

U.S. Department of Transportation - **National Highway Traffic Safety Administration**

Fiscal Year	2019
NHTSA Grant Application	MONTANA - Highway Safety Plan - FY 2019
State Office	Montana State Highway Traffic Safety Office
Application Status	Submitted

Highway Safety Plan**1 Summary information****APPLICATION INFORMATION**

Highway Safety Plan Name:	MONTANA - Highway Safety Plan - FY 2019
Application Version:	3.0

INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.

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

STATUS INFORMATION

Submitted By:	Janet Kenny
Submission On:	6/29/2018 7:04 PM

Submission Deadline (EDT):	7/9/2018 11:59 PM
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2 Highway safety planning process

Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.

Highway Safety Process

Data Sources

MDT utilizes a variety of data sources to analyze Montana's traffic safety issues. These include:

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

All the data sets are analyzed for a variety of different issues, however, mainly to determine if there are patterns or trends that indicate traffic safety issues. These patterns and trends are identified in Montana's Problem Identification. In addition, further analysis of Montana's traffic safety problems is contained in the program area in section "Highway Safety Strategies and Projects."

Performance Measures and Targets

Performance measures and targets for the annual fatalities, VMT fatalities, serious injuries and VMT serious injuries are set during the HSP/CHSP meeting. Cambridge Systematics, the contractor that assisted in the development of the CHSP goals, (see methodology above, *Coordination with CHSP*) presented several options for setting these goals. The advisory committee reviewed these options and selected the following goals:

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

To establish annual targets and long-range goals for NHTSA Core Performance Measures, MDT utilizes a five-year rolling average, which is one option allowed in the FAST Act. To implement this methodology MDT used data based on the last ten-year period to develop a trend line and determine the slope of that trend line. This resulted in an average percentage decline/incline for each performance measure. This percentage is then used to set annual performance targets and long-range goals. If the slope was inclining MDT's goal would be set to maintain current levels.

During the HSP/CHSP annual meeting, this methodology is presented to all traffic safety stakeholders in attendance. The attendees concurred with the methodology for establishing target and goals.

Project Selection/Development Process

MDT SHTSS monitors all grant activity through the electronic web grants system. This system allows for application reviews, award process, fiscal/programmatic, monitoring, claims submittal and close-out. Implemented in January 2016, this system has streamlined the planning process.

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



In addition to the planning process described above, SHTSS provides a grant timeline for subrecipients as shown below:

Milestone	Timeline
Application submission deadline for FFY 2019 funding.	March 1, 2018
Application review and assessment. Funding and project recommendations made to the Governor’s Representative (GR) for Highway Traffic Safety.	March 1 – April 30, 2018
Preliminary contract negotiations.	April 30 - May 29, 2018
Draft Annual Highway Safety Plan (HSP) prepared by MDT staff and submitted to the GR for approval.	May 1 - June 30, 2018

Deadline for Annual Highway Safety Plan submission to NHTSA.	July 1, 2018
Deadline for NHTSA to notify state whether or not FFY 2019 Highway Safety Plan is approved.	August 15, 2018
Notification to applicants regarding preliminary funding approval or denial.	August 2018
All contracts must be executed between Grantees and MDT	October 1, 2018
<i>Start of Federal Fiscal Year 2019</i> Contracts are finalized and routed for signatures. Effective date of contract varies; please check with your assigned program manager for details.	October 1, 2018 – September 30, 2019
Annual Highway Safety Planning Meeting.	Fall 2019 - TBD

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

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

Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).

Strategic Partners

MDT SHTSS works with many traffic safety experts who provide input on the safety program areas, goals and effective countermeasures to help achieve SHTSS’s mission. Members from the ELT, Advisory Committee and the emphasis area work groups play a critical role in implementing the CHSP and the HSP. These partners attend the Annual Highway Safety Planning Meeting and provide input to establish the overall goals and strategies for the program. Partners include:

Federal Partners	Tribal Governments
<ul style="list-style-type: none"> Federal Highway Administration 	<ul style="list-style-type: none"> Tribal Leaders
<ul style="list-style-type: none"> National Highway Traffic Safety Administration 	<ul style="list-style-type: none"> Tribal Transportation Planners
<ul style="list-style-type: none"> Bureau of Indian Affairs 	<ul style="list-style-type: none"> Safe On All Roads Coordinators

<ul style="list-style-type: none"> • Indian Health Services 	<ul style="list-style-type: none"> • Tribal Law Enforcement
<p>MT Dept of Public Health & Human Services</p> <ul style="list-style-type: none"> • Chronic Disease & Health Promotion Office • Emergency Medical Services & Trauma Systems • Addictive & Mental Disorders Division, Chemical Dependency Bureau • Injury Prevention Program 	<ul style="list-style-type: none"> • Tribal Health Department • MT/WY Tribal Leaders
<p>MT Dept of Justice</p> <ul style="list-style-type: none"> • Montana Highway Patrol • Attorney General Representative • Montana Board of Crime Control • Motor Vehicle Division • Records and Driver Control • Crime Lab 	<p>Other traffic safety advocates</p> <ul style="list-style-type: none"> • 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
<p>MT Office of Court Administrator</p> <ul style="list-style-type: none"> • State Drug Court Coordinator 	<ul style="list-style-type: none"> • NHTSA Region 10 Office • WorkSafeMT
<p>MT Office of Public Instruction</p> <ul style="list-style-type: none"> • Driver Education • Montana Behavioral Initiative 	<ul style="list-style-type: none"> • Universities and Colleges • Family, Career & Community Leaders of America (FCCLA)
<p>MT Department of Corrections</p>	<p>MT Department of Transportation</p>

MT Department of Revenue	<ul style="list-style-type: none"> • Governor's Rep for Highway Safety
<ul style="list-style-type: none"> • Liquor Control and Education 	<ul style="list-style-type: none"> • Director's Office
Police & Sheriff's Departments	<ul style="list-style-type: none"> • Motor Carrier Services
County Health Departments	<ul style="list-style-type: none"> • Engineering
	<ul style="list-style-type: none"> • Planning
	<ul style="list-style-type: none"> • Information Services
	<ul style="list-style-type: none"> • State Highway Traffic Safety Section

Below are some highlights on specific partners that play a significant role developing and implementing MDT's traffic safety strategies.

3.4.1 Montana Highway Patrol

The Montana Highway Patrol (MHP) employs 241 troopers covering over 147,000 square miles. They have jurisdiction in all political subdivision of the state. MHP is providing highway safety funding to implement enforcement strategies contained in the CHSP and are proven to be effective countermeasures. MDT SHTSS provides funding to MHP for several programs including:

- Safety Enforcement Traffic Team (SETT) – Consists of six troopers dedicated to traffic safety enforcement throughout the state. Assists local law enforcement agencies during high-risk events in local communities.
- Selective Traffic Enforcement Program (STEP) – Provides funding for overtime shifts to enforce traffic safety in each MHP District (statewide coverage).
- Traffic Safety Resource Officer (TSRO) – Provides funding for a trooper to conduct training on SFST, ARIDE and DRE programs and well as the Mobile Impaired Driving Assessment Center.
- 24/7 Program – Funds one officer dedicated to recruiting news counties and assisting with the implementation of the program. In addition, the trooper will provide on-going technical assistance to new and existing participants throughout the year.

3.4.2 State and Local DUI Courts

MDT provides partial funding to these courts in addition to funding the DUI court training. Two state courts (7th Judicial and 13th Judicial) and two local courts (Hill County and Butte/Silver Bow) currently participate in the DUI Court program. MDT SHTSS is adding Missoula County Justice Court to this program during FFY19.

This project is plays a significant role in reducing recidivism in Montana.

3.4.3 Local Law Enforcement

Currently Montana partners with 16 local and three tribal law enforcement agencies through the STEP program. These communities represent over 61% of Montana's population. These agencies play an integral role in contributing to Montana's efforts to improve traffic safety.

3.4.4 Family Career and Community Leaders of America (FCCLA)

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

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

Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.

Problem Identification Process

Montana uses a data-driven approach to identify traffic safety problems by analyzing crash data. The Montana Highway Patrol (MHP) is responsible for all crash data in Montana. Through the Safety Information Management System (SIMS) program, all law enforcement agencies that investigate and report traffic crashes, including Sheriffs, Police and Tribal agencies, have the ability to use this system, however there is no mandate to do so.

SHTSS's Data Research Analyst is an end-user of the system with full access to the SIMS data. The analyst reviews fatality and serious injury trends for each NHTSA core performance measure to determine where resources should be focused.

Much of Montana's data is from reportable crash reports compiled by law enforcement officers. Some crashes such as minor single vehicle run-off-the-road crashes, wild-animal crashes and other minor crashes are not always reported to law enforcement.

Analysis of the data indicates where Montana's problems areas are as they relate to NHTSA's Core Performance Measures. Crash data will also indicate location of all crashes and determine any high crash cluster areas. This data can be further analyzed to determine crashes by age, vehicle type, time of year, time of day, etc., which also assist in identifying other traffic safety problems in the state. The chart below shows what percent each performance measures represents compared to total fatalities and serious injuries in Montana:

Performance Measure	Fatalities		Serious Injuries		Fatalities and Serious Injuries	
	2012-2016 Average	Percentage of Total	2012-2016 Average	Percentage of Total	2012-2016 Average	Percentage of Total
Statewide Total	208	100%	1006	100%	1214	100%
Impaired Driver Involved	127	61%	326	32%	454	37%
Unrestrained Vehicle	106	51%	297	29%	403	33%

Occupant						
Speed Related	52	25%	198	20%	250	21%
Drivers 65 and older (18%)*	38	18%	155	15%	193	16%
Drivers 25 and younger (16%)*	58	28%	346	34%	404	33%
Motorcyclists	26	12%	139	14%	165	14%
Pedestrians	13	6%	32	3%	45	4%
Bicyclists	2	1%	24	2%	26	2%
Native Americans**	33	16%				

*The number in parentheses represents the percent of licensed drivers in each category (older and younger drivers). Younger drivers represent 16% of licensed drivers but account for 29% of the total fatalities.

**Native Americans is a performance measurement that Montana is using. They represent an at-risk population in the state. Serious injury data is not available for this group because the data is not complete.

Below represents the age of the occupants involved in a fatal crash over the last seven years.

Fatal Injuries by Age							
Age Range	2010	2011	2012	2013	2014	2015	2016
0-14	10	6	7	4	8	5	7
15-20	32	23	24	21	23	31	17
21-30	38	45	49	56	45	53	37
31-40	23	31	32	25	29	29	33
41-50	20	31	28	37	25	29	21
51-60	26	35	33	37	29	32	35
61-70	25	18	18	21	14	27	22

71+	18	22	14	28	19	18	20
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MDT's target demographic is males aged 21-34. As shown in the chart above, this demographic remains high for fatalities, however, the 51-60 age range is experiencing a significant number of fatalities as well.

In addition, to the crash data described above, MDT utilizes a wide variety of other data sets to analyze traffic safety problems in the state. These include:

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

All the data sets are analyzed for a variety of different issues, however, mainly to determine if there are patterns or trends that indicate traffic safety issues. These patterns and trends are identified in Montana's Problem Identification. In addition, further analysis of Montana's traffic safety problems is contained in the program area in section "Highway Safety Strategies and Projects."

The full problem identification document is available at:

<http://www.mdt.mt.gov/publications/docs/brochures/safety/probid.pdf>

Performance Measures and Target Setting Process

Performance measures and targets for the annual fatalities, VMT fatalities, serious injuries and VMT serious injuries are set during the HSP/CHSP meeting. Cambridge Systematics, the contractor that assisted in the development of the CHSP goals, (see methodology above, *Coordination with CHSP*) presented several options for setting these goals. The advisory committee reviewed these options and selected the following goals:

- No more than 172 annual fatalities by 2020, which is an annual reduction of 2.7% (5 fewer fatalities per year)
- Fatality rate of no more than 1.28 fatalities per 100 million vehicle miles traveled (VMT) by 2020, a reduction of 4.3% per year
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To establish annual targets and long-range goals for NHTSA Core Performance Measures, MDT utilizes a five-year rolling average, which is one option allowed in the FAST Act. To implement this methodology MDT used data based on the last ten-year period to develop a trend line and determine the slope of that trend line. This resulted in an average percentage decline/incline for each performance measure. This percentage is then used to set annual performance targets and long-range goals. If the slope was inclining MDT's goal would be set to maintain current levels.

During the HSP/CHSP annual meeting, this methodology is presented to all traffic safety stakeholders in attendance. The attendees concurred with the methodology for establishing target and goals.

Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).

Grant Funding Process

MDT State Highway Traffic Safety Section (SHTSS) utilizes an electronic application process. This system, the Montana Grants and Loan System (Webgrants) allows SHTSS to monitor all projects from application to close-out. This includes application reviews, the award process, fiscal/programmatic monitoring and grant close-out.

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

In addition to the announcement at the CHSP meeting, SHTSS provides further information via emails to known traffic safety stakeholders and stakeholders that have strategies that mirror the strategies outlined in the CHSP. Information is also provided in the MDT *Newsline*, a quarterly newsletter, and distributed to all known transportation stakeholders and published on-line.

After the March 1 deadline, a determination is made on whether the application is an eligible project. To be eligible the project must meet Federal criteria for traffic safety funding, be in support of the CHSP strategies and projects developed by the strategic partners, and be an evidenced-based countermeasure. If it is determined that an application is ineligible, the applicant is notified in writing of the specific reason for ineligibility.

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

- How they align with the strategies in the CHSP (5 points);
- Identification of the problem based on the applicant's review of the data (20 points);
- What the long-range goal is and how it can further the goals of the CHSP (5 points);
- What are the objectives and are they appropriate for meeting the goal of the project (30 points);
- Is there a clear method for evaluating the impact of the project (20 points);
- Does the applicant have a plan to sustain the project into the future (10 points);
- The detail provided in the budget (10 points); and
- Past performance (if applicant has had previous grants) (15 points).

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

If an applicant is unsuccessful during the scoring process, they are notified in writing. They are provided the opportunity to meet with SHTSS staff to determine how they can improve their application for the future.

A summary of the successful applicants is presented to the Governor's Representative, Mike Tooley, for approval. After the GR approves the plan, SHTSS staff will start contract negotiations with successful applicants with the understanding that funding is dependent upon NHTSA approval of the HSP. All applicants will be informed of grant status by letter. The final list of proposed projects for FFY 2019 is presented in this Highway Safety Plan, as reviewed and approved by Governor's Representative, Director of MDT, Mike Tooley for further review and approval by the NHTSA Regional Office.

