Average	17	17	17	16	17	14	17
C-9	Fatalities Involving Drivers Age 20 or Less	24	28	24	26	35		
	5-Year Moving Average	32	31	29	26	27	27	24
C-10	Pedestrian Fatalities	15	8	24	10	14		
	5-Year Moving Average	13	11	14	13	14	11	13
C-11	Bicycle Fatalities	1	1	1	2	1		
	5-Year Moving Average	2	1	1	1	1	0	1
Other MDT Performance Measure								
O-1	Native American Fatalities	24	40	30	37	44		
	5-Year Moving Average	37	36	31	31	33	31	32
Core Behavior Measure								
B-1	Observed Seat Belt Use	79.2%	77%	76.9%	74.0%	74.0%	77.6%	77.7%
Core Activity Measures								
A-1	Seat Belt Citations Issued During Grant-Funded Activities	2,374	1,975	2,610	2,661	3,209	N/A	N/A
A-2	Impaired-Driving Arrests Made During Grant-Funded Activities	496	468	361	570	415	N/A	N/A
A-3	Speeding Citations Issued Grant-Funded Activities	11,332	10,117	9,842	9,563	9,665	N/A	N/A

Performance Report

The following provides further information on the performance measures required by NHTSA and others that MDT is tracking, in addition to the behavioral measure.

NHTSA Core Performance Measures						
Performance Measure	2015 Target	2015 Actual	Target Met	% Difference (Actual vs. Target)	2016 Target	Comments
Traffic Fatalities	182	224	No	23.08%	186	Unfortunately, Montana saw an increase in fatalities for 2015 with 224. This was 32 higher than 2014. However, to date in 2016 shows that rate decreasing. In addition, the five-year trend is still declining.
Serious Injuries	1,002	1,000	Yes	-0.20%	1,072	Montana is on track to meet the 2020 target of 796 serious injuries. Although there was a slight increase in 2015, serious injuries have been dramatically declining over the last ten years.
Fatalities/VMT	1.84				1.84	MDT has struggled to decrease Fatalities/VMT for many years. Due to the rural nature of Montana and increase in VMT, this is difficult.
Unrestrained Fatalities	98	114	No	16.33%	109	Unrestrained fatalities were up 16% during 2015. The five year rolling average for 2015 was 109 making the 2020 target of 98 challenging to achieve.
Alcohol-Impaired Fatalities	81	75	Yes	2.74%	89	Montana has seen a significant reduction in alcohol-impaired fatalities over the last two years. In 2014 there were 73 and during 2015 there were 75. Down by 20% over 2013.
Speed Related Fatalities	67	91	No	35.82%	81	Speed related fatalities nearly doubled during 2015 increasing from 52 in 2014 to 91. Determining the cause is difficult but MDT will monitor this performance measure in an effort to reduce speeding fatalities.

NHTSA Core Performance Measures						
Performance Measure	2015 Target	2015 Actual	Target Met	% Difference (Actual vs. Target)	2016 Target	Comments
Motorcyclist Fatalities	23	24	No	4.35%	30	Montana had 24 total fatalities which is consistent with 2014 when there were 23. Although the target was not met, these years are significantly lower than 2013, when the total number of fatalities was 35
Un-helmeted Motorcyclist Fatalities	14	18	No	28.57%	19	The number of unhelmeted fatalities increased dramatically during 2015, up 50%. Montana does not have a helmet law which contributes to the large number of unhelmeted fatalities. Although there was a large increase during 2015, Montana remains on track to meet the 2020 target of 17.
Young Driver Involved Fatalities	27	35	No	29.63%	27	Young driver fatalities increased from 26 in 2014 to 35 in 2015. The 2020 five year rolling average target is 24. MDT is working to get more participation from this group through the Teen Peer-to-Peer Traffic Safety Program in an effort to impact these numbers.
Pedestrian Fatalities	11	14	No	27.27%	14	Although the goal of 11 for 2015 was not met, the 2020 goal of 13 is attainable.
Bicyclist Fatalities	0	1	No	100.00%	1	Historically Montana reports 0 or 1 bicyclist fatality per year.
MDT's Other Performance Measure						
Native American Fatalities	34	44	No	29.41%	31	Native American Fatalities increased by 17% over 2014. Montana recognizes this continues to be a high-risk group for traffic fatalities and will continue public education and outreach through 2017.
Core Behavior Measure						
Observed Seat Belt Use	77.60%	76.2% (2016)	No	-.6%	77.6%	Seat belt use remained fairly constant from 2015 to 2016.

NHTSA Core Performance Measures						
Performance Measure	2015 Target	2015 Actual	Target Met	% Difference (Actual vs. Target)	2016 Target	Comments
						There was a slight increase (2%) over 2014 when usage was 74%. The 2020 goal of 77.7% should be attainable.

Overall 2015 was a challenging year on Montana’s roadways. Nevertheless, Montana’s 2020 five year rolling average targets are still attainable in each performance area. In addition, as of December 2016, fatalities and serious injuries are down from 2015.

Description of Projects and Activities Funded

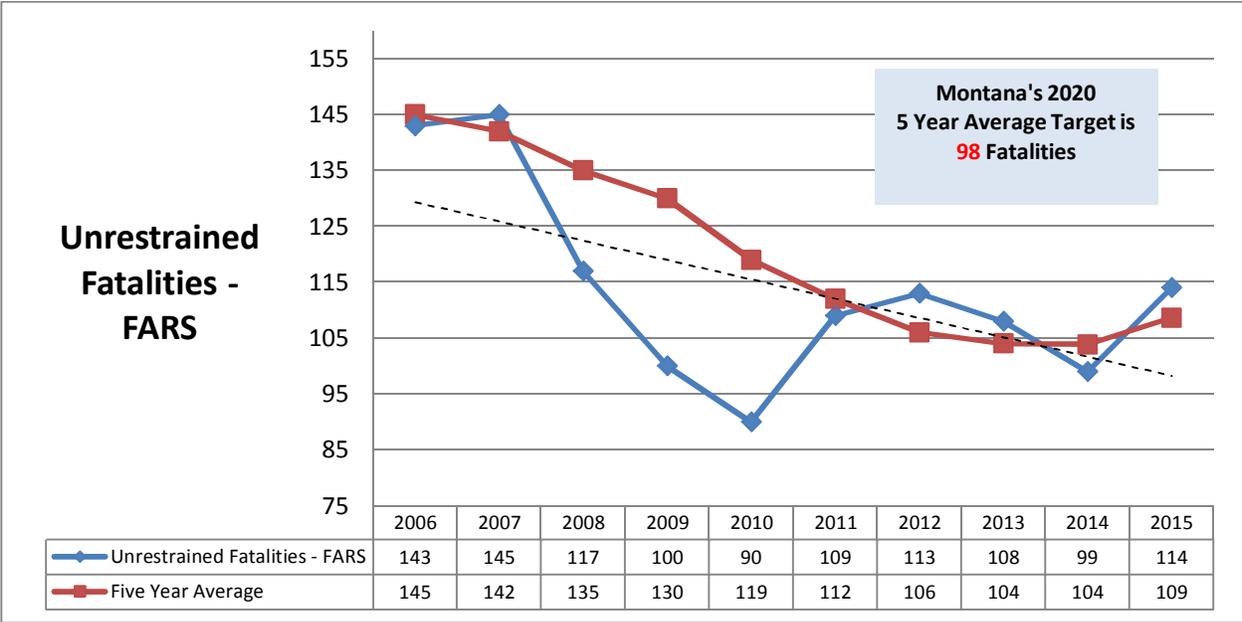
Occupant Protection Overview

Montana currently has a secondary enforcement law for safety belt use. Although many attempts have been made to pass legislation making seat belt use a primary offense, those have consistently failed.

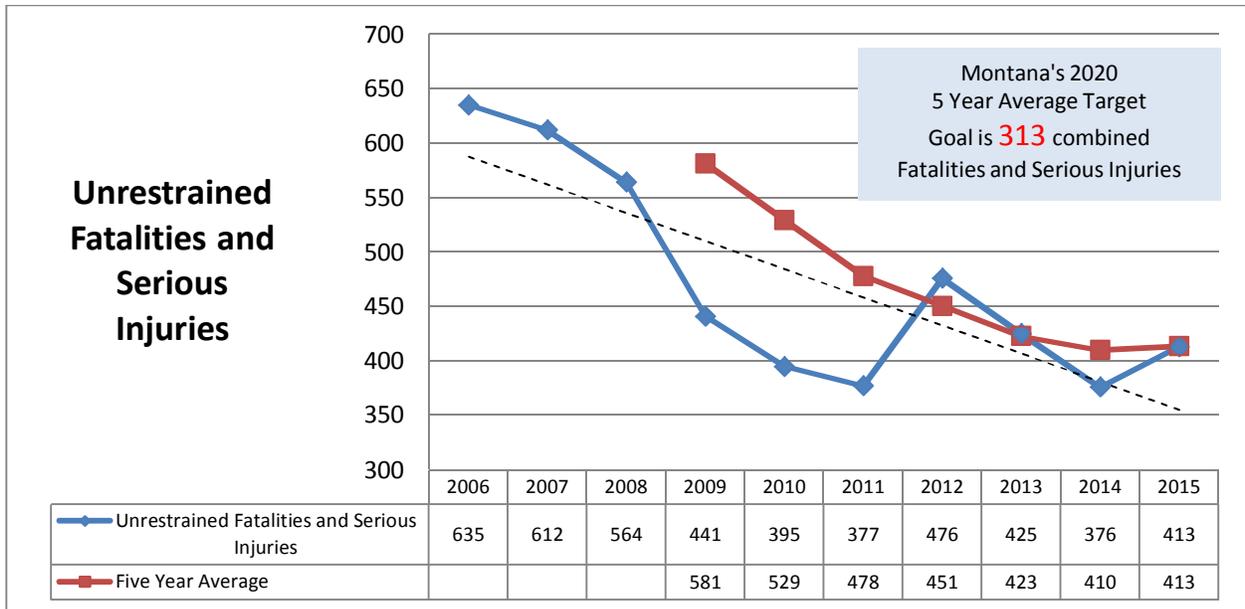
SHTSS has established three goals for seat belt use:

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

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



As shown, unrestrained fatalities increased from 99 in 2014 to 114 during 2015. The current five-year average for unrestrained fatalities is 109 and the 2020 target is 98.



Although 2015 data shows a slight increase in unrestrained fatalities and serious injuries, the ten year trend depicts a 40% decline. If the trend continues, Montana will be on track in meeting the 2020 target.

Seat Belt Usage Rates							
Year	Interstate	Primary	City	Other	All Roads		
2008	92.1%	81.7%	66.6%	70.7%	79.3%		
2009	82.9%	83.8%	64.9%	75.6%	79.2%		
2010	87.0%	81.2%	64.7%	74.1%	78.9%		
2011	84.4%	80.9%	67.7%	68.8%	76.9%		
2012	82.8%	80.1%	65.7%	70.5%	76.3%		
New Categories as of 2013	Interstate	Primary	Secondary	Other	National Highway System	Urban	All Roads (NHTSA weighted)
2013	82.0%	67.8%	78.0%	61.3%	76.6%	67.6%	74.0%
2014	84.0%	62.0%	71.0%	74.0%	74.0%	68.0%	74.0%
2015	86.5%	65.9%	74.3%	71.1%	80.3%	70.6%	76.8%
2016	80.0%	67.6%	72.0%	76.8%	78.3%	82.4%	76.2%
Chg 1 Yr	-6.5%	1.7%	-2.3%	5.7%	-2.0%	11.8%	-0.6%
Source: Montana Department of Transportation Observational Study							

The 2016 observed use of seat belts didn't changed significantly from 2015 for all roads. MDT's 2020 goal for seat belt use is 77.7% (five-year average) which is obtainable if the current trend continues.

Project Descriptions and Activities Funded

Buckle Up Montana (BUMT) Program

<i>Funding Source:</i>	402	405b	<i>Total</i>
<i>Amount Expended:</i>	\$7,669	\$134,221	\$141,890

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 seatbelt 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. Local seatbelt surveys are being tracked annually for use in their public education efforts. 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 table below lists the 4 BUMT coalitions:

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 15% of Montana’s population is covered by Yellowstone County’s Safe Kids Coalition focusing strictly on Child Passenger Safety.

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

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

During FFY2016, BUMT coalitions participated in a number of activities to educate the public on the importance of using a seat belt. Below are a few highlights:

Saved by the Belt Awards

This fiscal year, 25 Saved by the Belt awards were presented to individuals involved in motor vehicle crashes that were saved by wearing their seat belts. An additional five children, who were also restrained properly, were passengers with drivers who received the awards. These awards are typically presented at a press conference with



the survivor(s), law enforcement and public officials. In addition to receiving the award, recipients receive a free one-year membership for AAA Auto Roadside Assistance Club and a Saved by the Belt key ring. A positive message and increased public awareness by participants and their relatives, followed by news coverage, could influence more people to wear their seat belts.

Below is an excerpt from Trooper Bill Bullock's Saved by the Belt Nomination Form for the Guasp's family:

This was a two vehicle crash on April 28, 2016 caused by a driver crossing over into the Guasp's lane of travel after losing control of his vehicle in icy, slushy road conditions. This crash occurred at highway speeds and was virtually a head-on collision. Mrs. Kelley Guasp was driving a 2014 Ford Expedition (see picture). Her 5 year old son Emmett and 2 year old daughter Emily were seated in the rear seat. Emmett was in a booster seat appropriate for his age and weight. Emily was seated appropriately in a child seat fitted for her age and size. Kelley was also properly restrained in her seat belt in the driver seat. Front and side air bags deployed in the vehicle. The severity of this head-on collision would have induced far more severe injuries to the Guasp family if they were not properly restrained. Due to Kelley Guasp taking the necessary steps to insure the proper restraints for herself and her children, she protected them from injury during this crash. It was because of the proper use of restraints that Kelley and her children were treated and released from the hospital with only minor injuries after the crash.



Public Education & Information

The coalitions were successful in publishing occupant protection articles in local newspapers and newsletters. They post messages and pictures on their agency's website and create topic-specific flyers to distribute throughout the county. When they attend high visibility public events, they are armed with brochures and posters containing educational information specific to children, teens, adults and employers.

The Respect the Cage educational display, retired by the Montana Department of Transportation was initially created to illustrate that vehicles are built with a reinforced safety cage to protect the occupants in a crash. Buckling up is your best chance of remaining within that cage. The crashed car and trailer display was acquired by the Missoula City-County Health Department. This agency continues using it to educate the public about the importance of wearing a seatbelt.



Linda Green, Director of Health Enhancement at the UM Curry Health Center, invited the Missoula/Granite County Buckle Up Montana Coalition to bring the Respect the Cage to an interactive event to promote seat belts, sober driving and safe ride alternatives. The event was

held at "The Oval" on the University of Montana campus where they could more directly target young drivers. Coalition Coordinator Lonie Hutchison staffed the exhibit and law enforcement from the local Sheriff's Department assisted.