Enter list of information and data sources consulted.

In addition, to the crash data described above, MDT utilizes a wide variety of other data sets to analyze traffic safety problems in the state. These include:

- Fatality Analysis Reporting System (FARS)
- Census Data
- Citation and Conviction Data through the Montana Supreme Court
- Department of Public Health and Human Services Data
- Seatbelt and Other Observational and Self-Reporting Studies and Evaluations
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All the data sets are analyzed for a variety of different issues, however, mainly to determine if there are patterns or trends that indicate traffic safety issues. These patterns and trends are identified in Montana's Problem Identification. In addition, further analysis of Montana's traffic safety problems is contained in the program area in section "Highway Safety Strategies and Projects."

Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).

Coordination with the Comprehensive Highway Safety Plan

SHTSS coordinates long-range goals, targets, strategies and activities with the Comprehensive Highway Safety Plan (CHSP). MDT ensures that these two plans (HSP and CHSP) represent the same traffic safety information, data, problems, etc. All participants (committees, stakeholders, constituent groups, etc.) effectively establish the highway safety problems, review the performance targets, develop and select evidence-based countermeasure strategies and projects through the analysis of various data sources for the development of both the HSP and the CHSP. The SHTSS Data Research analyst compiles all data for review and analysis for both plans (HSP and CHSP).

In accordance with the CHSP, Montana's long-range highway traffic safety goals and priorities as defined:

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

The targets established in the CHSP for 2018 are:

187.4 Total Fatalities

- 1.462 Fatality Rate
- 892.2 Serious Injuries Per Vehicle Mile Traveled
- 6.968 Serious Injury Rate Per Vehicle Mile Traveled
- 73.2 Non-Motorized Fatalities and Serious Injuries (ten-year trend)

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

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

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

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

The specific emphasis areas established include:

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

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

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

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

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

Members of the executive leadership team include the Governor's Representative for Highway Safety as well as leaders for other state agencies to include: Governor's Office, Office of Indian Affairs, Legislative representatives, Montana Department of Transportation, Attorney General, Montana Highway Patrol, 13th Judicial Court, Department of Corrections, Court Administrator's Office, Office of the State Public Defender, Office of Public Instruction, Department of Revenue, Department of Public Health and Human Services, Montana Sheriff's and Peace Officers Association, Montana Association of Counties, Montana Leagues of Cities and Towns and the Federal Highway Administration. The full membership list is contained in the Executive Leadership Team Charter located at http://www.mdt.mt.gov/visionzero/docs/chsp/2016-07-19_ELT_CHARTER_FINAL.PDF

The Executive Leadership Team (ELT) is the designated Impaired Driving Task force that has statewide designated authority outlined in the ELT Charter. This group meets yearly to review and approve the CHSP, Impaired Driving Assessment and the work plan for the coming year. This was completed during their meeting on March 13, 2018.

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

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

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

Montana conducted its annual Statewide Transportation Meeting on October 11 and 12, 2017. Over one hundred SHTSS safety stakeholder partners assessed Montana's progress toward meeting the targets and long-range goals. Activities included:

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

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

3 Performance report

Open each performance measure listed below or click **Add New** to create additional non-core performance measures to provide a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Performance Measure Name	Progress
C-1) Number of traffic fatalities (FARS)	Not Met
C-2) Number of serious injuries in traffic crashes (State crash data files)	Not Met
C-3) Fatalities/VMT (FARS, FHWA)	Met
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Met
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	Met

C-6) Number of speeding-related fatalities (FARS)	Met
C-7) Number of motorcyclist fatalities (FARS)	Met
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Met
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Met
C-10) Number of pedestrian fatalities (FARS)	Met
C-11) Number of bicyclists fatalities (FARS)	Met
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Met
O-1) Native American Fatalities	Not Met

C-1) Number of traffic fatalities (FARS)

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Based on the trend line and the challenging targets set by the Comprehensive Safety Plan, MDT anticipates reaching our 2018 Target of 192.6. Again, this is based on the trend line that shows a consistent downward trend and our 2017 preliminary data shows the Montana fatality count of 186. MDT feels that performance from activities such as increased seat belt citations, an effective statewide communications plan and continued support of DUI Courts support achieving the 2018 target. Below is the chart that shows the history of fatalities for the five years ending in 2017.

Montana Department of Transportation								
NHTSA Core Outcome Measures								
Core Measure	Description	2013	2014	2015	2016	2017	2019 Target	2020 Goal
C-1*	Number of Fatalities	229	192	224	190	186		
	5-Year Moving Average	211	205	212	208	204	192.6	172

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

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Based on the trend line and the challenging targets set by the Comprehensive Safety Plan, MDT anticipates reaching our 2018 Target of 925.2. Again, this is based on the trend line that shows a consistent downward trend and our 2017 preliminary data shows the Montana serious injury count of 730. MDT feels that performance from activities such as increased seat belt citations, an effective statewide communications plan and continued support of DUI Courts support achieving the 2018 target. Below is the chart that shows the history of fatalities for the last five years through 2017.

Montana Department of Transportation								
NHTSA Core Outcome Measures								
Core	Description	2013	2014	2015	2016	2017	2019	2020

Measure							Target	Goal
C-2	Number of Serious Injuries	1,102	965	1,000	835	730	925.2	796
	5-Year Moving Average	1,059	1,033	1,033	1,006	926		

C-3) Fatalities/VMT (FARS, FHWA)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Based on the trend line and the challenging targets set by the Comprehensive Safety Plan, MDT anticipates the 1.527 Target for 2018 will be met. Again, this is based on the trend line that shows a consistent downward trend and our 2017 preliminary data shows the Montana VMT of 1.51. MDT feels that performance from activities such as increased seat belt citations, an effective statewide communications plan and continued support of DUI Courts support achieving the 2018 target. Below is the chart that shows the history of fatalities for the last five years through 2017.

Montana Department of Transportation								
NHTSA Core Outcome Measures								
Core Measure	Description	2013	2014	2015	2016	2017	2019 Target	2020 Goal
C-3	Fatalities/VMT	1.79	1.72	1.9	1.51	1.81	1.527	1.28

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

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Based on the trend line MDT anticipates reaching our 2018 Target of 109. This is based on the trend line that shows a consistent downward trend and our 2017 preliminary data shows an Unrestrained Passenger Vehicle Occupant Fatality count of 84. MDT feels that performance from activities such as increased seat belt citations, a new effective statewide occupant protection media plan and support of Buckle Up programs support achieving the 2018 target. Below is the chart that shows the history of unrestrained fatalities for the last five years ending 2017.

Montana Department of Transportation								
NHTSA Core Outcome Measures								
Core Measure	Description	2013	2014	2015	2016	2017	2019 Target	2020 Goal
C-5	Unrestrained Passenger Vehicle Occupant Fatalities	108	99	114	94	84	108	98
	5-Year Moving Average	104	104	109	106	100.4		

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

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Based on the trend line MDT anticipates reaching our 2018 Target of a five-year average of 89 impaired fatalities. This is based on the trend line that shows a consistent downward trend and our 2017 preliminary data shows that Impaired Driving fatalities were 85 in 2016 (most recent data available). MDT feels that performance from activities such as increased DUI citations, an additional DUI Court increasing that to five courts throughout the state, a statewide impaired driving media plan and support of local DUI Task Forces support achieving the 2018 target. Below is the chart that shows the history of fatalities for the last five years ending 2016.

Montana Department of Transportation									
NHTSA Core Outcome Measures									
Core Measure	Description	2012	2013	2014	2015	2016	2017	2019 Target	2020 Goal
C-5	Alcohol Impaired Fatalities	89	93	73	76	85	UNK	89	82
	5-Year Moving Average	83	83	82	83	83	UNK		

C-6) Number of speeding-related fatalities (FARS)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Based on the trend line MDT anticipates reaching our 2018 Target of 81. This is based on the trend line that shows a consistent downward trend and 2016 (most current available) preliminary data shows the Speeding fatalities were 61. MDT feels that performance from activities such as high visibility and sustained enforcement activities, media placement during National Mobilizations and other at-risk times around the state support achieving the 2018 target. Below is the chart that shows the history of fatalities for the last five years ending 2016.

Montana Department of Transportation									
NHTSA Core Outcome Measures									
Core Measure	Description	2012	2013	2014	2015	2016	2017	2019 Target	2020 Goal
C-6	Speed-Related Fatalities	88	76	52	91	61	UNK	70	74
	5-Year Moving Average	78	79	72	76	74	UNK		

C-7) Number of motorcyclist fatalities (FARS)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Based on the trend line MDT anticipates reaching our 2018 Target of 25. This is based on the trend line that shows a consistent downward trend and our 2017 preliminary data shows the motorcycle fatalities were 22. MDT feels that performance from activities such as support for the Montana Motorcycle Rider Safety training and a statewide media campaign during Motorcycle Awareness month support achieving the 2018 target. Below is the chart that shows the history of motorcycle fatalities for the last five years ending 2016.

Montana Department of Transportation								
NHTSA Core Outcome Measures								
Core Measure	Description	2013	2014	2015	2016	2017	2019 Target	2020 Goal
C-7	Motorcycle Fatalities	35	23	24	17	22		
	5-Year Moving Average	27	27	26	26	24.2	30	28

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Based on the trend line MDT anticipates reaching our 2018 Target of 19. This is based on the trend line that shows a consistent downward trend and our 2017 preliminary data shows the Unhelmeted Motorcycle Fatalities count of 13. MDT feels that the performance from activities such as the Montana Motorcycle Rider Safety program and the statewide awareness campaign support achieving the 2018 target. Below is the chart that shows the history of fatalities for the last five years ending 2017.

NHTSA Core Outcome Measures								
Core Measure	Description	2013	2014	2015	2016	2017	2019 Target	2020 Goal
C-8	Unhelmeted MC Fatalities	22	12	18	12	13	19	17
	5-Year Moving Average	17	16	17	17	15		

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

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Based on the trend line MDT anticipates reaching our 2018 Target of 27. This is based on the trend line that shows a consistent downward trend and our 2017 preliminary data shows the Drivers Age 20 of younger accounted for 25 fatalities. MDT feels that performance from activities such as expansion of the Teen Peer-to-Peer Traffic Safety project and community coalitions

reaching out to this demographic support achieving the 2018 project. Below is the chart that shows the history of fatalities for the last five years ending 2016.

Montana Department of Transportation								
NHTSA Core Outcome Measures								
Core Measure	Description	2013	2014	2015	2016	2017	2019 Target	2020 Goal
C-9	Fatalities Involving Drivers Age 20 or Less	24	26	35	19	25	27	24
	5-Year Moving Average	29	26	27	26	26		

C-10) Number of pedestrian fatalities (FARS)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Based on the trend line MDT anticipates reaching our 2018 Target of 14. This is based on the trend line that shows a consistent downward trend and our 2017 preliminary data shows the Pedestrian Fatalities count at 14. Below is the chart that shows the history of fatalities for the last five years ending 2016. MDT feels that with an emphasis on pedestrian and bicycle paths during new construction and re-construction of the roadway to include these paths will support in reducing these numbers. Below is a chart that shows the history of fatalities for the last five years ending 2017.

Montana Department of Transportation								
NHTSA Core Outcome Measures								
Core Measure	Description	2013	2014	2015	2016	2017	2019 Target	2020 Goal
C-1*	Number of Fatalities	229	192	224	190	186		
	5-Year Moving Average	211	205	212	208	204	192.6	172

C-11) Number of bicyclists fatalities (FARS)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Montana Department of Transportation								
NHTSA Core Outcome Measures								
Core Measure	Description	2013	2014	2015	2016	2017	2019 Target	2020 Goal

C-11	Bicycle Fatalities	1	2	1	3	1	1	1
	5-Year Moving Average	1	1	1	2	2		

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

Progress: Met

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

The target for seat belt use in 2017 was 77.6%. The actual rate of observed seat belt use in 2017 was 78.2%. MDT continues to work toward increasing seat belt use. The 2017 observed seat belt survey showed an increase of 2% as compared to 2016. Since 2014 when the usage rate was 74%, seat belt use has been increasing making Montana on track to meet the 2020 goal of 77.7% Below is a chart that shows the history of observational seat belt use.

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%
2017	81.6%	73.6%	75.0%	78.9%	80.5%	75.0%	78.2%

Chg 1 Yr	1.6%	6.0%	3.0%	2.1%	-2.0%	2.2%	2.0%
Source: Montana Department of Transportation Observational Study							

O-1) Native American Fatalities

Progress: Not Met

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Based on the trend line and the targets set, meeting the goal for Native American fatalities will be challenging. The 2018 target is 33. There were 44 fatalities during 2016 (most current data available). The trend line that shows a downward trend, however it is very slight. MDT feels that performance from activities such as the Tribal educational program (Safe On All Roads), the Northern Tribes DUI Task Force, Tribal step programs and the use of checkpoints in these communities will assist Montana in achieving the goal. Below is the chart that shows the history of fatalities for the last five years through 2016.

Montana Department of Transportation									
Other Performance Measures									
	Description	2012	2013	2014	2015	2016	2017	2019 Target	2020 Goal
O-1	Native American Fatalities	38	30	37	42	44	UNK	31	31
	5-Year Moving Average	36	31	32	34	38	UNK		

4 Performance plan

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

Performance Measure Name	Target Period(Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value(Performance Target)
C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	187.4
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	892.8
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	1.462
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2015	2019	108.0
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2015	2019	82.0
C-6) Number of speeding-related fatalities (FARS)	5 Year	2015	2019	70.0

C-7) Number of motorcyclist fatalities (FARS)	5 Year	2015	2019	25.0
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2015	2019	16.0
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2015	2019	20.0
C-10) Number of pedestrian fatalities (FARS)	5 Year	2015	2019	15.0
C-11) Number of bicyclists fatalities (FARS)	5 Year	2015	2019	2.0
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2019	2019	77.6
0-1) Native American Fatalities	5 Year	2015	2019	31.0

C-1) Number of traffic fatalities (FARS)

Is this a traffic records system performance measure?

No

C-1) Number of traffic fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 187.4
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Performance measures and targets for the annual fatalities, VMT fatalities, serious injuries and VMT serious injuries are set during the HSP/CHSP meeting. Cambridge Systematics, the contractor that assisted in the development of the CHSP goals, presented several options for setting these goals. The advisory committee reviewed these options and selected the following goals:

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

To establish annual targets and long-range goals for NHTSA Core Performance Measure, MDT utilizes a five-year rolling average, which is one option allowed in the FAST Act. To implement this methodology MDT used data based on the last ten-year period to develop a trend line and determine the slope of that trend line. This resulted in an average percentage decline/incline for each performance measure. This percentage is then used to set annual performance targets and long-range goals. If the slope was inclining MDT's goal would be set to maintain current levels.

During the HSP/CHSP annual meeting, this methodology is presented to all traffic safety stakeholders in attendance. The attendees concurred with the methodology for establishing target and goals. .

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

Is this a traffic records system performance measure?

No

C-2) Number of serious injuries in traffic crashes (State crash data files)-2019
Target Metric Type: Numeric
Target Value: 892.8
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Performance measures and targets for the annual fatalities, VMT fatalities, serious injuries and VMT serious injuries are set during the HSP/CHSP meeting. Cambridge Systematics, the contractor that assisted in the development of the CHSP goals, presented several options for setting these goals. The advisory committee reviewed these options and selected the following goals:

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

To establish annual targets and long-range goals for NHTSA Core Performance Measure, MDT utilizes a five-year rolling average, which is one option allowed in the FAST Act. To implement this methodology MDT used data based on the last ten-year period to develop a trend line and determine the slope of that trend line. This resulted in an average percentage decline/incline for each performance measure. This percentage is then used to set annual performance targets and long-range goals. If the slope was inclining MDT's goal would be set to maintain current levels.

During the HSP/CHSP annual meeting, this methodology is presented to all traffic safety stakeholders in attendance. The attendees concurred with the methodology for establishing target and goals.

C-3) Fatalities/VMT (FARS, FHWA)

Is this a traffic records system performance measure?

No

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C-3) Fatalities/VMT (FARS, FHWA)-2019

Target Metric Type: Numeric

Target Value: 1.462

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Performance measures and targets for the annual fatalities, VMT fatalities, serious injuries and VMT serious injuries are set during the HSP/CHSP meeting. Cambridge Systematics, the contractor that assisted in the development of the CHSP goals, presented several options for setting these goals. The advisory committee reviewed these options and selected the following goals:

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

To establish annual targets and long-range goals for NHTSA Core Performance Measure, MDT utilizes a five-year rolling average, which is one option allowed in the FAST Act. To implement this methodology MDT used data based on the last ten-year period to develop a trend line and determine the slope of that trend line. This resulted in an average percentage decline/incline for each performance measure. This percentage is then used to set annual performance targets and long-range goals. If the slope was inclining MDT's goal would be set to maintain current levels.

During the HSP/CHSP annual meeting, this methodology is presented to all traffic safety stakeholders in attendance. The attendees concurred with the methodology for establishing target and goals.

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

Is this a traffic records system performance measure?

No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019

Target Metric Type: Numeric

Target Value: 108.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Performance measures and targets for the annual fatalities, VMT fatalities, serious injuries and VMT serious injuries are set during the HSP/CHSP meeting. Cambridge Systematics, the contractor that assisted in the development of the CHSP goals, (see methodology above, *Coordination with CHSP*) presented several options for setting these goals. The advisory committee reviewed these options and selected the following goals:

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

To establish annual targets and long-range goals for NHTSA Core Performance Measure, MDT utilizes a five-year rolling average, which is one option allowed in the FAST Act. To implement this methodology MDT used data based on the last ten-year period to develop a trend line and determine the slope of that trend line. This resulted in an average percentage decline/incline for each performance measure. This percentage is then used to set annual performance targets and long-range goals. If the slope was inclining MDT's goal would be set to maintain current levels.

During the HSP/CHSP annual meeting, this methodology is presented to all traffic safety stakeholders in attendance. The attendees concurred with the methodology for establishing target and goals.

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

Is this a traffic records system performance measure?

No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019
Target Metric Type: Numeric
Target Value: 82.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Performance measures and targets for the annual fatalities, VMT fatalities, serious injuries and VMT serious injuries are set during the HSP/CHSP meeting. Cambridge Systematics, the contractor that assisted in the development of the CHSP goals, presented several options for setting these goals. The advisory committee reviewed these options and selected the following goals:

- No more than 172 annual fatalities by 2020, which is an annual reduction of 2.7% (5 fewer fatalities per year)

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

To establish annual targets and long-range goals for NHTSA Core Performance Measure, MDT utilizes a five-year rolling average, which is one option allowed in the FAST Act. To implement this methodology MDT used data based on the last ten-year period to develop a trend line and determine the slope of that trend line. This resulted in an average percentage decline/incline for each performance measure. This percentage is then used to set annual performance targets and long-range goals. If the slope was inclining MDT's goal would be set to maintain current levels.

During the HSP/CHSP annual meeting, this methodology is presented to all traffic safety stakeholders in attendance. The attendees concurred with the methodology for establishing target and goals.

C-6) Number of speeding-related fatalities (FARS)

Is this a traffic records system performance measure?

No

C-6) Number of speeding-related fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 70.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Performance measures and targets for the annual fatalities, VMT fatalities, serious injuries and VMT serious injuries are set during the HSP/CHSP meeting. Cambridge Systematics, the contractor that assisted in the development of the CHSP goals, presented several options for setting these goals. The advisory committee reviewed these options and selected the following goals:

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

To establish annual targets and long-range goals for NHTSA Core Performance Measure, MDT utilizes a five-year rolling average, which is one option allowed in the FAST Act. To implement this methodology MDT used data based on the last ten-year period to develop a trend line and determine

the slope of that trend line. This resulted in an average percentage decline/incline for each performance measure. This percentage is then used to set annual performance targets and long-range goals. If the slope was inclining MDT's goal would be set to maintain current levels.

During the HSP/CHSP annual meeting, this methodology is presented to all traffic safety stakeholders in attendance. The attendees concurred with the methodology for establishing target and goals.

C-7) Number of motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-7) Number of motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 25.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Performance measures and targets for the annual fatalities, VMT fatalities, serious injuries and VMT serious injuries are set during the HSP/CHSP meeting. Cambridge Systematics, the contractor that assisted in the development of the CHSP goals, presented several options for setting these goals. The advisory committee reviewed these options and selected the following goals:

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

To establish annual targets and long-range goals for NHTSA Core Performance Measure, MDT utilizes a five-year rolling average, which is one option allowed in the FAST Act. To implement this methodology MDT used data based on the last ten-year period to develop a trend line and determine the slope of that trend line. This resulted in an average percentage decline/incline for each performance measure. This percentage is then used to set annual performance targets and long-range goals. If the slope was inclining MDT's goal would be set to maintain current levels.

During the HSP/CHSP annual meeting, this methodology is presented to all traffic safety stakeholders in attendance. The attendees concurred with the methodology for establishing target and goals.

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 16.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Performance measures and targets for the annual fatalities, VMT fatalities, serious injuries and VMT serious injuries are set during the HSP/CHSP meeting. Cambridge Systematics, the contractor that assisted in the development of the CHSP goals, presented several options for setting these goals. The advisory committee reviewed these options and selected the following goals:

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

To establish annual targets and long-range goals for NHTSA Core Performance Measure, MDT utilizes a five-year rolling average, which is one option allowed in the FAST Act. To implement this methodology MDT used data based on the last ten-year period to develop a trend line and determine the slope of that trend line. This resulted in an average percentage decline/incline for each performance measure. This percentage is then used to set annual performance targets and long-range goals. If the slope was inclining MDT's goal would be set to maintain current levels.

During the HSP/CHSP annual meeting, this methodology is presented to all traffic safety stakeholders in attendance. The attendees concurred with the methodology for establishing target and goals.

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)**Is this a traffic records system performance measure?**

No

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019

Target Metric Type: Numeric

Target Value: 20.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Performance measures and targets for the annual fatalities, VMT fatalities, serious injuries and VMT serious injuries are set during the HSP/CHSP meeting. Cambridge Systematics, the contractor that assisted in the development of the CHSP goals, presented several options for setting these goals. The advisory committee reviewed these options and selected the following goals:

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

To establish annual targets and long-range goals for NHTSA Core Performance Measure, MDT utilizes a five-year rolling average, which is one option allowed in the FAST Act. To implement this methodology MDT used data based on the last ten-year period to develop a trend line and determine the slope of that trend line. This resulted in an average percentage decline/incline for each performance measure. This percentage is then used to set annual performance targets and long-range goals. If the slope was inclining MDT's goal would be set to maintain current levels.

During the HSP/CHSP annual meeting, this methodology is presented to all traffic safety stakeholders in attendance. The attendees concurred with the methodology for establishing target and goals.

C-10) Number of pedestrian fatalities (FARS)

Is this a traffic records system performance measure?

No

C-10) Number of pedestrian fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 15.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Performance measures and targets for the annual fatalities, VMT fatalities, serious injuries and VMT serious injuries are set during the HSP/CHSP meeting. Cambridge Systematics, the contractor that assisted in the development of the CHSP goals, presented several options for setting these goals. The advisory committee reviewed these options and selected the following goals:

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

To establish annual targets and long-range goals for NHTSA Core Performance Measure, MDT utilizes a five-year rolling average, which is one option allowed in the FAST Act. To implement this methodology MDT used data based on the last ten-year period to develop a trend line and determine the slope of that trend line. This resulted in an average percentage decline/incline for each performance measure. This percentage is then used to set annual performance targets and long-range goals. If the slope was inclining MDT's goal would be set to maintain current levels.

During the HSP/CHSP annual meeting, this methodology is presented to all traffic safety stakeholders in attendance. The attendees concurred with the methodology for establishing target and goals.

C-11) Number of bicyclists fatalities (FARS)

Is this a traffic records system performance measure?

No

C-11) Number of bicyclists fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 2.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Performance measures and targets for the annual fatalities, VMT fatalities, serious injuries and VMT serious injuries are set during the HSP/CHSP meeting. Cambridge Systematics, the contractor that assisted in the development of the CHSP goals, presented several options for setting these goals. The advisory committee reviewed these options and selected the following goals:

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

To establish annual targets and long-range goals for NHTSA Core Performance Measure, MDT utilizes a five-year rolling average, which is one option allowed in the FAST Act. To implement this methodology MDT used data based on the last ten-year period to develop a trend line and determine the slope of that trend line. This resulted in an average percentage decline/incline for each performance measure. This percentage is then used to set annual performance targets and long-range goals. If the slope was inclining MDT's goal would be set to maintain current levels.

During the HSP/CHSP annual meeting, this methodology is presented to all traffic safety stakeholders in attendance. The attendees concurred with the methodology for establishing target and goals.

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

Is this a traffic records system performance measure?

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019

Target Metric Type: Numeric

Target Value: 77.6

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Performance measures and targets for the annual fatalities, VMT fatalities, serious injuries and VMT serious injuries are set during the HSP/CHSP meeting. Cambridge Systematics, the contractor that assisted in the development of the CHSP goals, presented several options for setting these goals. The advisory committee reviewed these options and selected the following goals:

No more than 172 annual fatalities by 2020, which is an annual reduction of 2.7% (5 fewer fatalities per year)

Fatality rate of no more than 1.28 fatalities per 100 million vehicle miles traveled (VMT) by 2020, a reduction of 4.3% per year

No more than 796 serious injuries by 2020, a 3.6% annual reduction

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

To establish annual targets and long-range goals for NHTSA Core Performance Measure, MDT utilizes a five-year rolling average, which is one option allowed in the FAST Act. To implement this methodology MDT used data based on the last ten-year period to develop a trend line and determine the slope of that trend line. This resulted in an average percentage decline/incline for each performance measure. This percentage is then used to set annual performance targets and long-range goals. If the slope was inclining MDT's goal would be set to maintain current levels.

During the HSP/CHSP annual meeting, this methodology is presented to all traffic safety stakeholders in attendance. The attendees concurred with the methodology for establishing target and goals.

0-1) Native American Fatalities

Is this a traffic records system performance measure?

No

0-1) Native American Fatalities-2019

Target Metric Type: Numeric

Target Value: 31.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Performance measures and targets for the annual fatalities, VMT fatalities, serious injuries and VMT serious injuries are set during the HSP/CHSP meeting. Cambridge Systematics, the contractor that assisted in the development of the CHSP goals, presented several options for setting these goals. The advisory committee reviewed these options and selected the following goals:

No more than 172 annual fatalities by 2020, which is an annual reduction of 2.7% (5 fewer fatalities per year)

Fatality rate of no more than 1.28 fatalities per 100 million vehicle miles traveled (VMT) by 2020, a reduction of 4.3% per year

No more than 796 serious injuries by 2020, a 3.6% annual reduction

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

To establish annual targets and long-range goals for NHTSA Core Performance Measure, MDT utilizes a five-year rolling average, which is one option allowed in the FAST Act. To implement this methodology MDT used data based on the last ten-year period to develop a trend line and determine the slope of that trend line. This resulted in an average percentage decline/incline for each performance measure. This percentage is then used to set annual performance targets and long-range goals. If the slope was inclining MDT's goal would be set to maintain current levels.

During the HSP/CHSP annual meeting, this methodology is presented to all traffic safety stakeholders in attendance. The attendees concurred with the methodology for establishing target and goals.

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

Check the box if the statement is correct.

Yes

Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.