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

The simulator made an appearance at the Family Fun and Safety Day, Whitefish Fire Open House, Bigfork High School, North Valley Hospital Open House, etc. Comments range from "Wow. Now I see why I need to wear my seat belt" to "my dad needs to see this because he never wears his" to "this is exactly why I buckle up". It has been a useful tool for families to have the discussion with their children and other members of why we all need to buckle up.



Partnerships with Law Enforcement

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

Each coalition also partners with the Montana Highway Patrol's Alive @ 25 instructors to deliver the National Safety Council's 4-hour curriculum for drivers between the ages of 18 and 25. The Montana Highway Patrol is the only Law Enforcement Agency in Montana who is approved by the National Safety Council as a Training Agency for the Alive at 25 Classes. The partnerships created between the Buckle Up Montana Program to coordinate the Class between the youth, their parents or guardians, the courts, and the Montana Highway Patrol is valuable to the success of the overall goal to save lives. Specific conversations about the importance of seat belt use can be discussed among young drivers who are displaying risky and dangerous driving behaviors which make it a very valuable opportunity to reduce teen injuries and fatalities on Montana's roadways.

Missoula/Granite County BUMT Coalition Coordinator, Lonie Hutchison, partners with Montana Highway Patrol instructor, Trooper Timothy Templeton. According to Templeton, "If I could get this (defensive driving course information) in front of every young driver, I think it would make a tremendous difference, but it's just not practical to do that on a one-on-one basis, so this classroom format seems to work out pretty well." Templeton also said he wishes every young driver could accompany him and see what troopers experience on a day-to-day basis, but the 'Alive at 25' program is the most practical way to impart the knowledge necessary to be a safe driver...past the age of 25.

The Montana Highway Patrol owns several Seat Belt Convincers that they bring to special events that the BUMT coalitions participate in such as driver's education classes and health fairs. The Convincer

provides the opportunity for individuals to feel what it is like to crash at a low rate of speed. Troopers operate the machine while answering questions for the participants.

Law enforcement officers are the key partners submitting nominations for travelers who were “Saved by the Belt”. They collaborate with BUMT coalitions attending each of the award ceremonies.

Public Awareness in High Schools

Many of the coalitions make presentations at high schools as well as Driver Education classes. This is an opportunity to raise teens’ understanding and knowledge of how seat belts help manage violent crash forces, thereby preventing serious injury or death. Other high school programs include the “It’s Your Choice Mock Crash” program and recruiting students to assist with the observational seatbelt surveys.

Partnerships with Businesses

BUMT coalitions have been successful in partnering with businesses. These businesses help promote seatbelt use via messages on their reader boards, through bank drive-up windows, messages on coffee sleeves and articles to employees in their newsletters. They work with such businesses as the Chamber of Commerce, gas stations, media outlets, hospitals, banks, car dealerships and movie theaters. During the holidays, businesses allow the coalitions to set up the Empty Dinner Party in their showcase windows. This display shows empty chairs for the people who won’t be celebrating the holiday meals with their family because they died due to a motor vehicle crash where they weren’t wearing their seat belt.

Partnerships with Medical Personnel

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

Occupant Protection Mini-Grant Program

<i>Funding Source:</i>	<i>402</i>	<i>405b</i>	<i>Total</i>
<i>Amount Expended:</i>	<i>\$870.00</i>	<i>\$19,048</i>	<i>\$19,918</i>

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

The table below lists the 6 agencies that received mini-grants in FFY2016.

Hill County Buckle Up Program Flathead City/County Health Department CPS Program
 Fort Belknap Reservation CPS Program Ravalli County Prevention Coalition Buckle Up Program
 Montana Highway Patrol CPS Program St. Patrick’s Hospital Mock Crash, It’s Your Choice Program

During FFY2016, the OP mini-grant recipients participated in a number of activities to educate the public on the importance of using a seat belt. Below are the highlights.

Three of the mini-grant recipients purchased child passenger safety-related items:

- Car seats for their local program;
- New CPS trailer to support statewide trainings; and
- Supplies and resources for this new trailer.

The remaining three recipients received funding to develop smaller-scale Buckle Up Montana Programs/Events:

- Educating students, parents and toddlers about the value of buckling up and car seat use;
- Development of a Buckle Up Science Activity Project for teens designed to reinforce the Buckle Up message; and
- Participating in the “It’s Your Choice Mock Crash” Program;



<https://www.youtube.com/watch?v=GJDK3oUYEYU&feature=youtu.be&app=desktop>

http://ravallirepublic.com/news/local/article_82ac7ea6-18a6-11e6-9684-7f8b3d50a038.html

Our event was a full drill with emergency responders, student actors in makeup, local actress Gina Collins portraying a mother who arrived at the scene and a life flight helicopter. The program focused on seatbelt use taught by our peers of students. This involved classroom discussions prior to the events, 8 team meetings to plan for the event, students writing the script, assigning actors to play parts, education to the community about seatbelt use and then incorporating real life stories from two moms who lost their Hamilton High School students in a crash.

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

<i>Funding Source:</i>	<i>402</i>	<i>405b</i>	<i>Total</i>
<i>Amount Expended:</i>	<i>\$2,522</i>	<i>\$17,579</i>	<i>\$20,101</i>

In FFY2016, Montana hosted five 4-day trainings, one renewal course, four local technician updates and one statewide technician update. During 2016, MDT certified 59 new technicians. To date, Montana has 236 technicians, 18 instructors and 25 permanent CPS inspection stations registered with NHTSA. Providing an opportunity for training in tribal communities is a priority as that is a high-risk population. There are Native American CPS technicians on six of Montana’s seven reservations.

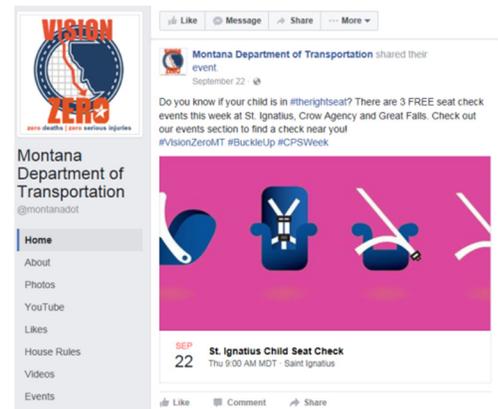


Montana’s child passenger safety certification trainings continue to help maintain a pool of CPS technicians and instructors throughout the state to teach parents and caregivers how to properly use and install child safety seats. This program includes hosting an annual CPS Technician and Instructor Update which affords participants the convenience of earning continuing education units and other requirements needed to recertify. Child passenger safety inspection stations and checkup events are opportunities for parents and caregivers to receive one-on-one assistance from certified CPS technicians ensuring all child restraints are installed properly and the children leave safer than when they arrived. Over 2,200 were inspected and nearly 900 distributed to parents/caregivers throughout FFY2016 by Montana’s CPS technicians.

Child Passenger Safety (CPS) – Media Program

Funding Source: 402
Amount Expended: \$45,363

Media is used to promote checkup events during the year. A variety of media venues were used including radio, newspaper ads, news releases, live-remotes, Geo-fencing, Facebook posts, etc. to support CPS events.



Child Passenger Safety (CPS) – Car Seat Distribution Program

<i>Funding Source:</i>	402	405b	<i>Total</i>
<i>Amount Expended:</i>	\$8,195	\$16,788	\$24,983

In FFY2016, 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 also to CPS technicians in counties that don’t have a registered inspection station. The allocation of seats was based on each county’s need and demographic makeup. Continuing educational and distribution programs, and especially the implementation and enforcement of child passenger safety laws, increases the levels of child restraint use.

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

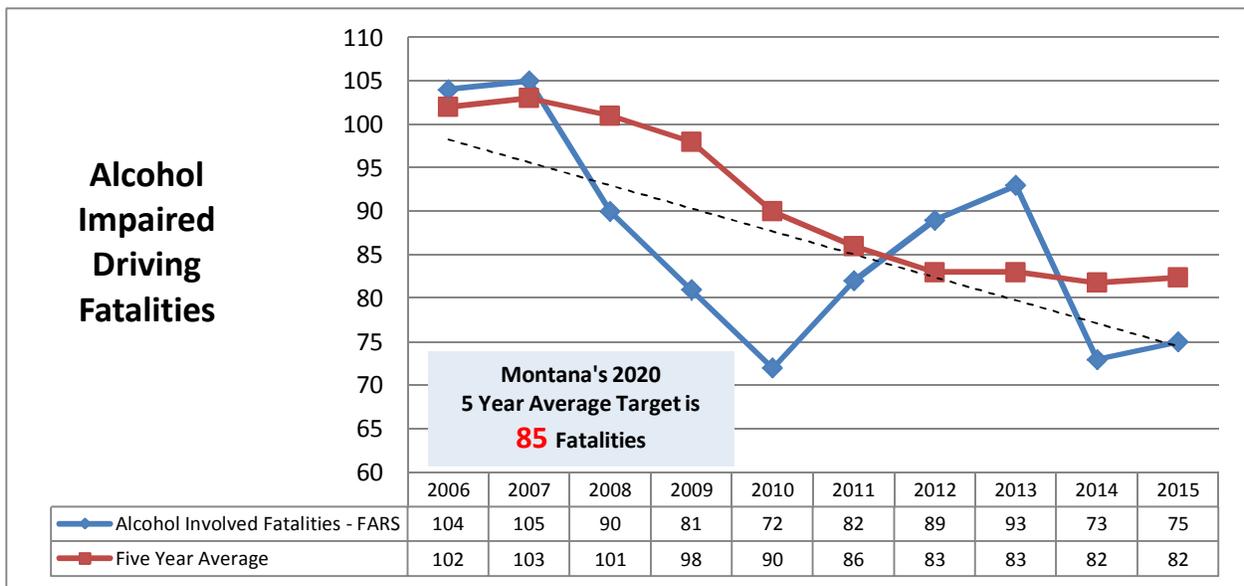
Impaired Driving

Montana continues to have one of the highest fatality rates in the nation for the number of deaths caused by impaired drivers per mile traveled. Data from 2015 indicates that 58% of all fatalities were the result of impaired driving. This is up from 47% during 2014.

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

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

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



As stated, MDT hopes to maintain the current five-year average of 85 fatalities through 2020. If the trend continues as shown in this graph, that goal is attainable.



Montana had 461 impaired driving fatalities and serious injuries. This is up by 13% over 2014. Montana has seen increases in impaired driving fatalities and serious injuries since reaching a low in 2011 of 258. Given the current trend, reaching the 2020 goal of 412 could prove challenging. If available, MDT will utilize 164 funding to further efforts of SHTSS and our stakeholders in reaching the goal.

Project Descriptions and Activities Funded

Traffic Safety Resource Prosecutor Technical Assistance

Funding Source: 405d
 Amount Expended: \$2,500

The ultimate objective of the Traffic Safety Resource Prosecutor (TSRP) is to improve highway safety by enhancing the consistent identification, arrest, prosecution and sentencing of traffic violations. The resource is targeted toward prosecutors, judicial system, law enforcement, community groups and other stakeholders.

FFY2016 funding for the TSRP was limited and the program could not support a full time TSRP. Funds were used for a trained TSRP to provide technical assistance in developing a Judges Impaired Driving Manual. The Judge’s manual has not been updated for over a decade and many impaired driving laws have changed since the original manual was produced. Judges see thousands of DUI cases every year. Providing an updated technical manual is a critical tool because of the complex nature of the DUI adjudication process and the large number of DUI offenders. MDT contracted with Erin Inman, PLLC to provide the technical assistance. Having served as the TSRP, Ms. Inman continues to be seen as an expert in the impaired driving arena.

Judicial Outreach Liaison

Funding Source: Discretionary Funds
Amount Expended: \$6,662

The Judicial Outreach Liaison (JOL) project is the result of dedicated funding from NHTSA to initiate a JOL in Montana. The successful applicant was selected as the result of a Request for Proposal process. A contract with the Honorable Audrey Barger, Justice of the Peace for Hill County, was signed on June 28, 2013. The project was completed on December 31, 2015.

The JOL collaborated with traffic safety stakeholders to identify legal and evidentiary issues that challenge the judicial branch in adjudicating impaired driving and other traffic offenses. The JOL formulates and promotes training and education. This enhances judicial skills in the adjudication of impaired driving and other traffic safety offenses to protect the public, monitor offenders, and improve offender rehabilitation.



The JOL conducts outreach with Montana's judges and court clerks to identify questions and concerns about judicial knowledge and skills required to adjudicate and keep the records of impaired driving and other traffic offenses. The JOL also provides phone or email mentoring consultations and technical assistance upon request from Judges.

The JOL has provided training throughout Montana. One example of training included the 2015 Spring Clerk of Court's Training. This training focused on impaired driving, Minor in Possessions, liquor licensing reporting, BAC statistical information, legislative changes and the implementation of electronic warrants.

The JOL was selected as a peer reviewer for treatment courts and assisted in developing a long-term strategic plan for treatment courts. Despite the contract ending in December 2015, Judge Barger has continued to work in close collaboration with MDT on strategies included in the Comprehensive Highway Safety Plan and is an active member in updating the Judge's Impaired Driving Manual.

DUI Court Training

Funding Source: 405d
Amount Expended: \$4,000

DUI courts are a proven strategy for rehabilitating repeat DUI offenders and have a positive impact on traffic safety in their region of jurisdiction. Training in the DUI court model is necessary to ensure all team members understand the 10 guiding principles of the DUI court model, as established by the National Association of Drug Court Professionals and the National Drug Court Institute. The training is hosted by the National Center for DWI Courts (NCDC), a division of the National Association of Drug Court Professionals (NADCP), and the National Highway Traffic Safety Administration. Training provided opens up funding opportunities with MDT or other funding sources, such as the Office of Justice Programs.

The DUI court training contract provided \$4,000.00 to fund travel, lodging and meal costs for members on the DUI court team to attend DUI Court training. MDT was able to fund the 13th Judicial District to attend the December training in Newport Beach, California. Even though the 13th Judicial District is an existing DUI Court, the multi-disciplinary team was relatively new due to normal staff attrition and had never been through a formal training previously. Continuous training is critical in adhering to the fidelity of the guiding principles.

DUI Court Implementation

Funding Source: 164
Amount Expended: \$354,954

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

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

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

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

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

With the repeat DUI offender as its primary target, DUI courts follow the Ten Key Components of Drug Courts and 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, graduate from the program, withdraw or are dismissed from the program. A total of 55 DUI offenders were successful in graduating from the various DUI court programs around the state. A total of 173 offenders were served in DUI Courts. Not only individual graduates benefit from the program, but their family and the community as a whole.

- The 7th Judicial District DUI court graduated 19 participants. The court served a total of 59 participants, of which 8 did not complete the program.
- The 13th Judicial District DUI court graduated 20 participants. The court served a total of 68 participants, of which 8 did not complete the program.
- Butte-Silver Bow County Justice DUI court graduated 13 participants. The served a total of 30 persons, of which 7 did not complete the program.
- Hill County Justice DUI court graduated 3 participants. The court served a total of 16 participants this year, of which 2 did not complete the program.

Below is a poster highlighting a graduation ceremony in the 13th Judicial District.