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

Fiscal year	2017
Seat belt citations	2452

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

Fiscal year	2017
Impaired driving arrests	404

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

Fiscal year	2017
Speeding citations	7028

5 Program areas

Program Area Hierarchy

- 1. Motorcycle Safety
 - Motorcycle Rider Training
 - Training Motorcycle Purchase
 - FAST Act 405f Motorcycle Programs
- 2. Occupant Protection (Adult and Child Passenger Safety)
 - Technician/Instructor Training and Certification
 - CPS Instructor/Technician Training
 - FAST Act 405b OP Low
 - Public Information and Education OP
 - Buckle Up Montana
 - FAST Act 405b OP Low
 - Occupant Protection Mini-Grants
 - FAST Act 405b OP Low
 - Child Restraint System Inspection Station(s)
 - Child Passenger Safety Seat Purchase
 - FAST Act 405b OP Low
 - FAST Act NHTSA 402
- 3. Impaired Driving (Drug and Alcohol)
 - Public Information and Education ID
 - Impaired Driving Mini-Grants
 - FAST Act 405d Impaired Driving High
 - Prosecutor Training
 - Traffic Safety Resource Prosecutor
 - 164 Transfer Funds-AL
 - FAST Act 405d Impaired Driving High

- Impaired Driving Task Force
 - Statewide DUI Task Force Training
 - 164 Transfer Funds-AL
 - FAST Act 405d Impaired Driving High
- Impaired Driving Program Assessment (NHTSA Facilitated)
 - Impaired Driving Assessment
 - FAST Act NHTSA 402
- DWI Courts
 - DUI Courts
 - 164 Transfer Funds-AL
 - FAST Act 405d Impaired Driving High
 - DUI Court Training
 - 164 Transfer Funds-AL
- 24/7 Sobriety Program
 - 24/7 Project
 - 164 Transfer Funds-AL
 - FAST Act 405d 24-7 Sobriety

4. Young Drivers

- Teen Peer-to-Peer Traffic Safety Education
 - Teen Peer-to-Peer Project
 - FAST Act NHTSA 402
- Highway Safety Office Program Management
 - Youth Risk Behavior Survey
 - FAST Act NHTSA 402

5. Emergency Medical Services

- EMS Training
 - Trauma Education for Rural EMS Providers
 - FAST Act NHTSA 402
 - T.E.A.M. Training Course
 - FAST Act NHTSA 402

6. Native American Traffic Safety Program

- Tribal STEP Program
 - Tribal STEP Program
 - 164 Transfer Funds-AL
 - FAST Act 405b OP Low
 - FAST Act NHTSA 402
- Safe On All Roads
 - Safe On All Roads
 - 164 Transfer Funds-AL
 - FAST Act NHTSA 402
 - Northern Tribes DUI Task Force
 - 164 Transfer Funds-AL

7. Traffic Records

- Improves uniformity of a core highway safety database
 - United States Passport Verification System
 - MAP 21 405c Data Program
 - MVD Digital Access and Exchange
 - MAP 21 405c Data Program
- Improves timeliness of a core highway safety database
 - Web-Based Crash Trainer
 - MAP 21 405c Data Program
- Improves integration between one or more core highway safety databases
 - DOJ MHP Upgrades JCRS System
 - MAP 21 405c Data Program
- Improves accuracy of a core highway safety database
 - MVD CDL Audit Function
 - MAP 21 405c Data Program

- MDT Road Condition Information System Upgrade
 - MAP 21 405c Data Program

8. Communications (Media)

- OP Mass Media Campaigns
 - Memorial Day Campaign
 - FAST Act NHTSA 402
 - OP Media Campaign
 - FAST Act 405b OP Low
- Native American Campaigns
 - Native American Media Campaigns
 - FAST Act NHTSA 402
- Motorcycle Awareness Campaign
 - Motorcycle Awareness Campaign
 - FAST Act 405f Motorcycle Programs
- ID Media Campaigns
 - Labor Day Media Campaign
 - 164 Transfer Funds-AL
 - Impaired Driving Year Round Campaigns
 - 164 Transfer Funds-AL
 - FAST Act 405d Impaired Driving High
 - Impaired Driving Summer Campaign
 - 164 Transfer Funds-AL
 - Media for Short Term Enforcement at High Risk Events
 - FAST Act NHTSA 402

9. Police Traffic Services

- Short-term, High Visibility Law Enforcement
 - High Visibility Enforcement
 - FAST Act NHTSA 402
 - FAST Act 405b OP Low
 - FAST Act 405d Impaired Driving High
 - Law Enforcement Liaison
 - FAST Act NHTSA 402
 - FAST Act 405b OP Low
 - FAST Act 405d Impaired Driving High
 - Selective Traffic Enforcement Team
 - FAST Act NHTSA 402
 - FAST Act 405d Impaired Driving High
 - Helena Police Traffic Safety Pilot
 - FAST Act 405b OP Low
 - FAST Act NHTSA 402
 - 164 Transfer Funds-AL
 - STEP Mini-Grants
 - FAST Act NHTSA 402
 - FAST Act 405b OP Low
 - FAST Act 405d Impaired Driving High
- Drug Recognition Expert (DRE) Training
 - Traffic Safety Resource Officer
 - FAST Act 405d Impaired Driving High

10. Planning & Administration

- (none)
 - P&A
 - FAST Act NHTSA 402
 - MAP 21 405c Data Program
 - FAST Act 405d Impaired Driving High
 - FAST Act 405f Motorcycle Programs
 - 164 Transfer Funds-AL

5.1 Program Area: Motorcycle Safety

Program area type Motorcycle Safety

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

During 2016 motorcycles fatalities fell to the lowest level in ten years. There were 17 fatalities in 2016 compared to 24 in 2015, and down from a high of 36 in 2007 and 2008. Of those 17, 12 were unhelmeted or 71%. Unhelmeted fatalities have been approximately 66% of all motorcycle fatalities during the last five years.

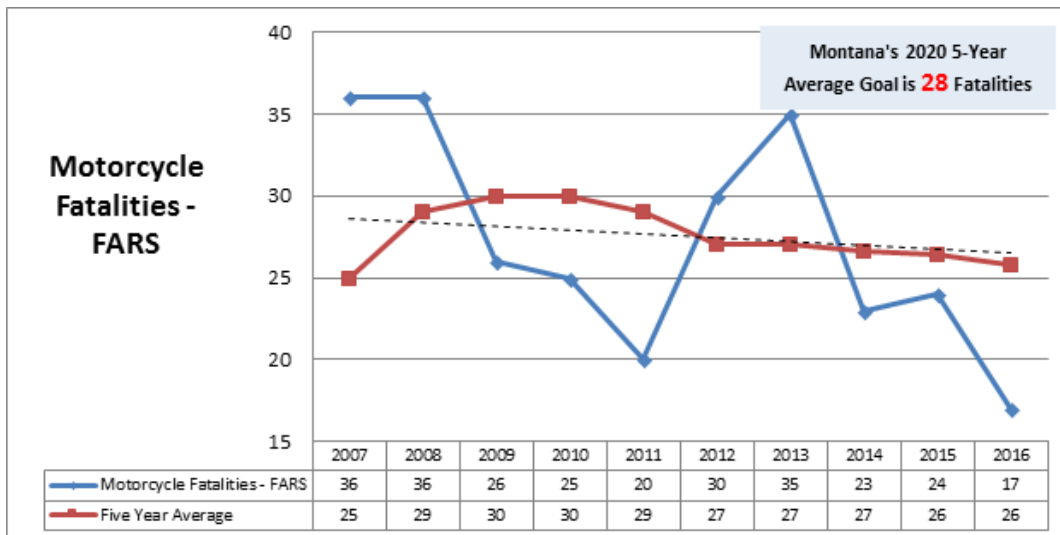
The performance goals for motorcycle fatalities and crashes are:

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

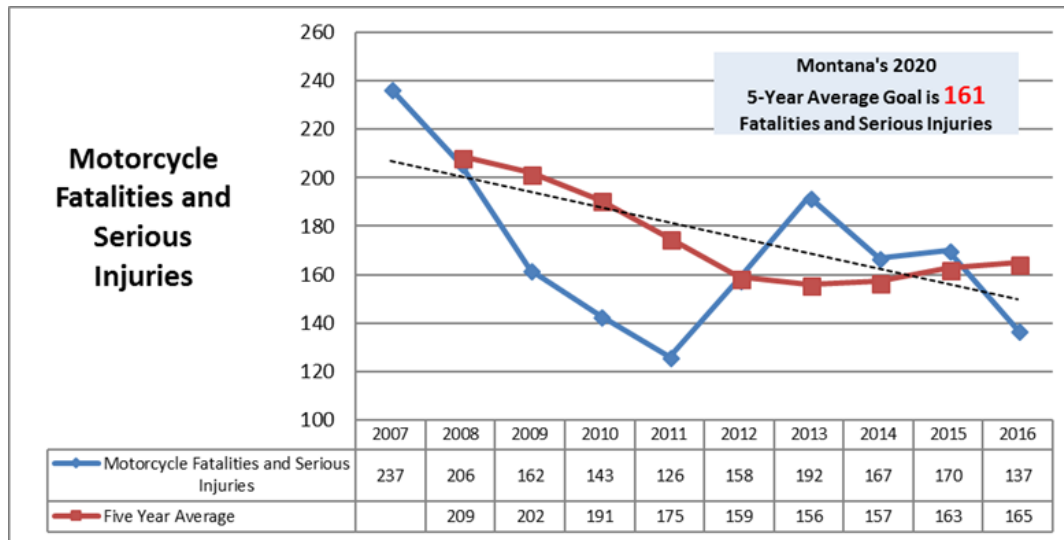
Reduce the five-year average number of motorcyclist fatalities and incapacitating injuries from 157 in 2014 to 161 by 2020

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

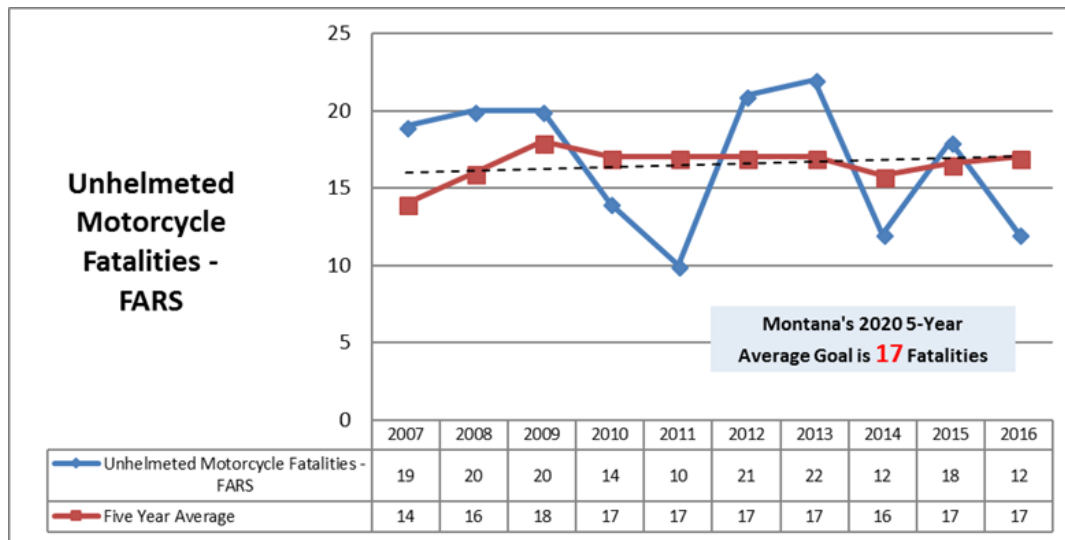
The graphs below represent the history of the accomplishments for each goals and where MDT is currently in relationship to the 2020 goal.



As shown there is a slight decline in the trend line for motorcycle fatalities. In recent years, however, there has been a significant reduction in motorcycle fatalities. Because of this, Montana is on track for meeting the 2020 five-year average goal of 28.



Serious injuries also dropped significantly during 2016. These went from 170 in 2015 to 137 during 2016, a decrease of 19%. This is also the lowest number of serious injuries during the last ten years.



Unhelmeted fatalities also show an increasing trend during the last ten years, both in raw numbers and as a percentage of motorcycle fatalities. During 2016, there was a decrease from 18 unhelmeted fatalities in 2015 to 12 in 2016. However, as a percent of the total motorcycle fatalities, unhelmeted fatalities have remained fairly constant at about 65% of the total for the last several years.

During 2017, the Montana Motorcycle Rider Safety program, managed by Montana State University Northern, had 943 motorcyclists pass the training program. The program is offered in eight communities throughout the state. The chart below shows the total number that registered and the training outcome.

Site	WE Date	Course	PASS	FAIL K	FAIL S	FAIL B	DNF	NO SHOW	CANCEL	Total
BIL	Total	ALL	207	14	1	21	15	55	313	

BOZ	Total	ALL	120	1	18	7	10	32	188	
GTF1	Total	ALL	146		4	7	13	23	193	
HAV	Total	ALL	10	1	3	1	2	3	20	
HLN	Total	ALL	169		11	13	12	30	235	
KAL	Total	ALL	95		5	5	13	17	135	
MAFB1	Total	ALL	11				1	3	15	
MAFB2	Total	ALL	7					2	9	
MAFB3	Total	ALL	15				3	1	19	
MSL	Total	ALL	163	3	16	16	12	27	237	
	Grand Total	ALL	943	5	71	1	70	81	193	1,364

This training program is used to meet one of the qualifying criteria for Motorcycle Safety Grants. It satisfies 1300.25, *Motorcycle Safety Grants, (e) Motorcycle rider training course.*

Motorcycle fatalities have shown some decreasing numbers in the last few years. Unfortunately, unhelmeted riders have not shown a significant decrease as a percent of the total, meaning there is still a large percentage of motorcyclists that are not wearing helmets.

During the last several years, there has been an increase in older riders. As shown below, during 2016 the majority of fatalities were over 50 years of age, representing 65% of all fatalities. In addition, riders between 50 and 59 had the largest number of fatalities during the last ten years, except for 2013.

Motorcyclist Fatalities

Age Range	Total	2010	2011	2012	2013	2014	2015	2016
0 - 9	0	0	0	0	0	0	0	0
10 - 19	6	0	2	2	0	0	1	1
20 - 29	21	2	1	6	3	6	3	0
30 - 39	20	2	3	3	3	2	3	4
40 - 49	29	4	2	5	11	5	1	1

50	59	57	11	6	8	8	7	11	6
60	69	33	5	3	4	9	2	6	4
70	+	8	1	3	2	0	1	0	1

MDT has provided some outreach to the older motorcycle driver with targeted messaging. The MMRS coordinator continues to recruit older participants and that has been a priority of this program.

The most significant problem for Montana is the lack of a helmet law for all riders Montana's current helmet law only covers riders under 18, however, this is not where the majority of fatalities are occurring. There have been no efforts for this legislation. Given that a primary seat belt bill has failed to pass during the last 10 sessions, any attempts at a helmet law will face a great deal of opposition.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	25.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	16.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year Countermeasure Strategy Name

2019 Motorcycle Rider Training

5.1.1 Countermeasure Strategy: Motorcycle Rider Training

Program area Motorcycle Safety

Countermeasure strategy Motorcycle Rider Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Montana's data shows motorcycle fatalities continue to contribute to overall fatalities. The number of motorcycle fatalities annually show that Montana should be able to reach the 2020 goal of 28. With the rise in older motorcyclists fatalities, MDT intends to target older drivers for the motorcycle rider training program in an effort to bring these fatalities further down.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

3.2 Motorcycle Rider Training

4.2 Communications and Outreach: Other Driver Awareness of Motorcyclists

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
110163	Training Motorcycle Purchase	Motorcycle Rider Training

5.1.1.1 Planned Activity: Training Motorcycle Purchase

Planned activity name
Training Motorcycle Purchase

Planned activity number 110163

Primary countermeasure strategy Motorcycle Rider Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

MMRS has an aging fleet of motorcycles, with 61% over six years old. Even with a strong maintenance program, these are training bikes which see more-than-average wear and tear. This project proposes to replace the oldest motorcycles within the training fleet.

The costs to replace each motorcycle is less than \$5,000 each so NHTSA approval will not be necessary. A waiver of the Buy America Act was submitted during 2017 but received no response. Montana will either re-submit the waiver during 2019 or try to find motorcycles that will fit the training needs of the program.

Enter intended subrecipients.

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

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Motorcycle Rider Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405f Motorcycle Programs	405f Motorcyclist Training (FAST)	\$14,820.00	\$2,964.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

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

Program area type Occupant Protection (Adult and Child Passenger Safety)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Yes

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Montana currently has a secondary law for the enforcement of seat belt use. There have been many attempts to pass legislation making this a primary offense but they have consistently failed. Montana's legislature will meet from January, 2019 through April, 2019 and it is anticipated that this bill will be submitted again. SHTSS will provide appropriate statistics and seat belt safety information to the legislature during the process.

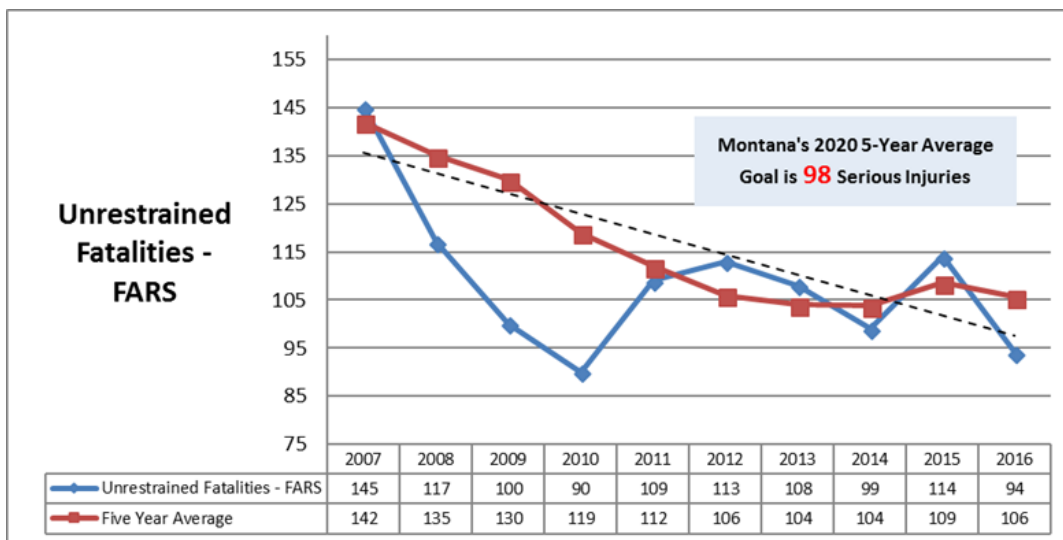
SHTSS has established three goals for seat belt use as follows:

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

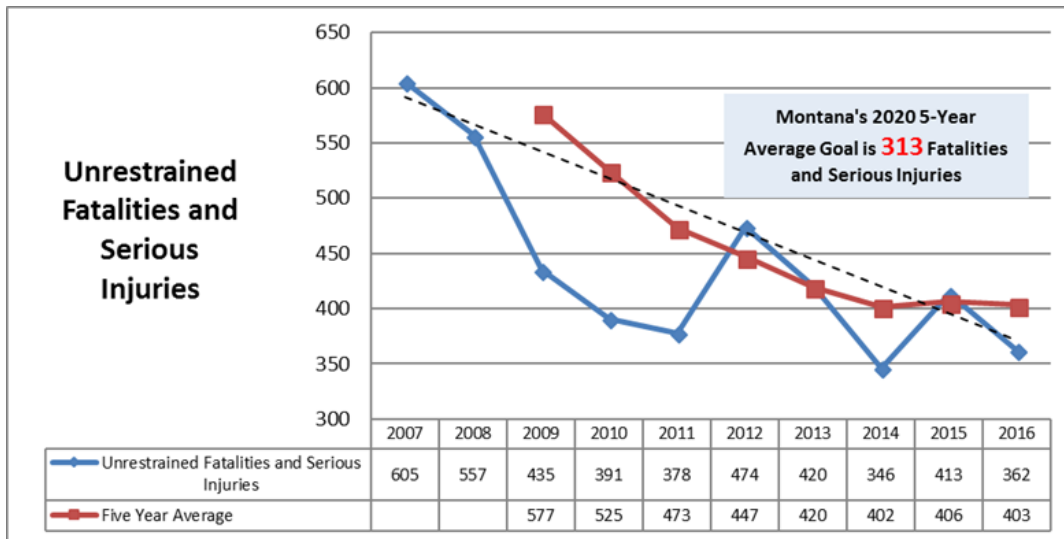
Reduce the five-year average number of unrestrained vehicle occupant fatalities and incapacitating injuries from 410 in 2014 to 313 by 2020.

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 dropped from 114 in 2015 to 94 in 2016. After seeing an increase during 2015, 2016 had the 2nd lowest number of unrestrained fatalities during the last ten years. Montana more than met the 2016 target of 109 and anticipates this downward trend to continue making the 2020 goal of 98 achievable.



Unrestrained fatalities and serious injuries continues to decline. During 2016 this number dropped 13% from 413 during 2015 to 362. Additionally, similar to 2014, 2016 saw some of the lowest numbers during the last ten years.

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%

2017	81.6%	73.6%	75.0%	78.9%	80.5%	75.0%	78.2%
Chg 1 Yr	1.6%	6.0%	3.0%	2.1%	-2.0%	2.2%	2.0%
Source: Montana Department of Transportation Observational Study							

Montana implemented the methodology for observed seat belt surveys, revised by NHTSA, during 2013. This is shown in the chart above.

The 2017 observed use of seat belts increased by 2% from 2016 to 2017 for all roads to 78.2%. This is a significant increase for Montana and surpassed the 2020 goal of 77.7%.

Problem Analysis

Seat belt use is proven to be the most effective tool to reduce fatalities and serious injuries for adults and children. Montana’s seat belt rate use went up 2.0% from 2016 to 2017. Montana is a secondary enforcement state for seat belt use. During the last 10 legislative sessions there have been primary seat belt bills introduced but none have been successfully passed into law.

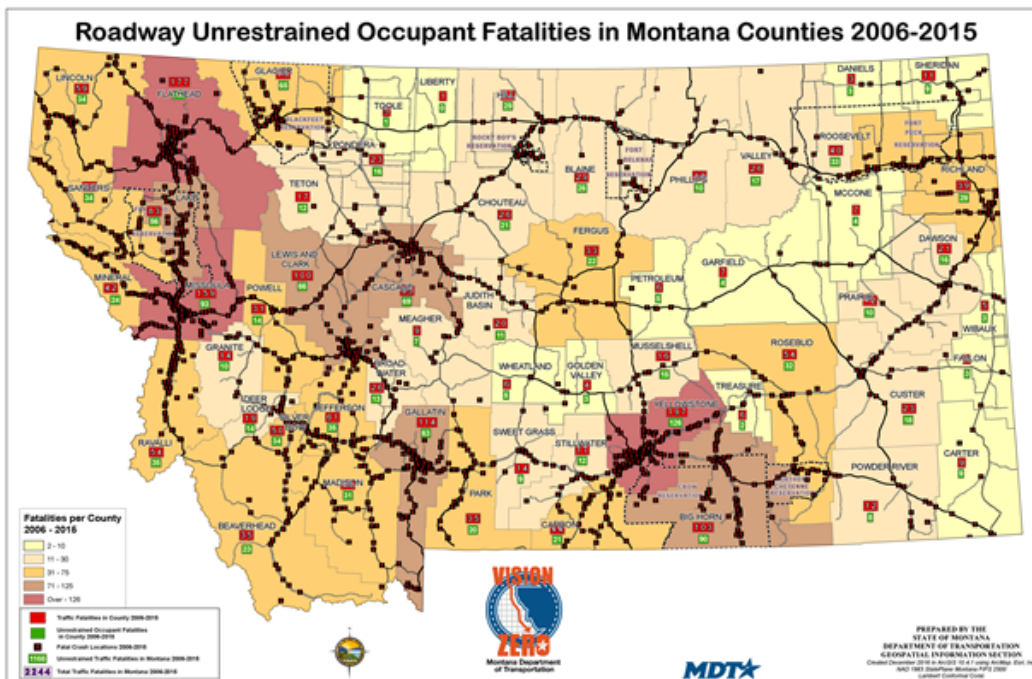
During 2016, there were 94 unrestrained fatalities, presenting approximately 49% of all fatalities. This was a total decrease of 20 unrestrained fatalities when compared to 2015 when there were 114 unrestrained fatalities, representing 51% of the total.

Generally, most unrestrained fatalities occur during the summer months of May through September. However, in 2016, unrestrained fatalities were spread consistently throughout the year. July and September were the highest months with 39 and 41 fatalities respectively. May is the next highest at 34.

016 Unrestrained Fatalities and Serious Injuries			
	Serious Injury	Fatality	Total
January	23	4	27
February	21	11	32
March	20	7	27
April	24	7	31
May	27	7	34
June	29	3	32
July	27	12	39
August	14	12	26

September	30	11	41
October	18	8	26
November	21	11	32
December	13	2	15

As stated, during 2017, Montana’s seat belt use rate was approximately 78%. This is 12% below the national average of 90% and 19% below the best state. As outlined in the following map, Montana has specific areas that account for most of the fatalities and serious injuries.



Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	108.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Technician/Instructor Training and Certification
2019	Public Information and Education OP
2019	Child Restraint System Inspection Station(s)

5.2.1 Countermeasure Strategy: Technician/Instructor Training and Certification

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Technician/Instructor Training and Certification

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations:

(i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The impact of this project is to ensure more children aged 14 and under are restrained properly. MDT and our partners will conduct at least four National CPS trainings throughout the state to certify an additional 25 technicians. There will be an annual training update provided for instructors and technicians to ensure certifications do not lapse and instructors receive the necessary CEU's to maintain their status. In addition, MDT will purchase new latch manuals for technicians statewide.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Chapter 2. Seat Belts and Child Restraints

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

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

This project specifically relies on 6.2 Communications and Outreach strategies for Child Restraint Use Booster Seat Use and 7.2 Inspection Stations.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
CPSInstTech	CPS Instructor/Technician Training	Technician/Instructor Training and Certification

5.2.1.1 Planned Activity: CPS Instructor/Technician Training

Planned activity name	CPS Instructor/Technician Training
Planned activity number	CPSInstTech
Primary countermeasure strategy	Technician/Instructor Training and Certification

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d),

demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

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

Enter intended subrecipients.

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

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Technician/Instructor Training and Certification

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405b OP Low	405b Low Training (FAST)	\$31,500.00	\$6,300.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.2.2 Countermeasure Strategy: Public Information and Education OP

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Public Information and Education OP

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Montana's seat belt rate use went up 2% from 2016 to 2017 to approximately 78%. This is 12% below the national average of 90% and 19% below the best state. This activity will educate the motoring public at the grassroots level to increase this usage, assisting Montana in meeting the performance targets established.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Chapter 2. Seat Belts and Child Restraints

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

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

Specifically, this activity will rely on 3.1 Supporting Enforcement, 3.1 Strategies for Targeting Low Belt Use Groups (Communications and Outreach), 6.1 Communications and Outreach Strategies for Older Children, 6.2 Communications and Outreach Strategies for Child Restraint Use Booster Seat Use, 7.1 School Programs (Other Strategies), 7.2 Inspection Stations (Other Strategies).

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
BUMT	Buckle Up Montana	Public Information and Education OP
OPMG	Occupant Protection Mini-Grants	Public Information and Education OP

5.2.2.1 Planned Activity: Buckle Up Montana

Planned activity name	Buckle Up Montana
Planned activity number	BUMT
Primary countermeasure strategy	Public Information and Education OP

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No


Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

 Grassroots coalitions will be provided funding to promote occupant protection. Four coalitions will implement local public information and education programs that reach various demographics to encourage seat belt use and child passenger safety seats. Funding will be used to provide personnel, PI&E materials, training and travel for each coalition. Priority for funding is BUMT's that have an active CPS program and certified CPS instructors. The four BUMT coalitions will cover Cascade, Flathead, Lewis and Clark, Jefferson, Broadwater, Missoula and Granite Counties. Also, these four will be a resource for statewide CPS trainings and outreach.

Enter intended subrecipients.

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

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Public Information and Education OP

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405b OP Low	405b Low Public Education (FAST)	\$180,553.00	\$33,310.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.2.2.2 Planned Activity: Occupant Protection Mini-Grants

Planned activity name Occupant Protection Mini-Grants

Planned activity number OPMG

Primary countermeasure strategy Public Information and Education OP

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Mini-grants will be provided to communities to provide education and outreach regarding the importance of seat belt use and child passenger safety. These grants allow communities to receive funding to assist them with events, media, brochures, etc. to promote seat belt use.

These grants will also be used to collaborate with local law enforcement officers during high-risk community events. Coordinators will educate the public on seat belt use and inform community members that extra patrols will be at the specific event.

Enter intended subrecipients.

Applications will be accepted throughout the fiscal year. The subrecipients will be selected in FFY2019.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Public Information and Education OP

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405b OP Low	405b Low Public Education (FAST)	\$25,000.00	\$5,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.3 Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Child Restraint System Inspection Station(s)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Currently there are 29 inspection stations registered with NHTSA. These stations cumulatively serve 25 of Montana's 56 counties, providing services to approximately 89% of the population. They provide an excellent resource for parents and caregivers to obtain child safety seat education. Parent/caregiver education includes selecting the appropriate safety seat, proper installation and consistent use, LATCH, air bag information, restraint system graduation and best practices.

Below are the NHTSA-registered permanent inspection stations with the certified technician's contact information identified by location.