July 13, 2016 Graduation



September 28, 2016 Graduation



DUI Court and Presiding Judges	Clients Served	FY16 Grads	Amount Expended
1. 7 th Judicial District (Richland, McCone, Prairie, Dawson, and Wibaux Counties) <i>Judge Katherine Bidegaray</i>	59	19	\$79,349
2. 13 th Judicial District (Yellowstone County) <i>Judge Mary Jane Knisely</i>	68	20	\$146,358
3. Butte-Silver Bow County <i>Judge Deborah Williams</i>	30	13	\$59,115
4. Hill County <i>Judge Audrey Barger</i>	16	3	\$70,132
TOTAL	173	55	\$354,954

24/7 Sobriety Program

Funding Source: 405d
Amount Expended: \$72,668

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

Due to the successes South Dakota had with the 24/7 Program and success of Montana’s pilot program in Lewis and Clark County; In May 2011, the Montana State Legislature passed legislation for the 24/7 Program. The applicable statute was modified during the 2013 and 2015 session to strengthen the 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 at the local level for successful implementation. These local partners may include, but are not limited to: Judiciary, prosecutor’s office, law enforcement, detention personnel, SCRAM vendors, treatment professionals, and local probation.

Montana has 56 counties spread out over a vast area so implementing and sustaining a program throughout counties statewide requires full time coordination. Every county has unique challenges and differing resources available to them. The coordination requires individualizing the program per the counties’ unique needs while maintaining fidelity of the program. At the beginning of FFY2016, there were 37 counties using the 24/7 program. Currently, there are a total of 51 counties participating in the program. In FFY16 there were a total of 1,979 individuals who participated in the program.

The counties that are in the program participate in 2x daily monitoring through breath tests, SCRAM or a combination of both. The remaining counties not participating continue to evaluate whether they have the resources to do so. All counties not participating are in rural jurisdictions. Reduction of impaired driving requires extensive collaboration to address repeat offenders. Repeat offenders have a significant impact on Montana’s impaired driving issues and supporting the increased use of the 24/7 Program is an implementation step within the Impaired Driving Emphasis area in Montana Comprehensive Highway Safety Plan.

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

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

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

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

Project Descriptions and Activities Funded

Selective Traffic Enforcement Program (STEP)

<i>Funding Source:</i>	<i>402</i>	<i>405d</i>	<i>164</i>	<i>Total</i>
<i>Amount Expended:</i>	<i>\$364,225</i>	<i>\$23,098</i>	<i>\$112,305</i>	<i>\$499,628</i>

Law enforcement agencies conducted year-round sustained enforcement from October 1, 2015 to September 30, 2016 focusing on the three national mobilizations; Winter Holiday Season, Memorial Day, and Labor Day, 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 submit an application annually to be considered for the grant funding.

During FFY2016, SHTSS contracted with twenty-one law enforcement agencies (excluding tribal STEP, see page 40). 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.

Law enforcement agencies participating in the STEP program provided 15,158 hours of overtime patrols during FFY2016. There were 17,478 traffic stops conducted and a combined 32,002 citations and warnings were given to motorists. The following matrix itemizes the citations:

FFY2016 Citations STEP							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
310	41	65	2,991	67	41	78	35
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	
890	1,768	8,336	340	319	59	16,662	

By comparison, law enforcement agencies participating in STEP during FFY2015 provided 11,297 hours of overtime patrols with 15,838 traffic stops conducted and a combined 24,699 citations and warnings given to motorists.

STEP Media

<i>Funding Source:</i>	402	405d	Total
<i>Amount Expended:</i>	\$18,107	\$18,108	\$36,215

Media is used to support STEP patrols during mobilizations, summer holiday events and other specific events throughout the year. Radio, PSA’s and newspaper advertising are used for high-risk events

including sustained efforts. The statewide mobilization media efforts are discussed on page 48. The following represents Law Enforcement STEP participants that requested media include:

Media Coverage	Radio Spots
2015/16 Holiday “Drive Sober” Radio for select markets, Press Release Template provided to all STEP.	Belgrade, Bozeman, Havre, Helena, Kalispell, Missoula, Statewide
2016 May Mobilization “Click it or Ticket” Radio for select markets, Press release template provided to all STEP. (Paid radio aired in larger markets)	Glendive, Dawson County, Valley County, Statewide
2016 4th of July – “Drive Sober, Buckle Up”	Bozeman, Butte, Havre, Helena, Kalispell, Missoula, Statewide
2016 Labor Day “Drive Sober” Radio, Press release template provided to all STEP	Butte, Great Falls, Havre, Helena, Jefferson County, Missoula County, Kalispell, Statewide

Montana Highway Patrol Safety Enforcement Traffic Team (SETT)

<i>Funding Source:</i>	402	405b	405d	164	Total
<i>Amount Expended:</i>	\$463,250	\$27,218	\$33,239	\$154,243	\$677,950

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). In essence, 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 5,504 patrol hours during FFY2016. There were 4,607 traffic stops conducted and a combined 10,995 citations and warnings were given to motorists.

FFY2016 Citations SETT							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
107	15	8	1,094	22	4	41	24
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	
351	498	1,604	182	121	33	6,506	

The team completed 31 deployments in support of HVE efforts across the state. The selections of these events were evidence-based on the Deployments included:

- Winter Mobilization
- May Mobilization
- Labor Day Mobilization
- St. Patrick’s Day - Butte
- Whitefish Winter Carnival - Whitefish
- Cat/Griz game – Bozeman

- Testicle Festival – Missoula
- Iron Horse Rodeo – Carbon County/Red Lodge
- Evil Knievel Days -- Butte
- Eureka Rodeo – Kalispell

SETT Media

Funding Source: *Included with STEP Media*
Amount Expended:

As a required component of High Visibility Enforcement, SETT incorporates a media component to all of their deployments. This media included paid radio, PSA’s and newspaper ads.

MHP Traffic Safety Resource Officer

<i>Funding Source:</i>	<i>405d</i>	<i>164</i>	<i>Total</i>
<i>Amount Expended:</i>	<i>\$154,269</i>	<i>\$154,270</i>	<i>\$308,539</i>

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).

SFST, ARIDE, and DRE Training for Law Enforcement

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 FFY2016, the Montana TSRO program conducted 37 Training sessions across the state. TSRO Trainings included:

- SFST Instructor Training – 1 course, 15 Participants
- SFST Certification – 7 classes, 248 participants
- SFST Recertification – 11 classes, 28 participants
- SFST Refresher – 19 classes – 248 participants
- ARIDE Certification – 7 classes, 130 participants
- DRE School – 13 participants

Law Enforcement Liaison Program

<i>Funding Source:</i>	<i>402</i>	<i>405d</i>	<i>Total</i>
<i>Amount Expended:</i>	<i>\$24,148</i>	<i>\$8,840</i>	<i>\$32,988</i>

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. Montana’s Law Enforcement

Liaison Program Planner plus two of Montana’s three LEL’s attended the new LEL training course in Oklahoma City during the FFY 2016.

STEP Mini-Grant Program

<i>Funding Source:</i>	<i>402</i>	<i>405b</i>	<i>Total</i>
<i>Amount Expended:</i>	<i>\$44,333</i>	<i>\$15,070</i>	<i>\$59,403</i>

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

Many areas of the state experience significant seasonal and event driven increases in traffic with accompanying spikes in impaired driving and transportation related crashes and fatalities. As a result, the Montana SHTSS decided to offer grant funding to assist small law enforcement agencies address these issues. The Mini-Grant program allows agencies to apply for overtime and law enforcement equipment funding in support of the summer tourist season as well as local holidays and events such as pow-wows, concerts, county fairs, sports events, and rodeos. In FFY2016 fourteen agencies were awarded grant funds to increase enforcement efforts and provide single event, multi-jurisdictional high visibility enforcement. There were a total of 886 overtime hours worked and 684 total citations issued.

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

Entity	Event	Other Information
Blaine County Sheriff’s Office	County Fair Demolition Derby	4 th of July - Single event HVE
Carbon County Sheriff’s Office	May Mobilization	HVE for Impaired Driving and Seat Belts
Choteau County Sheriff’s Office	May Mobilization	HVE for Impaired Driving and Seat Belts
Custer County Sheriff’s Office	Miles City Bucking Horse Sale May Mobilization	HVE for Impaired Driving and Seat Belts
Glacier County Sheriff’s Office	Month of July Labor Day Mobilization	HVE for Impaired Driving and Seat Belts
Garfield County Sheriff’s Office	Summer Tourist Season	HVE and Sustained enforcement for Impaired Driving and Seat Belts
Lake County Sheriff’s Office	Spring/Summer Season	HVE and Sustained enforcement for Impaired Driving and Seat Belts
Lincoln County	Spring/Summer Season	HVE and Sustained enforcement for Impaired Driving and Seat Belts
Madison County Sheriff’s Office	Summer High Traffic Volume	HVE and Sustained enforcement for Impaired Driving and Seat Belts
Prairie County Sheriff’s Office	May Mobilization	HVE enforcement for Impaired Driving and Seat Belts

Entity	Event	Other Information
St. Ignatius Police Department	Summer Traffic Season	HVE and Sustained enforcement for Impaired Driving and Seat Belts
Troy Police Department	4 th of July	HVE and Sustained enforcement for Impaired Driving and Seat Belts
West Yellowstone Police Department	Snowmobile Expo	HVE enforcement for Impaired Driving and Seat Belts

In addition, the following counties received funding for equipment through their mini-grant. MDT first reimbursed for the high visibility enforcement and used to remainder of each agency's grant funds to assist them with equipment purchases. The equipment participants were as follows:

Law Enforcement Agency	Amount Expended
Blaine County Sheriff's Office	\$4,000.00
Carbon County Sheriff's Office	\$4,838.00
Choteau County Sheriff's Office	\$5,000.00
City of Troy Police Department	\$1,874.37
Custer County Sheriff's Office	\$3,457.00
Garfield County Sheriff's Office	\$3,006.77
Lake County Sheriff's Office	\$1,213.76
Madison County Sheriff's Office	\$5,000.00
Prairie County Sheriff's Office	\$4,795.00

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

FFY2016 Citations Mini Grants							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
9	2	4	150	1	2	3	3
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	
17	20	395	5	20	0	289	

Law Enforcement Equipment

<i>Funding Source:</i>	402	405d	Total
<i>Amount Expended:</i>	\$21,198	\$63,594	\$84,792

MDT allocated some funding for STEP participants to purchase necessary law enforcement equipment. This equipment assist agencies in successfully carrying out programmatic activities that combine enforcement of specific traffic laws with communication, education, and outreach information the public about the enforcement activity.

MDT distributed funding based upon the applicants' active traffic enforcement program. Applicants provided an executive summary of how the equipment would enhance their traffic enforcement program and provided citation information for all agency traffic enforcement activities (impaired driving, occupant protection, and speeding violations). MDT's equipment reporting form requires the agency to certify that the equipment "has been received, is in good repair, is used for highway traffic safety activity only and has been added" to the agency's accounting records.

To maximize distribution of funding a \$10,000 cap was placed on the grant award per agency. Funding recommendations were based upon self-reported citations for seatbelts (SB), impaired driving (ID) and speed. Because STEP emphasizes seatbelt use and impaired driving, these citations were compared to the agency's total citations and used as performance indicators. Funding levels varied depending on what equipment the agencies requested and performance percentage received.

In FFY2016 MDT was able to provide equipment grant funds to 11 jurisdictions that participate in the STEP program. Below is the list of law enforcement agencies and total amount distributed.

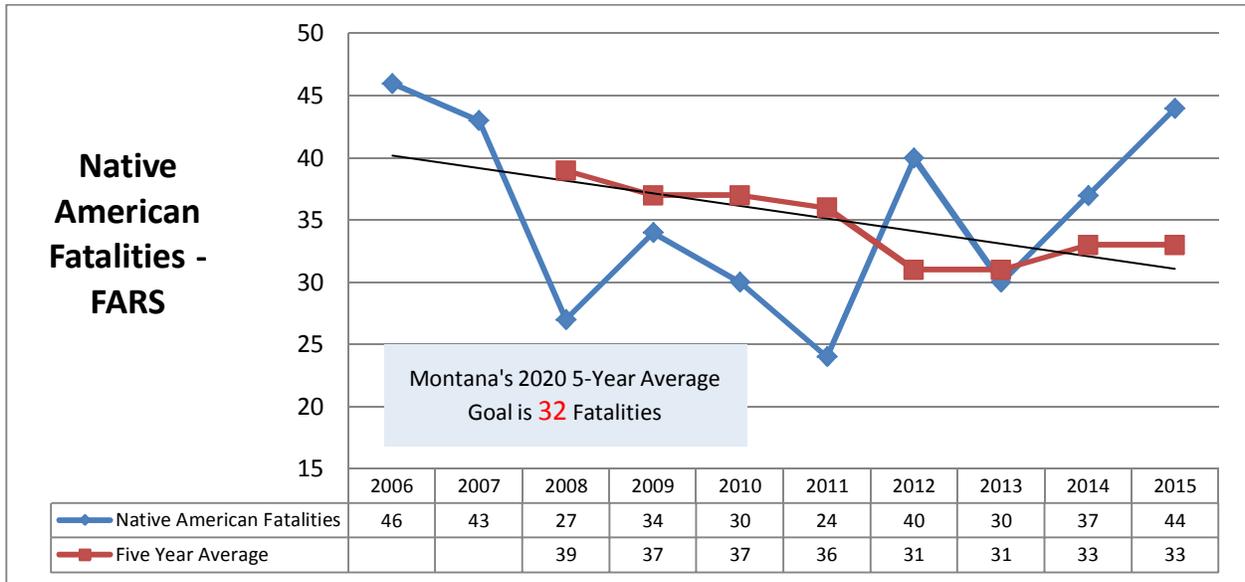
Law Enforcement Agency	Amount Expended
City of Belgrade Police Department	\$7,500.00
City of Havre Police Department	\$7,440.00
City of Helena Police Department	\$7,490.00
City of Whitefish Police Department	\$7,285.00
Fort Belknap Tribal Community	\$8,437.00
Fort Peck Tribes Law Enforcement	\$3,990.00
Gallatin County Sheriff's Office	\$8,150.00
Jefferson County Sheriff's Office	\$7,500.00
Lewis & Clark County Sheriff's Office	\$8,500.00
Missoula County Sheriff's Office	\$10,000.00
Valley County Sheriff's Office	\$8,500.00

Native American Traffic Safety Program

MDT has managed the Native American Traffic Safety Program since 2006. Native Americans represent approximately 7% of Montana's population, yet account for 17% of the traffic fatalities during the last five years. During 2015 there were 44 fatalities, which is 20% of the total number of fatalities in the state. This is consistent with 2014.

Because data indicates a significant concern for this high risk population, Montana continues to manage and implement a Native American Traffic Safety Program. The goal of the program is to reduce the five-year average number of fatalities from 33 in 2014 to 32 by 2020. While this is not a significant reduction, based on history, achieving this goal will be considered a success.

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



The chart depicts a downward trend for Native American fatalities. However, there are still challenges to overcome to meet the project goals.