FFY2016-2017 Permanent Inspection Stations on NHTSA's Website

Organization	Street Address	City	Days of Operation	Hours	Counties Served	Contact/Phone (406)	Rural Urban	At-Risk
						Veronica Morales		
Big Horn County Health Dept.	809 N Custer Avenue	Hardin	By appt.	By appt.	Big Horn	T705016 665-8720	Rural/At-Risk	
						Stan Zander		
Fort Belknap Tribal Health Dept.	669 Agency Main Street	Harlem	By Appt.	By Appt.	Blaine, Phillips	T662333 353-3165	Rural/At-Risk (on Reservation)	
						Mary Kay Burns		
Cascade City-County Health Department	115 4th Street South	Great Falls	By appt.	By appt.	Cascade	I0660 454-6750	Urban/Rural/At-Risk	

Central MT Head Start	204 7th Ave W	Roundup	M-F	8 am to 3 pm and by appt	Musselshell	Marcy Rohrer	
							T703976
							323-3655
						Trish Olson	
Dawson County Health Department	207 W Bell Street	Glendive	By appt.	By appt.	Dawson	T729775	Rural/At-Risk
							939-9259
						Jenny Chalmers	
Central MT Head Start – Fergus County	25 Meadowlark Lane	Lewistown	M-Th	By appt.	Fergus, Petroleum, Judith Basin	T744177	Rural
							535-7751
						Wendy Olson-Hansen	
Flathead City County Health Dept.	1035 1st Ave W	Kalispell	By appt.	By appt.	Flathead	I0931	Urban/Rural
							751-8106
						Scott Mueller	
Bozeman Fire Department	34 N. Rouse	Bozeman	By appt.	By appt.	Gallatin	I617546	Urban/Rural
							582-2350
						Jason Wheeler	
Central Valley Fire Department	205 East Main	Belgrade	By appt.	By appt.	Gallatin	T66351	Urban/Rural
							388-4480
						Cheryl Gervais	
IHS Blackfeet Community Hospital	760 Hospital Circle	Browning	M-F	9 am- 4 pm	Glacier	T647295	Rural/At-Risk (on Reservation)
							338-6168
Boys & Girls Club of the Hi-Line	501 1st Avenue	Havre	By appt.	By appt.	Hill	Mary Owens	Rural/At-Risk
							T701652

265-6206

Emily Colomeda

**Lake County
Health
Department**

802 Main Street

Polson

Th-Fri

By appt.

Lake

T66409

Rural/At-Risk (on
Reservation)

883-7319

Tracie Kiesel

**Montana
Highway Patrol**

2550 Prospect
Ave

Helena

By appt.

By appt.

Lewis & Clark

I632617

Urban/Rural

324-1072

Tracie Kiesel

**Tri-County Buckle
Up Montana
Coalition**

Front St Learning
Cntr
815 Front Street

Helena

By Appt.

By Appt.

Lewis & Clark,
Jefferson,
Broadwater

I632617

Urban/Rural

324-1072

Neil Duram

**Montana
Highway Patrol**

512 California

Libby

By Appt.

By Appt.

Lincoln

T5184

Rural

297-2121

Lisa Gottula

**Frenchtown Rural
Fire Dept.**

16875 Marion
Street

Frenchtown

By Appt.

By Appt.

Missoula

T682100

Rural

626-5791

Jason Butler

**Missoula Rural
Fire Dept.**

2521 S Ave W

Missoula

2nd Sat of
month 10-5

By Appt.

Missoula

I637040

Urban/Rural/At-
Risk

549-6172

Jessi Malcolm

**Livingston Fire &
Rescue**

414 Callendar
Street

Livingston

By appt.

By appt.

Park

I656245

Rural

223-1991

Pondera County

311 S Virginia

Conrad

M-Th

8 am to 5

Pondera,

Michaela Orcutt

Rural/At-Risk

Health Department	Street Suite 1			pm	Teton				
						T730311			
						271-3247			
						Charmell Owens			
Mildenerger Motors	1717 N 1st Street	Hamilton	1st Saturday of Month	10 – 2	Ravalli	T712832		Urban/Rural	
						546-9640			
						Heidi Moran			
Richland County Health Department	1201 W Holly St Suite 1	Sidney	By Appt.	By Appt.	Richland	T686297		Rural	
						433-2207			
						Kassy Marjerrison			
Clark Fork Valley Hospital	10 Kruger Road	Plains	By Appt.	9-5 & By Appt.	Sanders	T748885		Rural	
						826-4800			
						Marc Lee			
Butte-Silver Bow Fire Department	120 South Idaho Street	Butte	3rd Wednesday of Month 11-3	By appt.	Silver Bow	I2141		At-Risk	
						782-9509			
						Koren Bloom			
American Medical Response (AMR)	1701 Montana Ave	Billings	M-F	By appt.	Yellowstone	I588163		Urban/Rural/At-Risk	
						259-9601 x38644			
Nursing Nook LLC	734 Kensington Ave	Missoula	M-F	8-3 & by appt.	Missoula	T710119	721-5440	Urban/Rural	
						Scott Stires			
Sequoia's Closet	188 Big Timber Loop Rd	Big Timber	T-F	10-5 & by appt.	Sweet Grass	T729523	932-6461	Rural	
						Stacey Smith			
Anaconda-Deer Lodge Co Public Health	115 W Commercial Ave	Anaconda	M-F	8 am – 5 pm	Deer Lodge	T748221	563-7863 or 691-0356	Rural	
						Kitty Basirico			

Toole Co Health Dept.	402 1st Str S	Shelby	M-F	8 am – 5 pm	Toole	Angela Lamb T759202 424- 5169	Rural
Red Lodge Fire Rescue	801 N Broadway Ave	Red Lodge	By appt.	9 am – 5 pm	Carbon	Ruth Bilyeu T762119 446-2320	Rural

The following chart represents the population of each county with a or served by a permanent inspection station.

Populations served with Permanent Inspection Stations

(using the 2010 Census)

Big Horn County	12,865
Blaine County	6,491
Broadwater County	5,612
Carbon County	10,078
Cascade County	81,327
Dawson County	8,966
Deer Lodge County	9,298
Fergus County	11,586
Flathead County	90,928
Gallatin County	89,513
Glacier County	13,399
Hill County	16,096
Jefferson County	11,406
Judith Basin County	2,072
Lake County	28,746
Lewis and Clark County	63,395

Lincoln County	19,687
Missoula County	109,299
Musselshell County	4,538
Park County	15,636
Petroleum County	494
Phillips County	4,253
Pondera County	6,153
Ravalli County	40,212
Richland County	9,746
Sanders County	11,413
Silver Bow County	34,200
Teton County	6,073
Sweet Grass County	3,651
Toole County	5,324
Yellowstone County	147,972
Other Counties Served without registered Permanent Fitting Stations (Beaverhead, Custer, Madison, McCone, Mineral, Prairie, Roosevelt, Rosebud, Stillwater, Treasure, Wibaux)	66,282
Populations served	946,711
Total Montana population (2010 Census)	989,415

As shown in the chart above, 96% of Montana's population has access to a child inspection station. Most of Montana is considered rural with low income and minority populations in every county. The counties highlighted in yellow are counties that have all or part of a Native American reservation within their boundaries. Native Americans are an at-risk demographic in Montana and MDT has created Native American Traffic Safety Programs discussed under High Risk Population Countermeasures.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Chapter 2. Seat Belts and Child Restraints

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

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

The specific countermeasure for this project are 7.2 Inspection Stations.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
CPS1	Child Passenger Safety Seat Purchase	Child Restraint System Inspection Station(s)

5.2.3.1 Planned Activity: Child Passenger Safety Seat Purchase

Planned activity name Child Passenger Safety Seat Purchase
Planned activity number CPS1
Primary countermeasure strategy Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

MDT SHTSS will purchase child passenger safety seats for distribution throughout the state for low income parents/caregivers. Seats are directly shipped to permanent CPS inspections stations and CPS technicians within counties that do not have a permanent inspection station.

The distribution of these child passenger safety seats increases the probability that low-income families will have their children properly restrained. Also, it provides an opportunity to educate parents and care givers on the importance of ensuring every passenger in the vehicle is being properly restrained. MDT will use 405b funds up to the 5% cap allowed and supplement with 402 funds. To purchase these MDT will follow the appropriate purchasing requirements.

Enter intended subrecipients.

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

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405b OP Low	405b Low CSS Purchase/Distribution (FAST)	\$14,200.00	\$2,840.00	
2018	FAST Act NHTSA 402	Child Restraint (FAST)	\$10,800.00	\$4,160.00	\$10,800.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

5.3 Program Area: Impaired Driving (Drug and Alcohol)

Program area type Impaired Driving (Drug and Alcohol)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

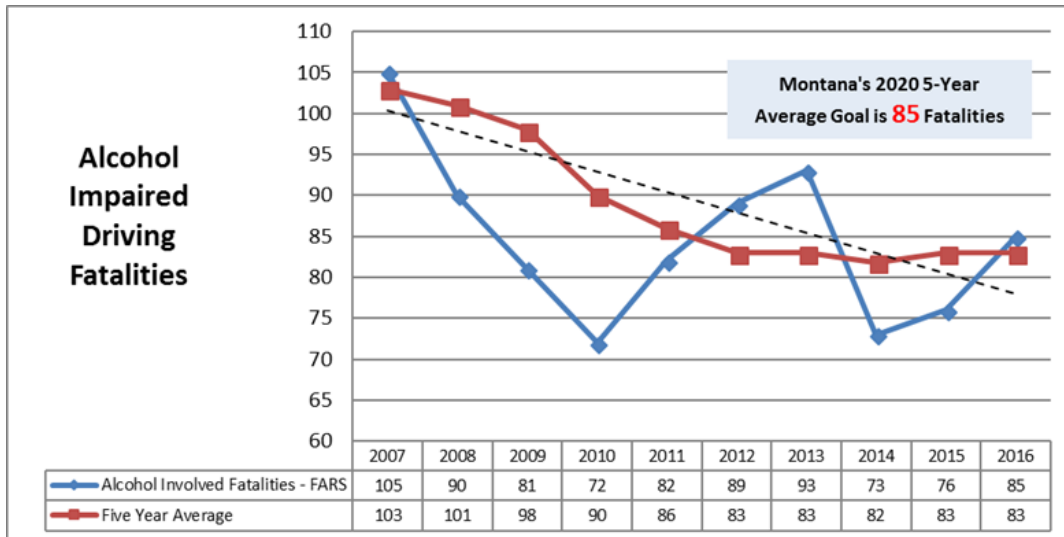
Impaired driving continues to be a challenge for Montana ranking as one of the highest states nationally each year. During 2016 there were 85 impaired driving fatalities, or 44% of all fatalities. This is up from 2015 when alcohol impaired driving represented 34% of all fatalities.

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

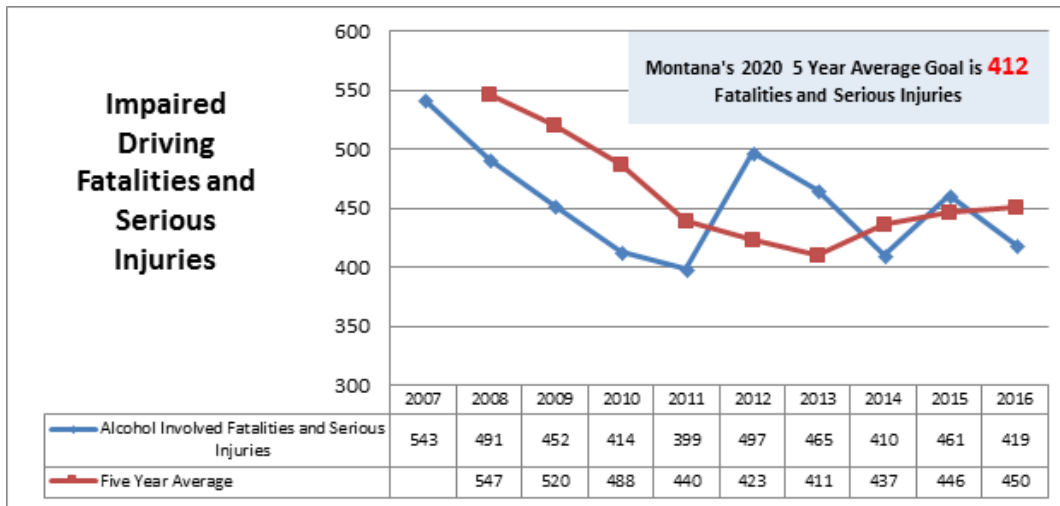
As trend data indicates a rise in alcohol impaired driving fatalities, MDT hopes to maintain alcohol fatalities at the current base year average of 85 through December 31, 2020. This would be a reduction in the overall trend.

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

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



As stated in the goal above, MDT hopes to maintain the five-year average of 85 alcohol related fatalities through 2020. During 2016, the five-year average remained at 83 mainly because of 2014 and 2015 being lower impaired driving fatality years. Even with the increase in alcohol-related fatalities, the 2020 goal is attainable.



During 2016 Montana had 419 impaired driving fatalities and serious injuries, down from 461 in 2015. Given the current trend, reaching the 2020 goal of a five-year average of 412 could prove challenging. If available, MDT will utilize 164 funding to further efforts of SHTSS and our stakeholders in reaching the goal.

Over the past five years, impaired drivers have represented approximately 40% of all fatalities. Montana is a high-range state as designated under NHTSA and remains in the top ten for alcohol-impaired driving fatality rates in the nation. The alcohol-impaired driving VMT rate was .66 during 2016. Although the comparable data has not been released on NHTSA's website, the rate has consistently been almost double the national average and four times higher than the best state.

During 2016, male drivers were involved in almost triple the number of impaired driver crashes as female drivers, and significantly more fatal and serious injury crashes as shown below.

Montana 2016 - Impaired Driver Involvement -Driver's Gender

Driver Age Range	All-Crashes – Impaired Driver Involved	Fatal Crashes – Impaired Driver Involved	Serious Injury Crashes – Impaired Driver Involved
Female	634	24	63
Male	1505	87	152

Ages of the impaired drivers in these crashes are distributed somewhat randomly throughout the groups. However, the 14 through 35 group, which is part of Montana's target audience, had 55 fatalities, which represented 53% of all impaired driving fatalities. This age demographic makes up approximately 13% of the population and about 30% of all registered drivers.

Montana 2016 - Impaired Driver Involvement -Driver's Age

Driver Age Range	All-Crashes – Impaired Driver Involved	Fatal Crashes – Impaired Driver Involved	Serious Injury Crashes – Impaired Driver Involved
14-20	197	11	22
21-25	409	19	37
26-30	352	10	33
31-35	275	15	24
36-40	200	11	17
41-45	152	7	14
46-50	129	4	21
51-55	151	9	12
56-60	117	9	16
61-65	82	7	10
66-70	39	2	3
71+	36	7	6

According to NHTSA data, the percent of the impaired driving fatalities in Montana for 2016 was 41%. This is 10% higher than the national average and 24% higher than the best state.