Project Descriptions and Activities Funded

Safe on all Roads

Funding Source:	402	405d	Total
Amount Expended:	\$73,706	\$72,280	\$145,986



During FFY2016, the Safe on All Roads (SOAR) program was continued on all seven of Montana’s reservations. The purpose of the program is to provide messaging that is culturally relevant and that resonates with the target audience. SOAR coordinators are members of their community and partner with tribal law enforcement, tribal health departments, Indian Health Services, Tribal Community Colleges, and other entities to ensure consistent messages are being delivered.

Coordinators attend and host many community activities throughout the year and provide traffic safety education and materials. Below is an example of an activity where the SOAR coordinator was requested to speak (as provided in the quarterly report):

Blackfeet: “Native American Heritage Day was held at the local Blackfeet Community College, as I do not sit on this committee, I was asked to be a guest speaker. I spoke on stats on seat belts, driving while impaired and the effect this has had in our community. Every community has been affected in one way or another and the only way this will change is if we continue to work together through our programs in our community.”

Safe Driving pledge cards are used by the coordinators during these events to encourage tribal members (focus on teens) to “pledge” to drive safe. By signing the card they are promising to wear a seat belt, ensure all passengers wear their seat belt, not drive impaired, and not ride with an impaired driver. The following are some examples of events where the pledge card was used (from quarterly reports):

Crow Nation – “March 15, 2016- Crow Land Security and SOAR went to the community of Lodge Grass to the Lodge Grass High School Board room, had a meeting with the Crow Tribe 107th Committee, where I campaigned about SOAR and the importance of Seat Belt use. Had 29 Pledge Cards signed.”

Blackfeet (3rd Quarter) – “I also had the opportunity to work with the Browning High School and Glacier County to present the third Annual Prom Event which is a popular and beneficial event. The students are asked to sign pledge cards for the night to commit not to get in with a drunk driver or be a drunk driver.”

Chippewa Cree Rocky Boy (1st Quarter) – “Pledge cards were distributed at the November home games and approximately 50 high school aged students signed the pledge cards. This included both the Rocky Boy school students and the visiting team students.”

Efforts of the local coordinators allowed educational materials and other traffic safety messages to reach 1,000’s of Native Americans in Montana.

SOAR Media

<i>Funding Source:</i>	<i>402</i>	<i>405d</i>	<i>164</i>	<i>Total</i>
<i>Amount Expended:</i>	<i>\$43,461</i>	<i>\$29,657</i>	<i>\$13,803</i>	<i>\$86,921</i>

MDT provides media for the SOAR coordinator to utilize in their education efforts. During FFY2016 media outreach was provided for the following events.

2015 SOAR Media Campaigns		
Description	Message(s)	Participation
Billboards	Messages were alternated between occupant protection and impaired driving	All seven reservations have at least one billboard. Some of them have more than one however; securing billboards in these areas is difficult.
Back-to-School	Occupant Protection/CPS	All seven reservations participated in this campaign. Several media venues were utilized including radio, Facebook, newspaper, and posters. (See below for more information.)
Basket Ball Tournament Safe Travels Campaign	Occupant Protection	Radio ads ran during peak times (tournaments) on all reservations. Social media was also used in this campaign.
Midnight Hoops Event	Occupant Protection	This event is held on the Confederated Salish and Kootenai Reservation with hundreds of participants and spectators.

2015 SOAR Media Campaigns

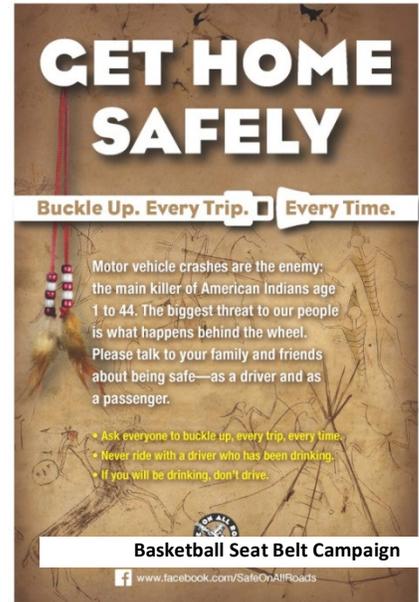
Description	Message(s)	Participation
Father's Day Campaign	Occupant Protection	Radio, social media and newspaper ads were the focus of this campaign. This was a statewide campaign.



In addition to these statewide campaigns, local coordinators developed their own campaign for community events. These included posters, flyers, radio PSA's, etc. Media support was also provided for Memorial Day and Labor Day mobilizations.

The basketball campaign was a statewide media event that all reservations participated in. This had an occupant protection theme and included billboards, banners, posters, radio, etc. The radio was recorded by local coaches, players, council members, and other influential members of each community.

The statewide back-to-school campaign focused on child passenger safety. Again, posters, radio, flyers and Facebook were media venues used during this campaign.



Back-to-School Campaign

Northern Tribes DUI Task Force

<i>Funding Source:</i>	405d	164	Total
<i>Amount Expended:</i>	\$3,808	\$1,046	\$4,954



MDT continues to assist the Tribes with implementing and expanding 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.

Data has shown over the last ten years, of the 310 Native American fatalities, 204 of those were impaired. This represents approximately 66%, while the state had 54% impaired driving fatalities during that same period. Based, on this information, the tribes elected to implement this task force with MDT's help.

Over the course of FFY2016, the task force met on three different occasions. The task force membership has grown from six participants to twenty-five members representing six Tribal communities. This year, the task force



developed a strategic plan and is finalizing that plan during FFY 2017. The group was able to secure additional funding through FHWA’s Tribal Transportation Safety Program to assist with future endeavors.

As the task force is still forming activity is limited however activity should increase in the future. There was a statewide media impaired driving campaign during graduation ceremonies. The task force members were featured on the poster encouraging graduates to drive sober. In addition to the poster above, the campaign included Facebook, radio, and newspaper.

Tribal Step

<i>Funding Source:</i>	<i>402</i>	<i>405d</i>	<i>164</i>	<i>Total</i>
<i>Amount Expended:</i>	<i>\$22,669</i>	<i>\$3,879</i>	<i>\$4,249</i>	<i>\$30,797</i>

During FFY2016, MDT contracted with three tribal law enforcement agencies to participate in the Selective Traffic Enforcement Program (STEP). These are the agencies with employees working directly for the Tribes and include Confederated Salish and Kootenai (CS&K), Fort Belknap Tribes and Fort Peck Tribes.

In 2016, a total of 871 citations were issued by the three Tribal STEP agencies during the sustained enforcement and mobilization time periods. This was nearly double the citations the same three agencies wrote during 2015, when the total was 441. The following are highlights from 2016:

- 55 DUI Citations (up from 24 during FFY2015)
- 24 Seat Belt Violations (9 during FFY2015)
- 338 Speeding Citations (104 during FFY2015)

As shown in the data, Tribal law enforcement is having a bigger presence in their communities and contributing significantly to improving traffic safety. This presence also boosts the efforts of the SOAR education program in terms of educating the public and having law enforcement strengthen the message.

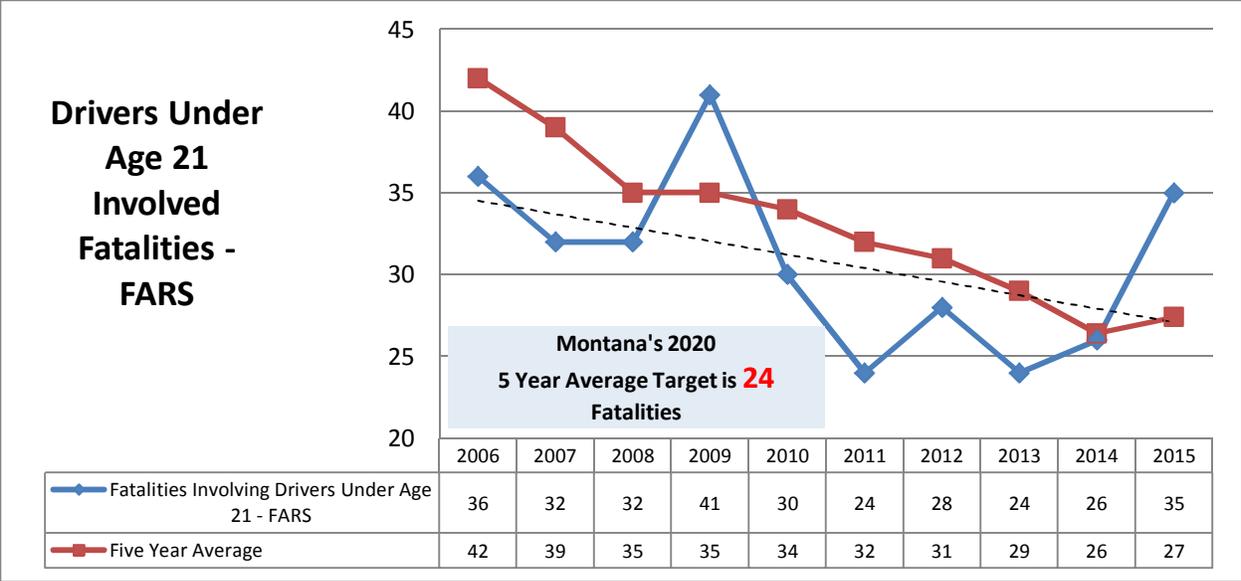
Teen Traffic Safety

During FFY2016, Teen drivers represented approximately 16% of all fatalities and 23% of Montana’s total serious injuries. Yet, teens only account for approximately 6.7% of the state’s population.

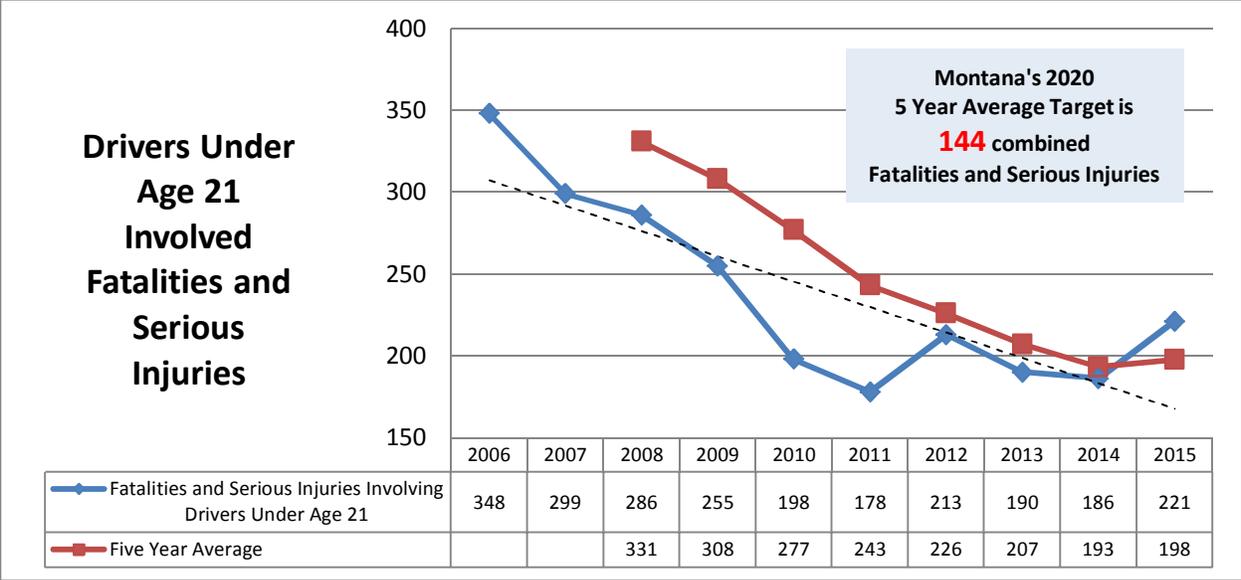
Currently the MDT goals for Young Drivers are:

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

The following represents the progress in reaching this goal.



Unfortunately, Montana saw an increase in teen driver fatalities from 2014 to 2015. This was a 35% jump. Although that is significant, the 2020 target is attainable.



Again, serious injuries for teen driver were up 19% over 2014. However, Montana has made significant strides in reducing these numbers over the last few years. The trend line shows a dramatic decline. The goal of 144 by 2020 may be challenging given recent years' data, however, with the Teen Traffic Safety program growing in the last few years since implementing in 2014, MDT is hopeful that outreach and education provided these young drivers through that program will increase and have an impact.

Project Description and Activities Funded

Teen Peer-to-Peer Highway Traffic Safety Project

Funding Source: 402
Amount Expended: \$2,000

During FFY2016, MDT partnered with Family, Career and Community Leaders of American (FCCLA) to offer a Teen Peer-to-Peer Traffic Safety Program. FCCLA is a national Career and Technical Student Organization that provides personal growth, leadership development, and career preparation opportunities for students in Family and Consumer Sciences education.



Three Forks School Sign

The FCCLA recently became an associate member of the Governor's Highway Safety Association and have a new Families Acting for Community Traffic Safety (FACTS) program that fits well with MDT's mission and vision.

FCCLA groups are offered grant funding to implement a traffic safety campaign in their schools. To launch the year, MDT attended the Statewide FCCLA Leadership Conference and presented on the program and what was available to the teen groups.

There were two teen FCCLA chapters during 2016 that elected to work on traffic safety in their community. The first was from Three Forks Public

Schools. Three Forks opted to do a year-long campaign and educated on a number of topics throughout the school year. These included winter driving conditions, impaired driving, distracted driving, drowsy driving, speed, ending with a mock crash during May, National Youth Traffic Safety Month. The final event was a "ghost out" at the school followed by a school assembly.

In addition to those campaigns, MDT assisted them with updating their school sign, which now contains traffic safety message on both sides.

The second group that participated in the peer-to-peer program was Forsyth Public Schools. Forsyth focused on distracted driving. They held a month long campaign utilizing posters, pledge cards and other educational materials. The campaign culminated with a speaker from Impact speaking at a school assembly on the dangers of distracted driving. This group won at the Stateside Leadership Conferences and presented at the National Leadership Conference in San Diego in July 2016.



Forsyth Distracted Driving Display from Impact

An excerpt from Forsyth's final report stated:

Thanks to the grant we were able to touch the lives of many people with quality instruction and with the curriculum placed in our school will affect the lives of future students as well.

Teen Traffic Safety Media

Funding Source: 402
Amount Expended: \$1,734

MDT produced a teen traffic safety video utilizing one of the FCCLA groups' presentation on seat belt use. This video was used during Teen Traffic Safety Week and also when MDT presented at the Leadership Conference in October to encourage teens to address traffic safety in their schools and communities.

The presentation was done by two FCCLA students who were in two separate car crashes. One was wearing a seat belt and the other was not. They discussed the differences in their injuries because of their choices regarding seat belt use.

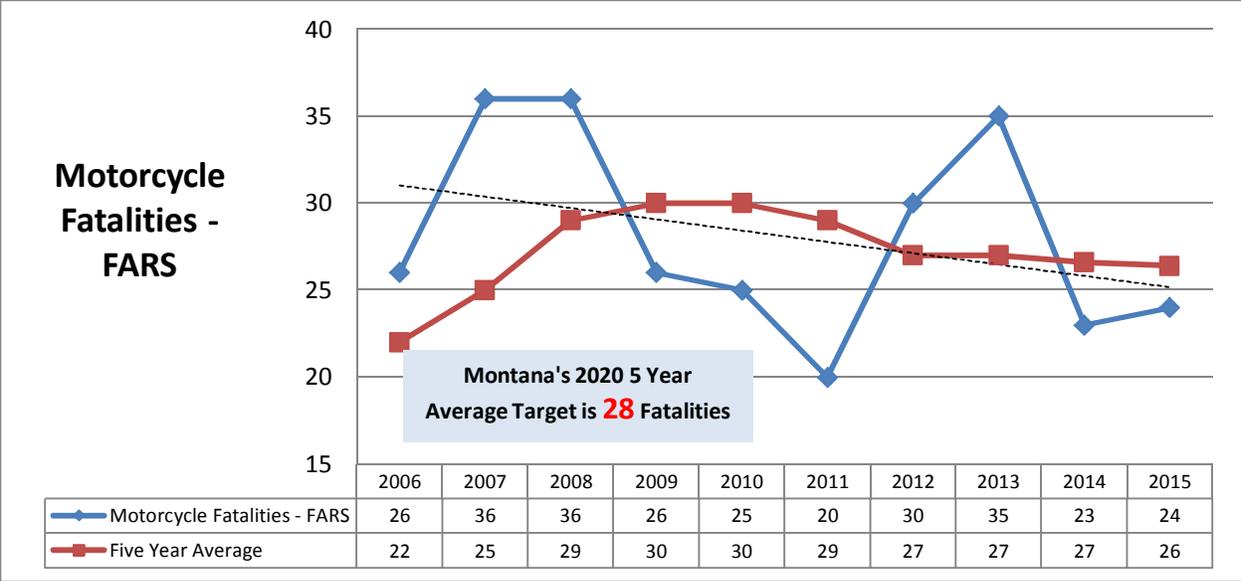
Motorcycle Riders Safety Training

Motorcycle traffic crashes are increasing nationwide and affect older riders more than any other group. During 2015, Montana had a total of 24 motorcycle fatalities. Of these 71% were over the age of 46. There were also 18 unhelmeted motorcycle fatalities and 169 serious injuries during 2015.

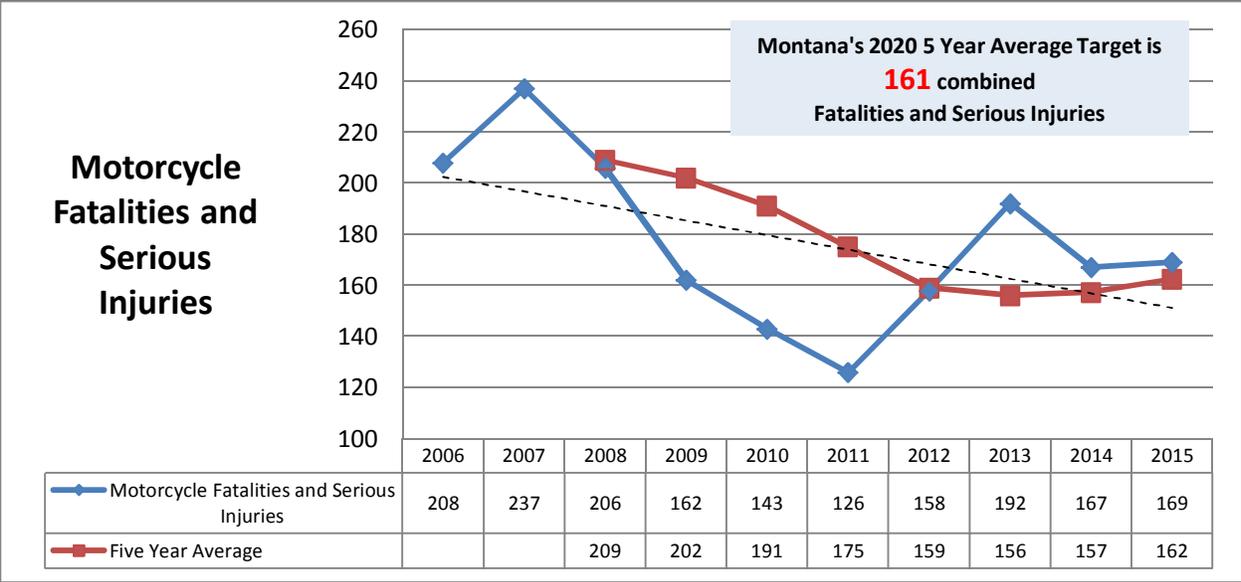
SHTSS set the following goals for Motorcycle Crashes and Fatalities:

- 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.

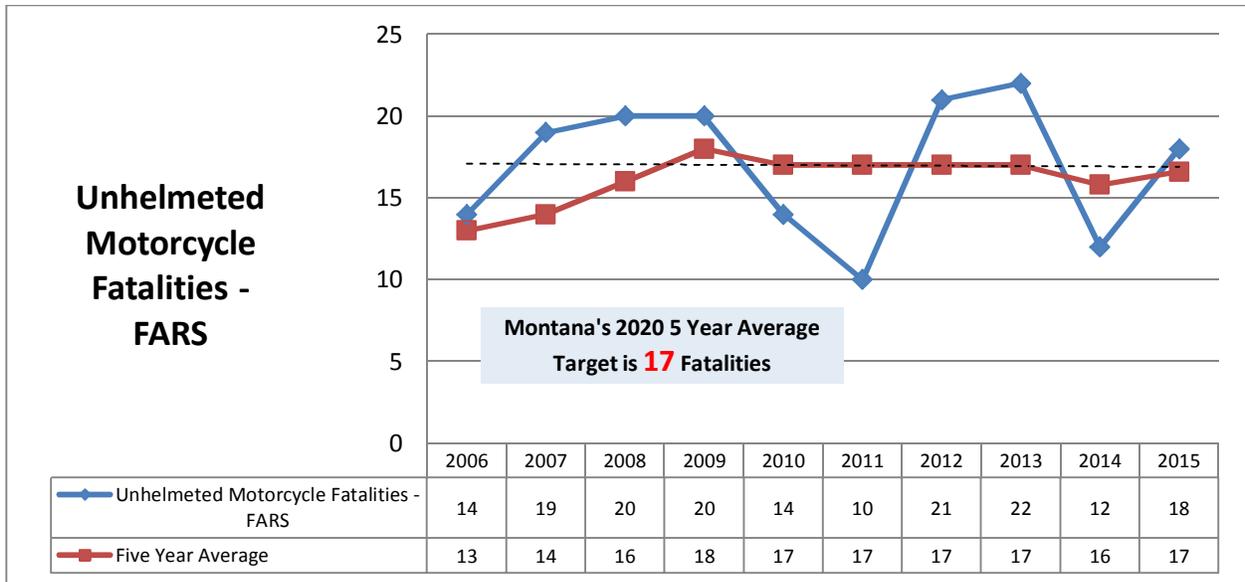
The charts below represent the history of motorcycle fatalities and unhelmeted fatalities.



Montana had 24 total fatalities which is consistent with 2014 when there were 23. These years are significantly lower than 2013, when the total number of fatalities was 35. Because of these dramatic reductions, Montana is on track for reaching the 2020 goal.



Serious injuries also remained consistent with 2014 injuries at 169. After peaking in 2013, the serious injuries have started to decline. If the trend continues, Montana will be able to meet 2020 target of 161.



Unfortunately, the number of unhelmeted fatalities increased significantly during 2015, up 50%. Montana does not have a helmet law which contributes to the large number of unhelmeted fatalities. Although there was a large increase during 2015, Montana remains on target with the 2020 target of 17.

Project Descriptions and Activities Funded

Montana Motorcycle Rider Safety

Funding Source: No Expenditures for Motorcycles During FFY2016

Amount Expended:

The Montana Motorcycle Rider Safety (MMRS) training program provides classroom and hands-on training on how to ride a motorcycle more safely. The goal of MMRS is to lower the crash and fatality rate of Montana's motorcycle riders. Safety training for motorcyclists is voluntary in Montana, so exploring ways of enticing riders, both potential and experienced, to take classes is critical. Having newer bikes, which may be what a student will purchase, is a component of getting riders into classes and providing some familiarity with more modern motorcycles.

MMRS has an aging fleet of training motorcycles, with 61% of the cycles over 7 years old and 25% over 11 years old. Complying with the Buy America Act makes it difficult to purchase cost effective motorcycles, as there are very few that would comply. MDT will be looking for a waiver from the Act during FFY 2017 in an effort to update the fleet.

The following chart shows where training was provided for the period of 2010 through 2015 and how many students passed. The training has a pass rate of approximately 90% over the last several years.

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

Motorcycle Media



Funding Source: 405f
Amount Expended: \$30,466

During May Motorcycle Awareness Month, MDT utilized radio and Facebook as the focus of the campaign reminding motorists to be aware of motorcyclists. In addition, MDT created new brochures for the training program to distribute.



Traffic Records

Project Descriptions and Activities Funded

MHP Web-Based Crash Training

Funding Source: 405c
Amount Expended: \$27,918

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.

WBCR is currently used by 34 law enforcement agencies, with more than 650 trained law enforcement officers using the system

MDT Traffic Data Management System

Funding Source: 405c
Amount Expended: \$130,605

Traffic Data Management System (TDMS) will update the capabilities of MDT to collect and publish roadway data and because the TDMS is web-based, it greatly expands data sharing and program transparency. In FY2015, MDT's Traffic Data Collection and Analysis Section has been running the current traffic collection system in parallel with TDMS. This approach to the installation of the new system is providing MDT with valuable process verification, with respect to reliable data accuracy and performance expectations checks to refine the TDMS prior to full implementation, which is expected in the summer of 2016.

Traffic Records Coordinating Committee Strategic Plan Update

Funding Source: 405c
Amount Expended: \$82,025

Montana’s Traffic Records Coordinating Committee (TRCC) contracted with the engineering firm, KLJ, to update the committee’s strategic plan. In addition, KLJ has been tasked with doing a Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis report and an Investment Strategy report to be incorporated into the final strategic plan. The strategic plan was completed in the first quarter of calendar year 2016.

Statewide Media Campaign

MDT continued to use the media campaign entitled “Vision Zero: Zero Fatalities, Zero Serious Injuries”. This campaign is organized under the theme “Shattered or Saved” (Life Shattered or Life Saved). It includes real stories and consequences to help young Montanans (particularly young men) better remember, understand and believe they should wear seat belts and drive sober.

Vision Zero focuses on four emphasis areas:

- **Education** through public information campaigns during the busiest travel periods and local outreach through Buckle Up Montana, DUI Task Forces and Safe On All Roads (SOAR) programs, including teen traffic safety educational programming.
- **Enforcement** of Montana seat belt and impaired driving laws by Montana Highway Patrol and local law enforcement agencies, whose presence reminds drivers and occupants to obey traffic laws. In addition to increased enforcement periods during Mobilization and Selective Traffic Enforcement Program or STEP periods, traffic enforcement is increased around the busiest travel times of the year and around events that include an emphasis on alcohol consumption.
- **Engineering** of Montana roadways to ensure that Montana’s thousands of miles of state roads and highways are built and maintained with safety as the first concern.
- **Emergency medical response** adequately funded and equipped to respond to vehicle crashes with proper emergency response vehicles, training and medical equipment through the Emergency Medical Services Grant Program.

Each year in Montana thousands of lives are affected by impaired driving and seat belt use. Many lives are shattered because people don’t buckle up and/or drive sober. Many more are saved because they do. At MDT, the goal is to end death and injuries on Montana roads.

Billboard and television advertising depicts the graphic reality of crashes and the devastation family and friends experience when someone they love is lost to a crash.

Memorial Day Mobilization

<i>Funding Source:</i>	402	405d	Total
<i>Amount Expended:</i>	\$119,903	\$26,662	\$146,565

The May “Click It Or Ticket” Mobilization campaign focused on occupant protection. It included placement on billboard, radio, newspaper, television and social media. To kick off this campaign,

MDT Director Mike Tooley held a press tour in Billings on May 23, 2016. This tour included stops at St. Vincent Healthcare



Director Tooley looks at damage to a windshield on a car involved in a crash during the tour to discuss seat belt use and fatal crashes.

where trauma center staff spoke about how they respond to a traffic crash victim. Next was the American Medical Response who demonstrated the proper use of child passenger safety seats. The final stop was Hanser’s Towing where staff discussed their experiences responding to and recovering crash scenes. They had one of the recovery vehicles in the yard and media was on hand to report on and photograph the event.



Facebook GeoPosts



Billboard used for May Mobilization

The reach and campaign results are as follows:

Media Tactic	Location/Audience	Results
Billboards - 16	Missoula (x2), Great Falls (x2), Bitterroot Valley (x3), Kalispell (x2), Helena (x2), Butte (x2), Billings (x3)	Weekly Impressions: 531,171
TV Spot – CBS, NBC, FOX, ABC, ESPN, FX, Root Sports, MTV, TBS, SYFY, USA, TNT	Males 18-34	Total Spots: 511 Bonus Spots: 624
Radio	Males 18-34 in targeted markets: Billings, Bozeman, Butte, Great Falls, Helena, Miles City, Glendive, Forsyth, Missoula, and Kalispell	Total Spots: 1,520 Bonus Spots: 952
Fuel TV – 26 Stations	Bigfork (x1), Bozeman (x4), Butte (x1), Kalispell (x3), Lakeside (x1), Lolo	Video Spot Impressions: 1,318,190 Dual Banner Impressions: 4,647,504

Media Tactic	Location/Audience	Results
	(x1), Missoula (x10), Polson (x1), Whitefish (x1), Helena (x3)	
Geofence Mobile Ads - Facebook	Targeted at Adults 18-34, Targeted to locations during high traffic times in Great Falls, Billings, Bozeman, Kalispell, Missoula, Butte, Helena, Miles City, Livingston, Havre, Laurel, Sidney, Belgrade, Glendive, Anaconda, Whitefish, Dillon, Hamilton, Lewistown, Florence,	Impressions: 598,869 Reach: 87,407 Frequency: 6.85 Overall Click-Through Rate: .21%
Facebook Video Impressions	Targeted at Adults 18-34, living in the state of Montana utilizing mobile newsfeed, desktop newsfeed, right column, desktop suggested videos, mobile suggested video feeds	Impressions: 88,039 Reach: 48,864 Frequency: 1.8
Instagram Impressions	Targeted at Adults 18-34, living in the state of Montana	Impressions: 26,950 Reach: 19,876 Frequency: 1.36 Overall Click-Through Rate: .45%
Pandora Digital Radio	Targeted at Adults 18-34, living in the state of Montana	Radio Spot Impressions: 33,401 10% Share of Voice, 44.9% Reach Unique Listeners Reached: 53,087 Added Value Banner Ad Impressions: 33,401 Clicks: 1,277 Click-through Rate: .38%
PreRoll Video on YouTube	Targeted at Adults 18-34, Living in the State of Montana	Video Spot Impressions: 65,431 Clicks: 78 Click-through Rate: .12%

Labor Day Mobilization

Funding Source: 402 164 Total
Amount Expended: \$14,867 \$131,767 \$146,634

Utilizing the same concept of “Life Shattered, Life Saved”, the campaign changes focus before Labor Day

with messages aimed at preventing impaired driving. This campaign

ran from August 17 through September 5. It was comprised of multiple media tactics targeting to the male 18-34 demographic and general public/travelers in Montana. Cable television and online digital ads provided targetable placements and high frequency of message, while broadcast television placement increased campaign reach.