Drivers involved in crashes while impaired by alcohol and/or drugs continue to be a challenge for Montana. There have been some great strides in state statute to strengthen the current impaired driving laws, but there is still work to be done.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	82.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Public Information and Education ID
2019	Prosecutor Training
2019	Impaired Driving Task Force
2019	Impaired Driving Program Assessment (NHTSA Facilitated)
2019	DWI Courts
2019	24/7 Sobriety Program

5.3.1 Countermeasure Strategy: Public Information and Education ID

Program area Impaired Driving (Drug and Alcohol)
Countermeasure strategy Public Information and Education ID

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations:

(i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

When selecting projects for impaired driving strategies, MDT relied on *NHTSA's 2015 Countermeasures that Work*, specifically, 5. Prevention, Intervention, Communications and Outreach. Educating the public, specifically targeting youth, is a strategy that is an effective method of to reduce impaired driving. Also, these activities and groups will work in conjunction with law enforcement mobilizations or other sustained enforcement activities.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
IDMG	Impaired Driving Mini-Grants	Public Information and Education ID

5.3.1.1 Planned Activity: Impaired Driving Mini-Grants

Planned activity name	Impaired Driving Mini-Grants
Planned activity number	IDMG
Primary countermeasure strategy	Public Information and Education ID

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

MDT will offer mini-grants to subrecipients for activities aimed at reducing impaired driving in local communities. These grants are intended for projects with a limited time frame. All projects must be data-driven and demonstrate local collaboration. In addition, they must fall within the Impaired Driving Strategies outlined in the CHSP.

These mini-grants have been used for public information and education opportunities, expert speakers on impaired driving at teen and community events.

Enter intended subrecipients.

Applications will be accepted throughout the fiscal year. The subrecipients will be selected during FFY2019.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Public Information and Education ID

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving High	405d High Other Based on Problem ID (MAP-21)	\$50,000.00	\$10,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.2 Countermeasure Strategy: Prosecutor Training

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Prosecutor Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

- Operating a vehicle while under the influence of alcohol, drugs, or any combination thereof
- Vehicle crashes involving personal injuries
- Negligent Homicide involving vehicles
- Vehicular Homicide while under the influence

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

When selecting projects for impaired driving strategies, MDT relied on *NHTSA's 2015 Countermeasures that Work*, specifically, 1.3 Deterrence: Prosecution Adjudication. DUI Courts have proven to be effective for reducing recidivism. In addition, other projects funded support the impaired driving program specifically, such as Law Enforcement Traffic Services. For additional information, please refer to that section.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TSRP	Traffic Safety Resource Prosecutor	Prosecutor Training

5.3.2.1 Planned Activity: Traffic Safety Resource Prosecutor

Planned activity name	Traffic Safety Resource Prosecutor
Planned activity number	TSRP
Primary countermeasure strategy	Prosecutor Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d),

demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

During 2019, MDT will partner with the Department of Justice to provide a Traffic Safety Resource Prosecutor (TSRP). The primary function of the TSRP is to provide training, education and technical support to prosecutors and law enforcement that will enhance the consistent identification, arrest, prosecution and sentencing of impaired driving violations.

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

Enter intended subrecipients.

The Montana Department of Justice is the intended subrecipient.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Prosecutor Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	164 Transfer Funds-AL	164 Alcohol	\$42,500.00		\$17,000.00
2017	FAST Act 405d Impaired Driving High	405d High Training (MAP-21)	\$42,500.00	\$8,500.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.3 Countermeasure Strategy: Impaired Driving Task Force

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Impaired Driving Task Force

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

SHTSS will fund this activity to make local DUI task force groups more effective in promoting the drive sober message.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
DUITF	Statewide DUI Task Force Training	Impaired Driving Task Force

5.3.3.1 Planned Activity: Statewide DUI Task Force Training

Planned activity name	Statewide DUI Task Force Training
Planned activity number	DUITF
Primary countermeasure strategy	Impaired Driving Task Force

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Not applicable.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Impaired Driving Task Force

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	164 Transfer Funds-AL	164 Alcohol	\$3,000.00		\$3,000.00
2017	FAST Act 405d Impaired Driving High	405d High Training (FAST)	\$2,000.00	\$400.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.4 Countermeasure Strategy: Impaired Driving Program Assessment (NHTSA Facilitated)

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Impaired Driving Program Assessment (NHTSA Facilitated)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

As a high-range state, MDT is required to have a NHTSA facilitated Impaired Driving Assessment every three years. The last assessment was in 2016 and SHTSS will be scheduling the next assessment during FFY2019..

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

This is an assessment that is required by regulation..

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This assessment is being schedule so that Montana can continue to qualify for and receive 405d funds.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
IDA	Impaired Driving Assessment	Impaired Driving Program Assessment (NHTSA Facilitated)

5.3.4.1 Planned Activity: Impaired Driving Assessment

Planned activity name Impaired Driving Assessment

Planned activity number IDA

Primary countermeasure strategy Impaired Driving Program Assessment (NHTSA Facilitated)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

NHTSA Facilitated Impaired Driving Assessment.

Enter intended subrecipients.

Not applicable.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Driving Program Assessment (NHTSA Facilitated)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Alcohol (FAST)	\$30,000.00	\$12,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.5 Countermeasure Strategy: DWI Courts

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy DWI Courts

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Montana is a high-range state as designated under NHTSA and remains in the top ten for alcohol-impaired driving fatality rates in the nation. The alcohol-impaired driving VMT rate was .66 during 2016. Although the comparable data has not been released on NHTSA's website, the rate has consistently been almost double the national average and four times higher than the best state. SHTSS is funding these courts in an attempt to reduce impaired driving and in support of the performance target aimed at reducing the number of impaired driving fatalities and serious injuries.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

When selecting projects for impaired driving strategies, MDT relied on *NHTSA's 2015 Countermeasure Strategies that Work*, specifically, 1.3 Deterrence: Prosecution Adjudication. DUI Courts have proven to be effective for reducing recidivism. In addition, other projects funded support the impaired driving program specifically, such as Law Enforcement Traffic Services. For additional information, please refer to that section.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
DUIC	DUI Courts	DWI Courts
DUITrain	DUI Court Training	DWI Courts

5.3.5.1 Planned Activity: DUI Courts

Planned activity name	DUI Courts
Planned activity number	DUIC
Primary countermeasure strategy	DWI Courts

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Montana will partially fund five DUI courts,

Enter intended subrecipients.

The intended subrecipients are:

Yellowstone County Court (Billings, MT 13th Judicial)

7th Judicial DUI Court (Sidney, MT)

Hill County DUI Court (Havre, MT)

Butte-Silver Bow DUI Court (Butte, MT)

Missoula County DUI Court (Missoula, MT)

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	DWI Courts

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	164 Transfer Funds-AL	164 Alcohol	\$352,824.00		\$352,824.00
2017	FAST Act 405d Impaired Driving High	405d High Court Support (FAST)	\$117,608.00	\$23,550.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.5.2 Planned Activity: DUI Court Training

Planned activity name	DUI Court Training
Planned activity number	DUITrain
Primary countermeasure strategy	DWI Courts

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

The subrecipient will be determined during 2019.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 DWI Courts

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018		164 Transfer Funds-AL	164 Alcohol	\$8,000.00		\$8,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

5.3.6 Countermeasure Strategy: 24/7 Sobriety Program**Program area** Impaired Driving (Drug and Alcohol)**Countermeasure strategy** 24/7 Sobriety Program

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail

required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

As of June 2017, 55 of 56 counties are utilizing the 24/7 program. MDT provides funding for a statewide coordinator to assist counties with implementing and maintaining the program.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Impaired driving continues to be an issue for Montana. Generally Montana is ranked 1st of 2nd in the nation for impaired driving. The 24/7 program is a proven program to assist in reducing recidivism where tradition sanctions do not work for those offenders. The allocation of fund is for a coordinator to assist local entities to implement the 24/7 program in their communities.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

When selecting projects for impaired driving strategies, MDT relied on *NHTSA's 2015 Countermeasures that Work*, specifically, Chapter 1, : Prosecution Adjudication and 3.3 Court Monitoring. DUI Courts have proven to be effective for reducing recidivism. In addition, other projects funded support the impaired driving program specifically, such as Law Enforcement Traffic Services. For additional information, please refer to that section.

To implement the 24-7, MDT relies on *NHTSA's 2015 Countermeasures that Work*, Chapter 1 Alcohol and Drugged Driving, 4.4 DWI Offender Monitoring to ensure projects funded are proven to be effective.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
24/7	24/7 Project	24/7 Sobriety Program

5.3.6.1 Planned Activity: 24/7 Project

Planned activity name	24/7 Project
Planned activity number	24/7
Primary countermeasure strategy	24/7 Sobriety Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Department of Justice, Montana Highway Patrol.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019	24/7 Sobriety Program
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Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	164 Transfer Funds-AL	164 Alcohol	\$87,956.00		\$35,183.00
2017	FAST Act 405d 24-7 Sobriety	405d 24-7 Sobriety Program	\$29,319.00	\$5,900.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4 Program Area: Young Drivers

Program area type Young Drivers

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Yes

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

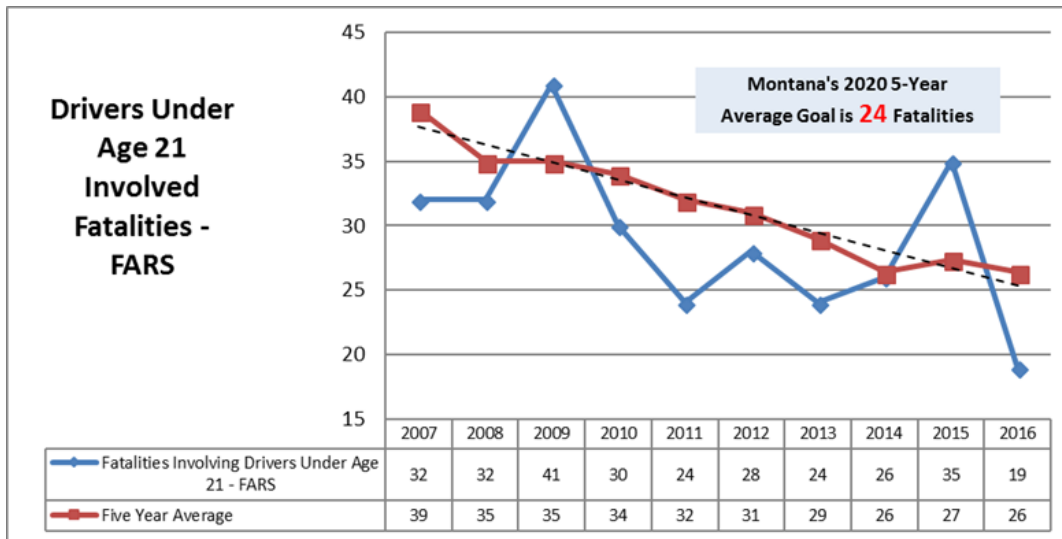
During 2016, there were 19 fatalities of drivers age 20 or less. This represents 10% of the total fatalities in the state. Teens only account for approximately 6.7% of the state's population. However, this is the lowest number of fatalities for this group in over ten years.

Currently MDT's goals for Young Drivers are:

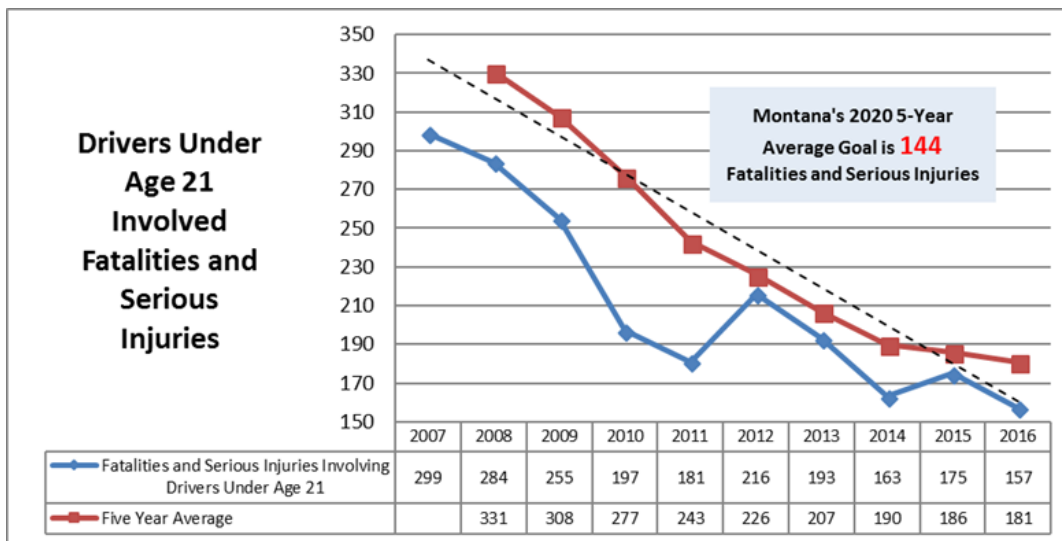
Reduce the five-year average number of young drivers involved in fatal crashes from 27 in 2014 to 24 by 2020

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

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



As stated, 2016 saw the lowest number of young driver fatalities in over ten years. There was a drastic drop of 16 or 46% from 2015. If the trend continues, Montana expects to reach the 2020 goal of a five-year average of 24.



Young drivers involved in fatal and serious injuries crashes also dropped significantly. There were 157 fatalities and serious injuries crashes during 2016 compared to 175 in 2015. This represents a 11% reduction and is the lowest rate in the last ten years. The trend line shows a notable downward slope over the last ten years. Overall, younger driver numbers showed dramatic improvement during 2016.

While tremendous strides have been made to reduce young driver fatalities and serious injuries, this groups remains over-represented in statewide fatalities. Over the last five years, there have been 132 occupant fatalities under 20 years old. Which represents 13% of all fatalities, almost double the size of their population at 6.7%. MDT will continue to work with young drivers through a peer-to-peer traffic safety program to lower fatalities and serious injuries.