Outdoor billboards and gas station TV spots placed throughout the state also increased the campaign's broad reach and targeted drivers while on the road. Broadcast radio was also utilized to increase frequency, as well as reach a broader audience. The following is an overview of the results of the campaign.

Media Tactic	Location/Audience	Results
Billboards - 16	Missoula (x2), Great Falls (x2), Bitterroot Valley (x3), Kalispell (x2), Helena (x2), Butte (x2), Billings (x3)	Weekly Impressions: 593,159
TV Spot – CBS, NBC, FOX, ABC	Males 18-34	Total Spots: 699 Bonus Spots: 323
Cable Spot – AMC, Comedy Central, Discovery Channel, ESPN, FX, Root Sports, MTV, TBS, SYFY, USA, TNT, Spike	Males 18-34	Total Spot: 2,904 In lieu of bonus spots, MDT received a 50% discount.
Fuel TV – 26 Stations	Bigfork (x1), Bozeman (x4), Butte (x1), Kalispell (x3), Lakeside (x1), Lolo (x1), Missoula (x10), Polson (x1), Whitefish (x1), Helena (x3)	Video Spot Impressions: 1,068,646 Dual Banner Impressions: 1,369,730
Geofence Mobile Ads - Facebook	Targeted at Adults 18-34, living in the state of Montana	Impressions: 234,068 Reach: 55,518 Frequency: 4.22
Facebook Video Impressions	Targeted at Adults 18-34, living in the state of Montana	Impressions: 125,758 Reach: 55,327 Frequency: 2.27
Instagram Impressions	Targeted at Adults 18-34, living in the state of Montana	Impressions: 48,115 Reach: 24,832 Frequency: 1.94
Pandora Digital Radio	Targeted at Adults 18-34, living in the state of Montana	Radio Spot Impressions: 299,423 10% Share of Voice, 45% Reach Unique Listeners Reached: 53,087 Added Value Banner Ad Impressions: 299,423 Clicks: 1,316 Click-through Rate: .44%
PreRoll Video on YouTube	Targeted at Adults 18-34, Living in the State of Montana	Video Spot Impressions: 25,803 Full Video Views (no skip): 5,751 Clicks: 15 Click-through Rate: .06%

Other Mobilizations

<i>Funding Source:</i>	402	405d	Total
<i>Amount Expended:</i>	\$43,669	\$42,688	\$86,357

In addition to the two mobilizations above, MDT provided statewide media for the Holiday mobilization which ran from December 17 through January 2, the 4th of July mobilization that ran June 27 through July 8. These campaigns focused on impaired driving and utilized radio and PSA's to inform the traveling public of extra law enforcement patrols.

Hazard Elimination

There is one project in FFY2016 approved as part of the 2016 Tentative Construction Plan for the following areas:

Project	Project Budget
4070 NH-HSIP 4-1(61)44 Rockville to Laurel	\$7,128,511
Total	\$7,128,511

The projects are prioritized by Engineering's Traffic and Safety Bureau with the Montana Department of Transportation using a rating system.

Other Funded Programs

Department of Public Health and Human Services – EMS

Together Everyone Achieves More (TEAM) Training for Regional Trauma Advisory Committees

<i>Funding Source:</i>	402
<i>Amount Expended:</i>	\$10,227

The Trauma TEAM course is a four hour course developed in the late 1990's specifically for Montana rural communities. It continues to be offered by the three Regional Trauma Advisory Committees (RTAC's), Western, Central and Eastern. The goal of the course is to improve the quality of care in the rural community through an organized team-oriented approach to the management of trauma patients. It serves to assess six areas of the community trauma delivery system: Public Access/Dispatch; Prehospital Response; Facility Response; Inter-facility Transport; Data/Quality Improvement; and overall System Development.

During the training a mock trauma patient scenario is provided and all entities respond to the "patient" while the RTAC assesses the response. This is a practical exercise that allows for the Trauma Team to develop and receive "real-time" practice feedback.

This grant provided for a total of six TEAM courses throughout the state and was successfully completed.

Trauma Education for Rural EMS Providers

Funding Source: 402
Amount Expended: \$33,947

DPHHS received funding to provide Prehospital Trauma Life Support (PHTLS) education, with a focus on rural, volunteer EMS providers. The training was provided in an effort to improve patient outcome and overall survival of injuries sustained in motor vehicle crashes. Montana EMS providers face particularly challenging conditions within Montana because of the size of the coverage areas, distances from dispatching and treatment facilities, and severe weather conditions during winter months.

During FFY2016, there were a total of 9 PHTLS courses offered throughout the state. These were held in Helena, Big Sky, Culbertson, Glendive, Paradise Valley, Missoula, Seeley Lake, Townsend and Flathead County. 115 students attended these courses. In addition, during the 2016, two new course sites were developed and have the ability to offer courses independently using the book library that instructors developed through the grant.

State Attitudes/Awareness Survey

Funding Source: 402 405d Total
Amount Expended: \$13,921 \$11,081 \$25,002

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

May Mobilization Survey

The 2016 May Mobilization survey was distributed in the Montana Driver's License offices in Billings, Bozeman, and Kalispell, Montana during the time period of June 7 through June 20. The distribution was administered by individual trained interviewers. A minimum of 140 interviews/surveys were completed in each market resulting in a total of 420 interviews/surveys.

Of those that completed the survey 53% were male and 47% were female. In addition, 28% were ages 21 to 25; 22% were ages 26-34; 10% were ages 35-39; 15% were ages 40-49; and 25% were ages 50-59.

The following are some highlights of the May Mobilization Survey:

Question	Always	Most of the Time	Half the Time	Rarely	Never
How often do you use seat belts while driving or riding in vehicles?	289 69%	82 20%	31 7%	8 2%	10 2%
What do you think the chances are of getting a ticket if you are not wearing a seat belt?	70 17%	113 27%	73 17%	146 35%	18 4%

The majority of the respondents indicated they “always” or “most of the time” wear their seat belt, 89%. However many felt their chances of getting a ticket were not high with 39% believing they would “rarely” or “never” get a ticket.

Question	Very Strictly	Somewhat Strictly	Not Very Strictly	Rarely	Not at All
Do you think the Montana State/Local Police and Sheriff’s departments enforce seat belt laws?	78 19%	206 49%	99 24%	27 6%	10 2%

The results of this question are interesting in that many of these respondents felt their chance of getting a ticket were slim (previous chart), however, a greater majority felt the enforcement of seat belt laws was “very” or “somewhat” strictly enforced.

Question	Yes	More Than Once	No
Have you ever received a ticket for not wearing your seat belt or for an unbelted passenger?	52 12%	5 1%	363 87%

87% of the respondents have never received a ticket for not wearing their seat belt. These results are not alarming since 89% of the same individuals indicated they “always” or “most of the time” wear a seat belt.

Question	More Than Usual	About the Same	Less Than Usual
In the past month or so, do you think the level of public messages about using a safety belt or buckling up in a vehicle has been	97 23%	295 70%	28 7%
Compared with 3 months ago, are you wearing your seat belt ...	77 18%	337 77%	6 8%

About one quarter of the respondents felt the message had increased during the last month. Also, 18% were wearing the seat belt more often.

In addition to the intercept survey, MDT also conducted a survey through social media to include a different demographic. This survey was distributed through targeted Facebook advertising aimed at the primary (Male 28-34) and secondary demographic (Women 18-34) living in the state of Montana.

The survey received a total of 50 responses. Of those 34% were male and 62% were female (4% preferred not to disclose their gender) and 84% were between the ages of 15 and 34. The survey was live for approximately two weeks in June 2016.

The following are some highlights of the Facebook survey.

Question	Always	Most of the Time	Some of the Time	Never
How often do you use seat belts while driving or riding in vehicles?	77%	17%	6%	0%

When asked what they thought the chances were of getting a ticket if you were not wearing a seatbelt, 26% felt they would be ticketed every time, however, 37% thought it would be rare. This is similar to the results of the intercept survey discussed above.

General knowledge of MDT campaigns was higher, with 30% of respondents saying that they recalled seeing or hearing advertisements from MDT in the past 60 days (compared to 26% in the 2015 May survey and 30.91% in the September 2015 survey). The majority of responses indicated that the message they most remembered from the MDT campaigns concerned texting and driving, though seatbelt use was a close second, with one respondent identifying “Click it or Ticket” by name. People who recalled ads from MDT said that they had seen or heard them most through the radio (22%), billboards (18%), television (12%), and Facebook (8%).

The full report on these surveys is available from Montana’s Highway Traffic Safety Section.

Labor Day Mobilization

From September 7 through September 16, 2016, a one-page questionnaire was distributed at Montana Driver’s License offices in Billings, Bozeman and Kalispell. This purpose of this survey was to capture attitudes, perceptions and awareness of media messages regarding impaired driving.

A total of 432 interviews/surveys, from respondents ages 21-59 years old, were conducted. The minimum age distribution and quantity for collecting the surveys in each market was:

- 21-34 years old – minimum of 70 surveys with 40 surveys being males
- Males or Females ages 35-59 years old – balance the remaining surveys

54% of the respondents were males and 46% were female. 25% were ages 21-25; 25% were ages 26-34; 14% were ages 35-39; 18% were ages 40-49; and 18% were ages 50-59.

The following are some highlights of the Labor Day Survey:

Question	Very Strictly	Somewhat Strictly	Not Very Strictly	Rarely	Not at All
Do you think the Montana State/Local Police and Sheriff’s departments enforce drinking and driving laws?	38%	49%	11%	2%	0%

Question	Always	Nearly Always	Sometimes	Seldom	Never
What do you think the chances are of getting arrested if you drink after driving?	15%	25%	41%	16%	3%

As shown, 87% of respondents thought the laws were enforced “very” or “somewhat” strictly. However, only 40% felt they would “always” or “nearly always” be arrested for drinking and driving.

When asked if they had seen, heard or read anything about additional drunk driving enforcement, 40% indicated yes, while 60% indicated no. When followed up with where they had heard the information, 67% indicated radio; 49% indicated TV; and 31% indicated billboard. There were other responses such as social network, website or poster, but those did not perform as well.

Question	Not a very big Problem	Somewhat of a Problem	A Moderate Problem	A Significant Problem	One of our Worst Problems
On a scale of 1 to five, how bad is drunk driving in Montana?	5%	23%	24%	35%	15%

The responses with regard to how big a problem drunk driving is have remained fairly consistent with 2015. The majority believe it is a “significant problem” and “one of our worst problems”.

Again, MDT also conducted post-Labor Survey through social media as well as the intercept survey. This survey was distributed through targeted Facebook advertising aimed at the primary (Male 28-34) and secondary demographic (Women 18-34) living in the state of Montana.

There were 144 survey responses, which was significantly more than received for the May Mobilization on-line survey. Of those, 35% were male and 65% were female while 96.5% were between the ages of 15 and 34. The survey was live for approximately one week in September 2016.

Some of the highlights are as follows:

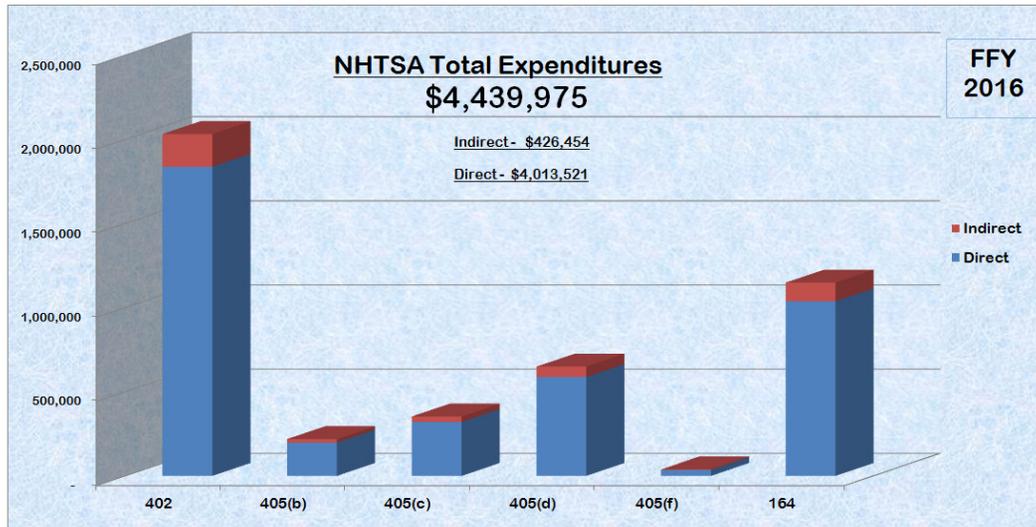
Question	Always	Most of the Time	Half of the Time	Rarely
What do you think are the chances of someone getting arrested if they drive after drinking?	5%	22%	27%	45%

Respondents were also questioned about their own driving habits. When asked how often, in the past 60 days, they had driven a motor vehicle within two hours of drinking alcoholic beverages, 123 respondents reported a total number of 180 times. There were two responses that skewed the data. These two outliers claimed to have consumed alcohol and driven a motor vehicle 50 and 61 times, respectively in a 60-day period. The average individual response was approximately two times.

The entire report is available from Montana’s Highway Traffic Safety Section.

Project Administration and Management

NHTSA Overall Funding Summary

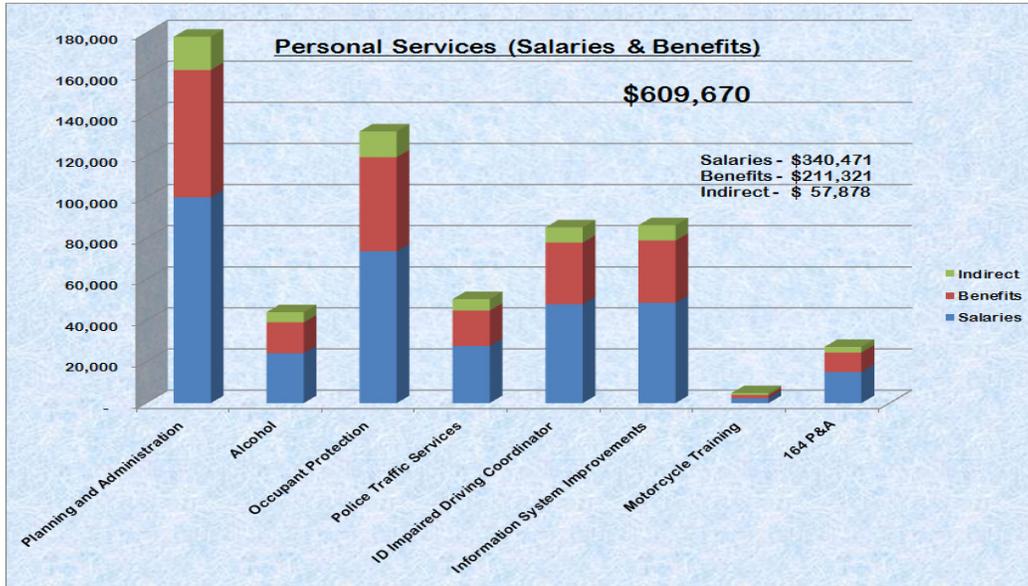


Source	Direct	Indirect	Total
402	1,836,904	194,636	2,031,540
405(b)	197,352	21,276	218,629
405(c)	319,647	33,320	352,967
405(d)	587,553	62,191	649,744
405(f)	34,788	3,753	38,541
164	1,037,276	111,278	1,148,555
	4,013,521	426,454	4,439,975

Project Descriptions and Activities Funded

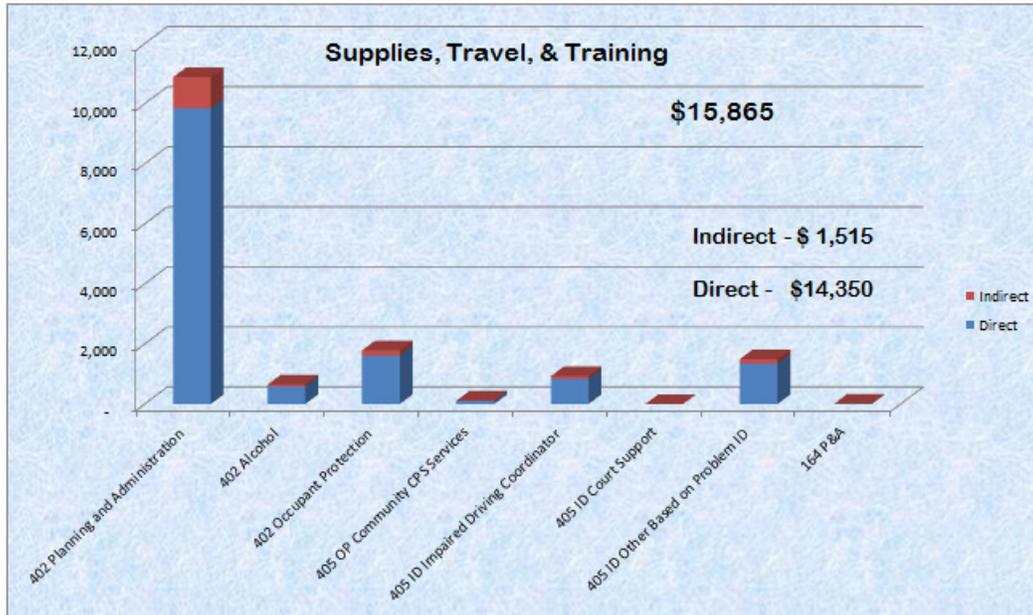
Planning and Administration

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



<u>Program</u>	<u>Salaries</u>	<u>Benefits</u>	<u>Indirect</u>	<u>Total</u>
Planning and Administration	100,146	62,014	16,132	178,292
Alcohol	24,237	15,035	5,006	44,278
Occupant Protection	73,918	45,718	12,584	132,220
Police Traffic Services	27,772	17,244	5,571	50,587
ID Impaired Driving Coordinator	48,122	29,962	7,415	85,499
Information System Improvements	48,746	30,353	7,481	86,580
Motorcycle Training	2,391	1,504	971	4,865
164 P&A	15,141	9,490	2,719	27,349
	340,471	211,321	57,878	609,670

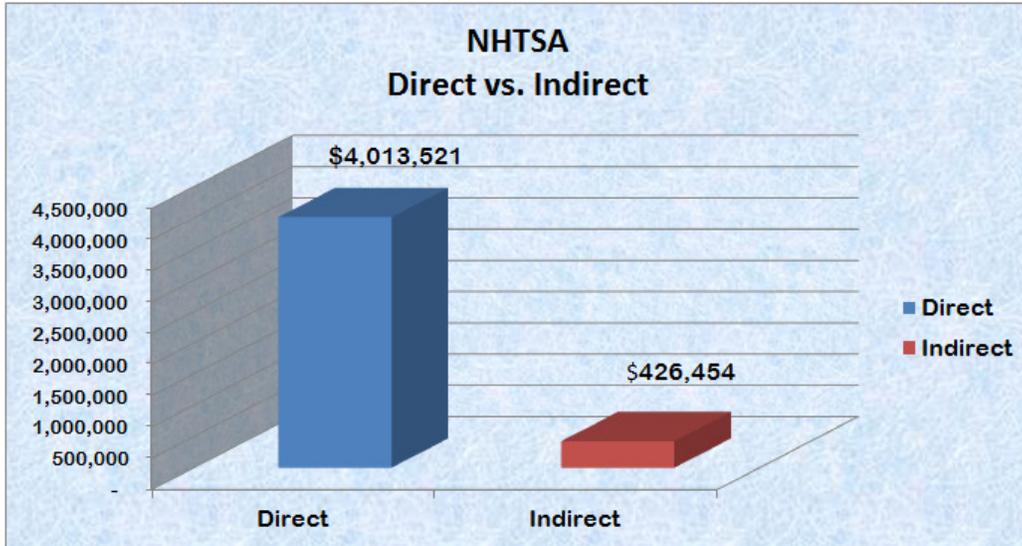
Staff and other travel and training, operating supplies, GHSA dues, travel reimbursement for public to attend meetings and trainings such as the annual CHSP session, annual DUI Task Force meeting, and CPS Instructors to conduct certification trainings.



Source	Direct	Indirect	Total
402 Planning and Administration	9,850	1,034	10,883
402 Alcohol	586	61	647
402 Occupant Protection	1,615	170	1,785
405 OP Community CPS Services	103	11	113
405 ID Impaired Driving Coordinator	838	91	929
405 ID Court Support	-	-	-
405 ID Other Based on Problem ID	1,347	148	1,495
164 P&A	11	1	12
	14,350	1,515	15,865

Indirect Costs

In accordance with state law, MDT assesses an indirect cost on all projects. The approved rate for State Fiscal Year 2016 was 10.37%. The new rate of 10.97% is effective July 1, 2016 through June 30, 2017.



Indirect Costs (by Program)

<u>Source</u>	<u>Program</u>	<u>Expenditures</u>
402 P&A	Planning & Administration	16,132
402	402 Programs	178,503
405(b)	Occupant Protection	21,276
405(c)	Information Systems	33,320
405(d)	Impaired Driving	62,191
405(f)	Motorcycle Safety	3,753
164	164 Penalty Funding	111,279
		426,454

Indirect Costs (by Source Control)

<u>Source Control</u>	<u>Expenditures</u>	
C1	Accounts Payable	196,734
E6	Motor Pool	226
I9	Inter-Unit Journal	176,314
J7	Standard Journal	(5,724)
JP	Procard	2,953
P2	Payroll	34,528
P6	Payroll Overhead	21,423
		426,454

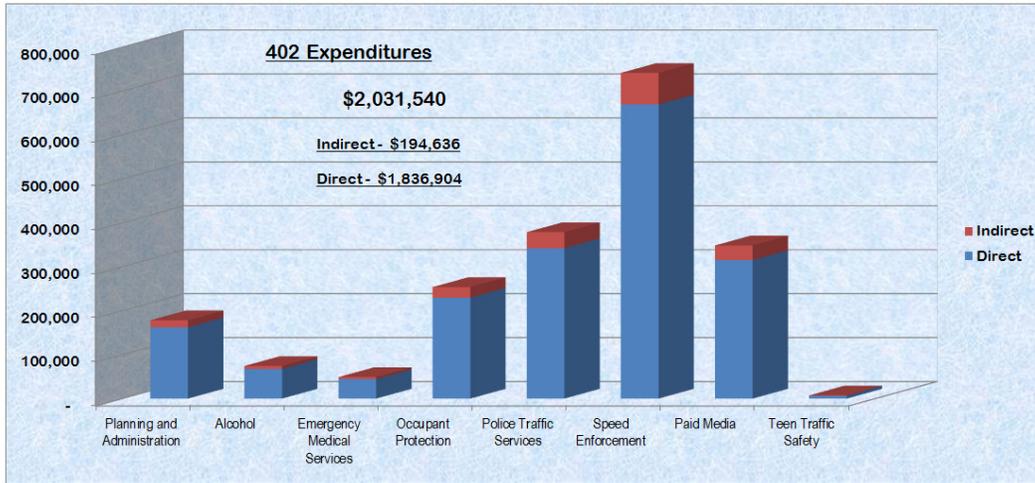
Fiscal Overview of Obligations & Expenditures

During FFY 2016, 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 \$3,567,883 from FFY 2016 to FFY 2017. \$838,068 in 402, \$224,928 in 405(b), \$884,883 in 405(c), \$1,008,160 in 405(d), \$46,249 in 405(f) and \$565,595 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.

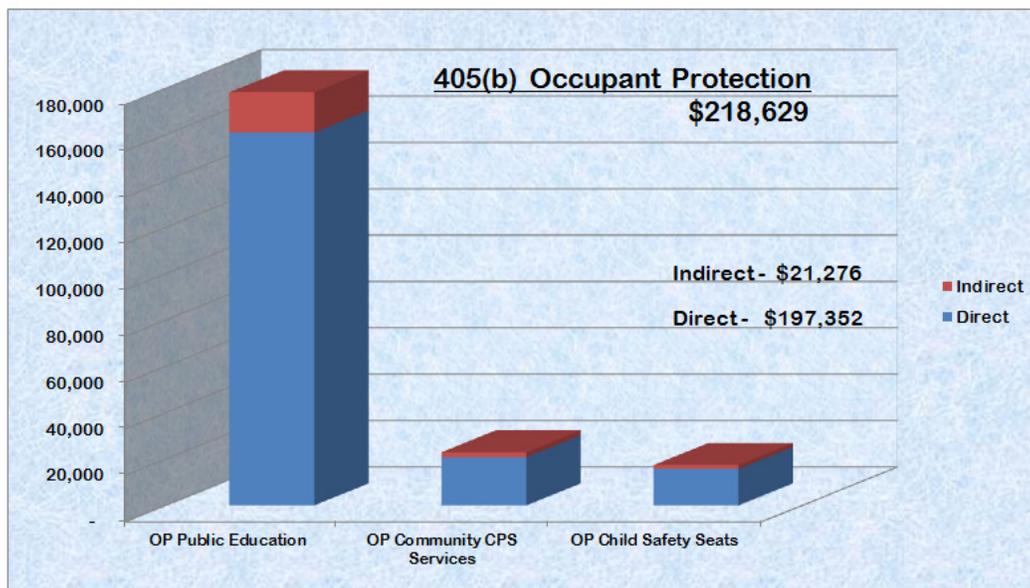
Montana's NHTSA program expenditures in FFY 2016 were funded by the following federal grant programs:

402 Program Funding



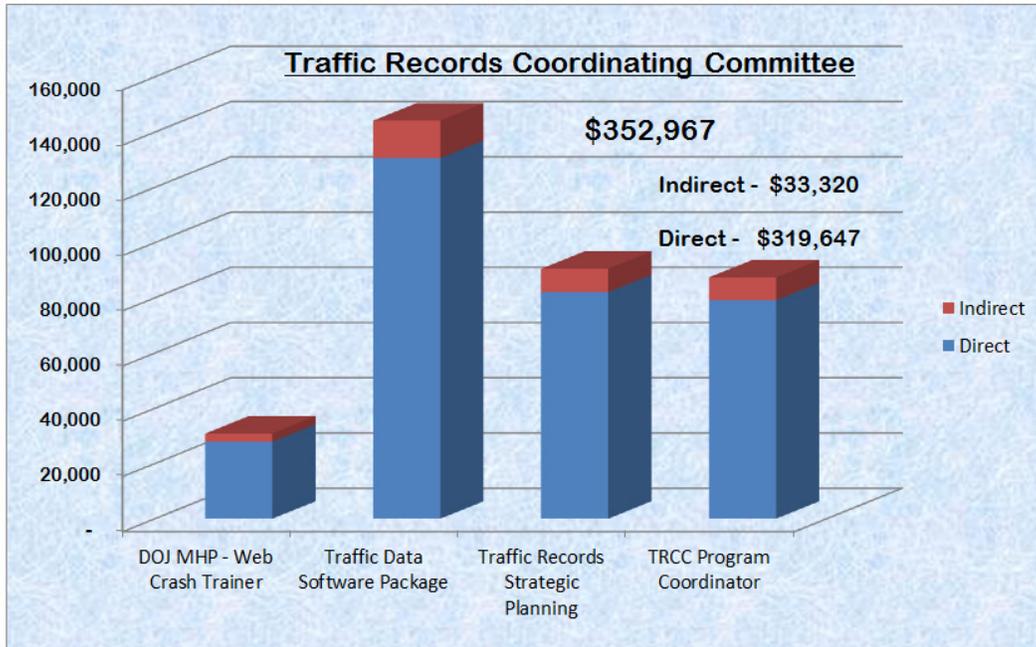
Source	Direct	Indirect	Total
Planning and Administration	162,160	16,132	178,292
Alcohol	67,254	7,040	74,294
Emergency Medical Services	44,174	4,778	48,952
Occupant Protection	229,597	24,305	253,902
Police Traffic Services	342,295	36,595	378,890
Speed Enforcement	669,565	71,765	741,330
Paid Media	315,333	33,316	348,648
Teen Traffic Safety	6,526	704	7,230
	1,836,904	194,636	2,031,540

405(b) Program Funding



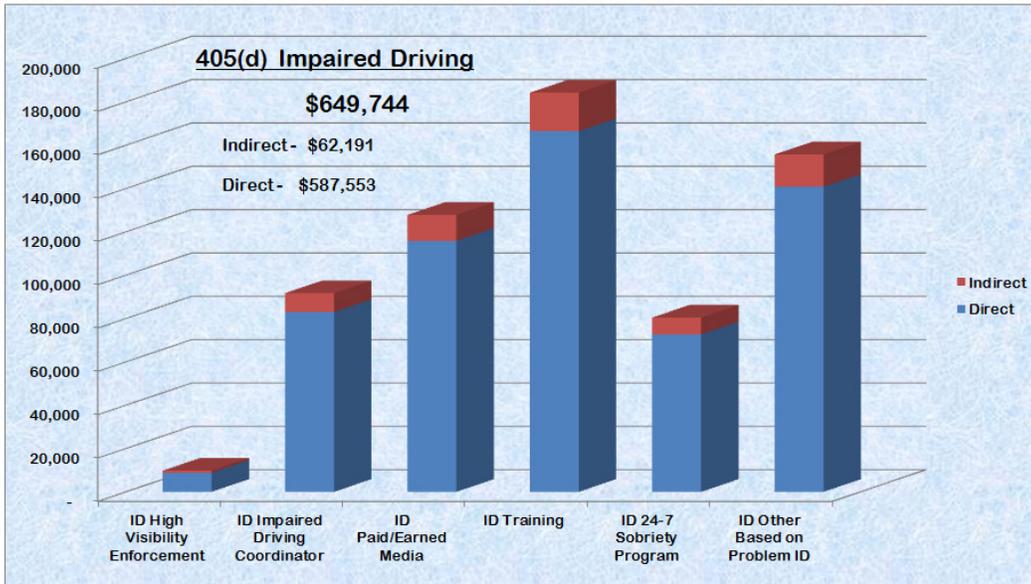
Source	Direct	Indirect	Total
OP Public Education	160,916	17,357	178,274
OP Community CPS Services	20,743	2,201	22,944
OP Child Safety Seats	15,693	1,718	17,411
	197,352	21,276	218,629

405(c) Program Funding



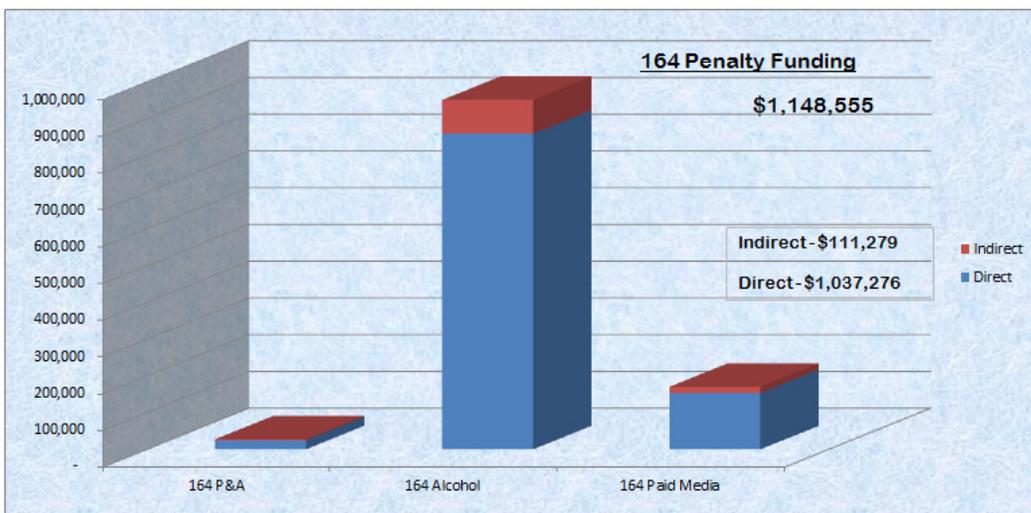
Program	Direct	Indirect	Total
DOJ MHP - Web Crash Trainer	27,918	2,946	30,864
Traffic Data Software Package	130,605	13,544	144,149
Traffic Records Strategic Planning	82,025	8,506	90,531
TRCC Program Coordinator	79,099	8,324	87,423
	319,647	33,320	352,967

405(d) Program Funding



Source	Direct	Indirect	Total
ID High Visibility Enforcement	8,840	939	9,778
ID Impaired Driving Coordinator	82,985	8,729	91,713
ID Paid/Earned Media	115,799	12,049	127,848
ID Training	166,437	17,800	184,237
ID 24-7 Sobriety Program	72,668	7,777	80,444
ID Other Based on Problem ID	140,825	14,899	155,724
	587,553	62,191	649,744

164 Penalty Funding



Source	Direct	Indirect	Total
164 P&A	24,641	2,628	27,270
164 Alcohol	859,339	91,834	951,172
164 Paid Media	153,296	16,817	170,113
	1,037,276	111,279	1,148,555

Motorcycle Safety

Program	Direct	Indirect	Total
Motorcycle Safety	34,788	3,753	38,541
	34,788	3,753	38,541

Traffic Safety Partners and Other Safety Plans

In addition to the agencies and partners that are funded through NHTSA, there are numerous other Federal and state agencies, Tribal governments, and other safety-related organizations that are involved in the planning process to develop and implement Montana’s Comprehensive Highway Safety Plan (CHSP). Many of these agencies manage safety-related initiatives within their own organizations and in partnerships with others. MDT works with many other organizations and agencies to be successful in implementing the CHSP. These include:

Federal Partners

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

MT Dept of Public Health & Human Services

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

MT Dept of Justice

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

MT Office of Court Administrator

- State Drug Court Coordinator

MT Office of Public Instruction

- Driver Education

Tribal Governments

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

Other traffic safety advocates

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

MT Department of Transportation

- Montana Behavioral Initiative
- MT Department of Corrections**
MT Department of Revenue
- Liquor Control and Education
- Police & Sheriff's Departments**
County Health Departments

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

Below are a few highlights of SHTSS's partnerships.

FCCLA

During FFY2016, MDT again partnered with Family, Careers and Community Leaders of America (FCCLA), a nonprofit national career and technical student organization. Utilizing the National Program, Families Acting for Community Traffic Safety (FAST), MDT promoted teen traffic safety to members of this organization and encouraged them to promote a traffic safety message in their schools and communities. Four groups have participated in the program to date, and two of these have gone to the National Leadership Conference for their efforts.

DUI Task Forces

During the 2015 Legislature, HB132 was passed that allowed MDT the mechanism to distribute approximately \$500,000 in undistributed reinstatement fees to established DUI Task Forces. This created the opportunity for MDT to work with counties that have not had a DUI Task Force, which resulted in an increase to the number of task forces throughout the state. Currently there are 36 approved county-level DUI Task Forces serving 40 counties.

In addition to county DUI Task Forces, there is a Tribal DUI Task Force that is a collaboration of four Tribal communities, the Northern Tribes DUI Task Force, and there is one that is a local task force, Crow Nation DUI Task force. The Northern Tribes DUI Task force is comprised of Blackfeet, Chippewa Cree's Rocky Boy, Fort Belknap and Fort Peck Indian communities. While these task forces were unable to participate in the distribution of the reinstatement fee funds, they do secure funding from other sources and partner with MDT to promote sober driving.

Montana Department of Justice

MT DOJ is a significant partner to the State Highway Traffic Safety Section. The agency provides a variety of services in the effort to reduce fatalities and incapacitating injuries. The divisions within the DOJ that receive funding are described in the project descriptions of this document.

In addition to the divisions receiving funding, the Motor Vehicle Division of the DOJ is a key player in traffic safety issues. This division issues individual, commercial, and motorcycle driver licenses. They also administer all driver license records and actions, including court-ordered suspensions and license revocations as well as reinstatements.

Montana Department of Public Health and Human Services (DPHHS)

DPHHS Injury Prevention Program compiles a significant amount of data relating to traffic safety. Prevention efforts related to impaired driving and seat belt use are outlined as a priority focus in the State Health Improvement Plan for 2013-2017. DPHHS Staff participates on MDT’s CHSP emphasis area teams and provides valuable input to the group to assist in meeting traffic safety goals.

Sovereign Nations

The Tribal programs that are in place rely on strong local partnerships, especially with tribal transportation, tribal health, tribal law enforcement and tribal community colleges. Local SOAR coordinators identify outreach opportunities and act as a spokesperson and advocate for traffic safety on each reservation. Three of Montana’s reservations also had agreements to participate in the STEP program during FFY2016.

Future Plans and Targets

Program Management

MDT SHTSS is finalizing the implementation of the internet web-based grants management system for grant application submittal and management of grants for Highway Traffic Safety Projects. During 2016, the application process was successfully launched in the web grants system. During 2017, MDT plans to fully implement the system requiring all subrecipients to submit claims, progress reports, and other grant related information through the web system. The system will allow a more streamlined process for grant applicants and provide more accurate and timely project reporting and grant management for SHTSS staff.

MDT participated in an Impaired Driving Assessment April 10-15, 2016. During the coming months, MDT will further review the recommendations of the assessment. The following are the priority recommendations that MDT will continue to address.

Recommendation	CHSP EA Strategy	Addressed by state comment
Strategic Planning Priority Recommendation: Identify and track interim impaired driving program measures, such as conviction and recidivism rates, to follow the progress of system achievements and identify those areas that might be in greatest need of improvement.	CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations	A working group of the Impaired Driving Emphasis Area (ID EA) is in place focusing on data collection. Data elements will include: arrest, prosecution, adjudication and administrative sanctions. The data will be utilized for future problem identification.
Program Management Priority Recommendation: Allocate additional resources to on-site monitoring and technical	Internal Process	MDT currently has staff dedicated to providing technical assistance to county DUI Task Forces and subgrantees. MDT will continue with this process and adjust as necessary.

Recommendation	CHSP EA Strategy	Addressed by state comment
<p>assistance visits to subgrantees and county DUI task forces. Due to Montana Department of Transportation (MDT) staffing limitations, this may entail contracting for services or tapping MDT personnel at the district level.</p>		
<p>Resources Priority Recommendation: Determine the causes for the decline in reinstatement fees and implement a strategy to avoid further severe impacts on DUI task force funding.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations</p>	<p>A working group of the ID EA is in place focusing on data collection. Data elements will include: arrest, prosecution, adjudication and administrative sanctions.</p> <p>This will help establish some causal factors that impact reinstatement fees. Once factors are determined, fee decline mitigation strategies will be discussed.</p>
<p>Resources Priority Recommendation: Implement a strategy that would allow some proportion of DUI fines to be used specifically for impaired driving prevention.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations</p>	<p>Courts are currently represented on the Executive Leadership Team (ELT) and ID Emphasis Area Team. Courts impose fines at the local level. MDT will work with the appropriate partners in assessing the strategies and feasibility of those strategies.</p>
<p>Prevention Priority Recommendation: Conduct a review of the distribution of the Liquor Enterprise Fund and recommend a distribution scheme based on strategic prevention plans.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations</p>	<p>The Montana Department of Revenue and the Montana Department of Health and Human services both serve on the ELT and ID Emphasis Area Team. The two agencies are currently working together in evaluating what the current fees and taxes are being used for in programs across the state.</p>
<p>Prevention Priority Recommendation: Enact a ten cent per drink additional alcohol tax and dedicate revenues to prevention and treatment of alcohol abuse and impaired driving.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations</p>	<p>Montana State Legislation history has consistently been reluctant to increase taxes. MDT and stakeholders will continue to monitor proposed legislation for the 2017 session.</p>
<p>Laws/Enforcement</p>	<p>Strategies for increasing occupant</p>	<p>The next Legislative session in Montana will begin in January 2017.</p>

Recommendation	CHSP EA Strategy	Addressed by state comment
<p>Priority Recommendation</p> <p>Enact a primary seat belt law for Montana</p>	<p>protection fall under the purview of CHSP Occupant Protection Emphasis Area Team.</p> <p>CHSP OP EA Strategy 1: Support policies, education, training, programs, and activities that promote and increase seat belt and child safety seat use.</p>	<p>It is not known at this time if legislation will be proposed for a primary seatbelt law.</p> <p>In past sessions, there have been several attempts to pass legislation with no success. It is anticipated that there will be proposed legislation in 2017.</p>
<p>Prosecution</p> <p>Priority Recommendation:</p> <p>Ensure training opportunities are available for prosecutors that will assist their knowledge and skills in impaired driving cases including drugged driving cases.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>MDT currently provides funding for training prosecutors in Montana.</p> <p>Included in that training is knowledge of drugged driving cases is up to date.</p> <p>Since the DUI Law is always changing, training continues to be adapted to meet training needs.</p>
<p>Prosecution</p> <p>Priority Recommendation:</p> <p>Fund and reinstitute the Traffic Safety Resource Prosecutor.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>MDT currently provides funding for training prosecutors in Montana.</p> <p>Current funding availability is being assessed for statewide programs.</p>
<p>Administrative Sanctions and Driver Licensing Programs</p> <p>Priority Recommendation.</p> <p>Make the period of driver’s license suspension for a test refusal longer than for a test failure.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.</p>	<p>The next Legislative session in Montana will begin in January 2017. Any proposed legislation that would impact driver’s license suspensions will be monitored.</p> <p>The Montana Department of Justice, Motor Vehicle Division is represented on the ELT and ID EA. Assessment recommendations will be discussed at subsequent meetings.</p>
<p>Administrative Sanctions and Driver Licensing Programs</p>	<p>CHSP ID EA Strategy 1: Reduce impaired</p>	<p>The Montana Department of Justice, Motor Vehicle Division is</p>

Recommendation	CHSP EA Strategy	Addressed by state comment
<p>Priority Recommendation:</p> <p>Identify and appoint a state agency with oversight of the ignition interlock program. The agency should be given responsibility and authority for:</p> <ul style="list-style-type: none"> - Oversight of the interlock program including vendor selection, certification, and monitoring; - Review of data downloaded from the individual devices; and - Administrative rules that guide sanctions for circumvention or other non-compliance with ignition interlock licensure. 	<p>driving through improved processes and regulations.</p>	<p>represented on the ELT and ID EA.</p> <p>The Montana Department of Justice, Motor Vehicle Division approves all interlock vendors in Montana and there is some interlock data available.</p> <p>Creation of an oversight agency will be discussed by the ELT and ID EA in subsequent meetings.</p>
<p>Administrative Sanctions and Driver Licensing Programs</p> <p>Priority Recommendation:</p> <p>Complete a comprehensive study for the Montana 24/7 Sobriety Program including survival rate analysis and measurement of unanticipated consequences.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>MDT understands that increasing usage of any program requires studying a program’s effectiveness.</p> <p>Internal and external evaluations are being examined for a comprehensive study of the Montana 24/7 Program.</p>
<p>Communication Program</p> <p>Priority Recommendation:</p> <p>Conduct a comprehensive evaluation of impaired driving communications efforts in the State, including the impact of State and local efforts; incorporate the findings of this evaluation in subsequent media planning, media selection, implementation, and decisions regarding paid media.</p>	<p>Internal Process</p>	<p>Evaluating the communication efforts at the state and local level will be discussed internally.</p> <p>MDT will coordinate with state/local stakeholders as necessary.</p>
<p>Treatment and Rehabilitation</p> <p>Priority Recommendation:</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through</p>	<p>A working group of the ID EA is in place focusing on data collection. Data elements will include: arrest,</p>

Recommendation	CHSP EA Strategy	Addressed by state comment
Create a unified, complete tracking system to track all DUI offenders.	improved processes and regulations.	<p>prosecution, adjudication and administrative sanctions.</p> <p>This process could lead to statewide tracking system for DUI Offenders.</p>
<p>Data and Records</p> <p>Priority Recommendation:</p> <p>Create a unified, complete tracking system to track all DUI offenders.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.</p>	<p>A working group of the ID EA is in place focusing on data collection. Data elements will include: arrest, prosecution, adjudication and administrative sanctions.</p> <p>This process could lead to statewide tracking system for DUI Offenders.</p>

MDT also participated in a management review from August 1 through August 5, 2016. There was only one finding from that review with regard to local benefit and the requirement that locals have a voice when participating in local media events. MDT will be implementing a solution to that finding during the FFY2018 application cycle.

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