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

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2019	20.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Teen Peer-to-Peer Traffic Safety Education
2019	Highway Safety Office Program Management

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

Program area	Teen Traffic Safety Program
Countermeasure strategy	Teen Peer-to-Peer Traffic Safety Education

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of

detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The impact of this project will be educating teens statewide on a variety of traffic safety issues. SHTSS will partner with FCCLA to reduce teen crashes, fatalities and serious injuries through outreach and education at a peer-to-peer level. These could include educational materials,

PSA's, newspaper, video, and other creative ideas developed by FCCLA chapters to promote traffic safety. Assessing this program will include the number of FCCLA chapters that participate and the outreach of those campaigns.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Teens in Montana remain an at-risk group for traffic safety fatalities and serious injuries. During FFY2016, Teens only account for approximately 6.7% of the state's population, but represented 10% of the fatalities. In an effort to reduce those, SHTSS has implemented a teen traffic safety program. Since 2016, MDT has partnered with Family, Career and Community Leaders of American (FCCLA) to promote teen traffic safety. There are more than 1,095 FCCLA members in 67 chapters throughout the state. Chapters develop their own peer-to-peer traffic safety messaging and campaigns.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Chapter 2. Seat Belts and Child Restraints

6.1 Communications and Outreach Strategies for Older Children

7.1 School Programs (Other Strategies)

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TEEN	Teen Peer-to-Peer Project	Teen Peer-to-Peer Traffic Safety Education

5.4.1.1 Planned Activity: Teen Peer-to-Peer Project

Planned activity name	Teen Peer-to-Peer Project
Planned activity number	TEEN
Primary countermeasure strategy	Teen Peer-to-Peer Traffic Safety Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Since 2016, MDT has partnered with Family, Career and Community Leaders of American (FCCLA) to promote teen traffic safety. There are more than 1,095 FCCLA members in 67 chapters throughout the state.

During 2018, SHTSS applied for and received a grant from Ford Driving Skills for Life (FDSL) to enhance our teen program. Through that grant FCCLA chapters were awarded funding to assist them in developing a traffic safety campaign in their community. There were 16 participating chapters that received funding (either FDSL, NHTSA or both) and were required to submit final reports to MDT, but there were many others who did traffic safety projects without the extra funding.

During FFY2019, MDT will continue its partnership with FCCLA and continue to seek out other funding sources available to leverage the program.

Enter intended subrecipients.

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

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Teen Peer-to-Peer Traffic Safety Education

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$10,000.00	\$2,000.00	\$10,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4.2 Countermeasure Strategy: Highway Safety Office Program Management

Program area Teen Traffic Safety Program
Countermeasure strategy Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

Yes

Enter justification supporting the innovative countermeasure strategy, including research, evaluation and/or substantive anecdotal evidence, that supports the potential of the proposed innovative countermeasure strategy.

sd.kfjsliwuehgpwsoriwrjgwrp

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

This provide a broader look at the traffic safety behaviors of youth beyond crashes and fatalities. The survey will help identify problems prior to a vehicle crash. It will also assist in selected planned activities and funding levels. This data assists in establishing the target for the performance area monitoring the fatalities of drivers under the age of 20.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Chapter 2. Seat Belts and Child Restraints

6.1 Communications and Outreach Strategies for Older Children

7.1 School Programs (Other Strategies) recidivism

The results of the survey will decide the focus of school programs and outreach strategies.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
S0019CR	(402) Program Management CR	(402) Program Management
YRBS	Youth Risk Behavior Survey	Highway Safety Office Program Management

5.4.2.1 Planned Activity: Youth Risk Behavior Survey

Planned activity name	Youth Risk Behavior Survey
Planned activity number	YRBS
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Office fo Public Instruction.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Teen Safety Program (FAST)	\$5,000.00	\$1,000.00	\$2,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.5 Program Area: Emergency Medical Services

Program area type Emergency Medical Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

Montana is an extremely rural state where volunteer first responders may be the only medical assistance available. Plus, depending on the location of a crash, an injured occupant may not be treated in a facility for hours.

EMS providers were asked in a 2015 survey to rate the most important role of the state. They rated “support for local/regional/statewide training” as the most important role in support of the volunteer workforce.

Education and training for prehospital providers is an ongoing challenge in Montana. The workforce is approximately 80% volunteer. The volunteers are on call 7 days a week, 365 days a year with little or no reimbursement for time or expenses associated with volunteering. These volunteer services have little or no budget available to access the training necessary to keep skills current.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	187.4
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	892.8

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	EMS Training

5.5.1 Countermeasure Strategy: EMS Training

Program area Emergency Medical Services

Countermeasure strategy EMS Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Montana is a very rural state. Time between injury and discovery, distances to health care and the limited availability of local health care resources greatly impact the outcome of a car crash. All Montana rural responders and health care staff must be prepared to provide effective initial care to injured patients while simultaneously expediting the patient's transfer to definitive care. This training has been proven nationally to reduce the number of preventable deaths and disabilities.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This training strategy will improve care initially received at the scene of a crash and provide better outcomes to the victims. EMS strategies are not included in *NHTSA's Countermeasures that Work*, however, MDT utilizes the TRB's NCHRP 500, Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, Volume 15: A Guide for Enhancing Rural Emergency Medical Services, Objective 20.1.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
EMSTrain	Trauma Education for Rural EMS Providers	EMS Training
TEAMTrain	T.E.A.M. Training Course	EMS Training

5.5.1.1 Planned Activity: Trauma Education for Rural EMS Providers

Planned activity name	Trauma Education for Rural EMS Providers
Planned activity number	EMSTrain
Primary countermeasure strategy	EMS Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Along with providing trauma education, this program allows DPHHS the opportunity to engage EMS providers in discussions about Vision Zero and the important role that EMS plays in MDT's CHSP and Vision Zero. Agencies also use this course as an opportunity to educate their communities about EMS. Local newspapers are invited to attend and have published articles about their local EMS agency.

Enter intended subrecipients.

Montana Department of Public Health and Human Services

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 EMS Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Emergency Medical Services (FAST)	\$42,689.00	\$8,600.00	\$17,076.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

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

Planned activity name T.E.A.M. Training Course

Planned activity number TEAMTrain

Primary countermeasure strategy EMS Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting,

training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Trauma T.E.A.M (Together Everyone Achieves More) Course is a 4-hour course which was originally developed in the late 1990's specifically for Montana rural communities. It continues to be offered through the Regional RTACs, with support from DPHHS EMS & Trauma Services. The goal is to improve the quality of care in the rural community through an organized team-oriented approach to the management of trauma patients. Currently in its 4th revision, the course focuses on components of local and regional system organization, communications, pre-hospital and hospital response in a team framework to address assessment, intervention, stabilization, transport and transfer of trauma patients to increase effectiveness of care and efficiency of resource utilization.

Course participation include attendees from any trauma response entities including Dispatch, Law Enforcement/Fire, EMS, local Hospital ED and ancillary staff, Physicians/Mid- level providers and any other interested parties who are responsible for the care of trauma patients.

Enter intended subrecipients.

Montana Department of Public Health and Human Services

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 EMS Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Emergency Medical Services (FAST)	\$11,525.00	\$2,400.00	\$4,610.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.6 Program Area: Native American Traffic Safety Program

Program area type Other

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

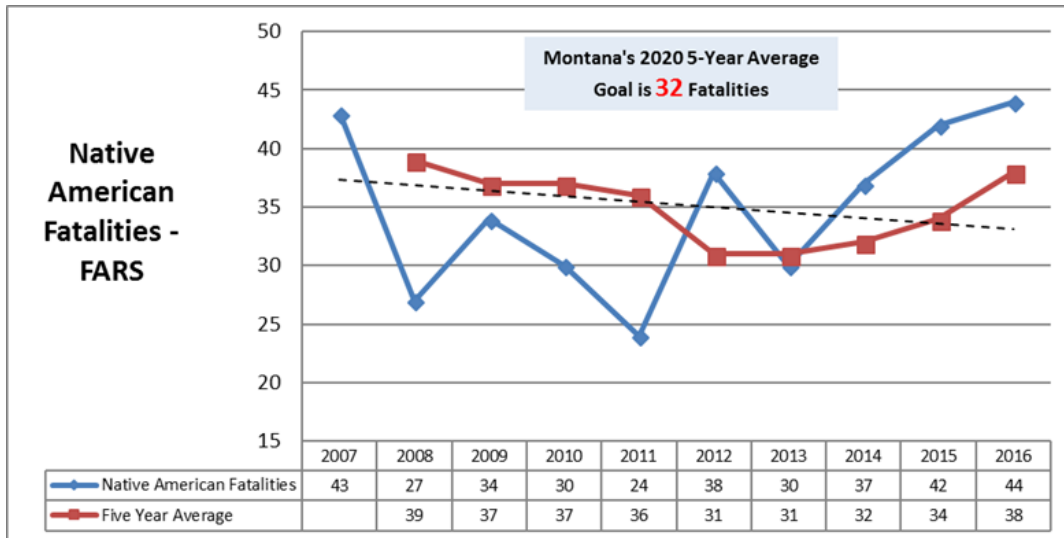
Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Montana has funded a Native American Traffic Safety Program since 2006. This is an at-risk group in our state and is used as a qualifying criterion for Occupant Protection funding, *1300.21 Occupant Protection Grants, Qualification criteria for a lower seat belt use rate State., (4) High risk population countermeasure programs.*

Native Americans represent approximately 7% of Montana’s populations, yet account for approximately 19% of all traffic fatalities during the last five years. During 2016, there were 44 fatalities, which is 24% of the total number of fatalities in the state.

Because data indicates Native Americans continue to be a high-risk population, Montana continues to provide funding for this program. The goal 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 chart below shows the ten-year history of Native American fatalities and where Montana currently is in relationship to that goal.



This does depict a slight downward trend, however there are still challenges to overcome to meet the project goals.

As stated, historically, Native Americans have represented approximately 20% of all Montana fatalities. Native Americans represent only approximately 7% of Montana’s population. Reducing Native American fatalities and crashes is a traffic safety priority for Montana. Some of the concerns identified during 2016 include:

76% of Native American vehicle occupant fatalities were unrestrained

59% of Native American fatalities were alcohol-related

While this statistic may be alarming, they actually have been decreasing over the last five year as shown below.

Native American Fatalities

Year	Total	Impaired	Unrestrained	% Impaired	% Unrestrained
2012	38	24	33	63%	87%
2013	30	22	23	73%	77%

2014	37	21	25	57%	68%
2015	42	22	30	52%	71%
2016	44	24	31	55%	71%

Although fatalities have increased, the data indicates that some strides have been made to reduce impaired driving and increase seat belt use.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	0-1) Native American Fatalities	5 Year	2019	31.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Tribal STEP Program
2019	Safe On All Roads

5.6.1 Countermeasure Strategy: Tribal STEP Program

Program area Other
Countermeasure strategy Tribal STEP Program

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d),

supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

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

Chapter 1 – Alcohol and Drug Impaired Driving

2.1 Publicized Sobriety Checkpoints

2.2 High Visibility Saturation Patrols

5.2 Mass Media Campaigns

7.1 Enforcement of Drug-Impaired Driving

Chapter 2 – Seat Belts and Child Restraints

2.1 Short-Term High Visibility and Seat Belt Law Enforcement

3.1 Communications and Outreach Supporting Enforcement

3.2 Communications and Outreach for Low-Belt-Use Groups

6.1 Communications and Outreach Strategies for Older Children

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

Montana does not have a primary seat belt law; however, three of the seven reservations do have primary laws. They include Fort Peck, Blackfeet, and Northern Cheyenne communities. In addition, although the State of Montana does not allow for sobriety checkpoints, all of

the reservations in Montana allow their use. Tribal law enforcement provides checkpoints at a variety of times and during high-risk events in their communities.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NASTEP	Tribal STEP Program	Tribal STEP Program

5.6.1.1 Planned Activity: Tribal STEP Program

Planned activity name	Tribal STEP Program
Planned activity number	NASTEP
Primary countermeasure strategy	Tribal STEP Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

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

Enter intended subrecipients.

Confederated Salish & Koonetai Law Enforcement

Fort Belknap Law Enforcement

Fort Peck Law Enforcement

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Tribal STEP Program

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	164 Transfer Funds-AL	164 Alcohol	\$30,778.00		\$30,778.00
2018	FAST Act 405b OP Low	405b Low HVE (FAST)	\$2,522.00	\$631.00	
2018	FAST Act NHTSA 402	Police Traffic Services	\$17,155.00	\$3,500.00	\$17,155.00

(FAST)

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.6.2 Countermeasure Strategy: Safe On All Roads

Program area Community Traffic Safety Program

Countermeasure strategy Safe On All Roads

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations:

(i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The proposed outcome is to Educate tribal communities on the dangers of impaired driving and the importance of seat belt use, measured by the number of contacts made at events and activities attended by the SOAR coordinator. It will also include participation in at least one child passenger safety seat event each quarter on each reservation. In addition, the tribal STEP program will participate in the Holiday Mobilization, May Mobilization, Labor Day Mobilization and two other local high-risk events. These efforts will contribute to meeting the overall goal of a five-year average of 32 fatalities by 2020.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Chapter 1 – Alcohol and Drug Impaired Driving

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

Chapter 2 – Seat Belts and Child Restraints

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

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

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
SOAR	Safe On All Roads	Safe On All Roads
NTDUITF	Northern Tribes DUI Task Force	Safe On All Roads

5.6.2.1 Planned Activity: Safe On All Roads

Planned activity name	Safe On All Roads
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Planned activity number SOAR

Primary countermeasure strategy Safe On All Roads

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

MDT proposes to fund the Safe On All Roads program, which is a Native American Traffic Safety Program that provides traffic



safety education and outreach in tribal communities. All seven land-based tribes will be participating in the program during FFY2018.

Each reservation has a coordinator that serves as the local contact for their community. They education on impaired driving, occupant protection and child passenger safety. Coordinators are expected to be certified child passenger safety technicians or secure the certification after they are hired. They will partner with law enforcement, tribal health, tribal transportation, injury prevention and other traffic safety stakeholders to deliver a safety message that is culturally relevant.

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

Enter intended subrecipients.

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

- Blackfeet
- Chippewa Cree/Rocky Boy
- Confederated Salish & Kootenai
- Crow
- Fort Belknap
- Fort Peck
- Northern Cheyenne

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Safe On All Roads

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2018	164 Transfer Funds-AL	164 Alcohol	\$131,868.00		\$131,868.00
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$131,868.00	\$26,400.00	\$131,868.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.6.2.2 Planned Activity: Northern Tribes DUI Task Force

Planned activity name Northern Tribes DUI Task Force

Planned activity number NTDUITF

Primary countermeasure strategy Safe On All Roads

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This taskforce was implemented in 2015. It is a collaboration with the Tribal communities located along Highway 2 in northern Montana. Membership of the Northern Tribes DUI Task Force is comprised of a diverse group of traffic safety stakeholders including members from Tribal Law Enforcement, Tribal Transportation Planning Departments, Tribal Health Departments, Tribal Injury Prevention, Tribal Colleges and Tribal Council members. This task force is a part of the SOAR education program focused in Impaired Driving.

The taskforce has recently completed their strategic plan and are currently working with a media contract to launch an impaired driving campaign. MDT will continue to support this taskforce during FFY2018 by providing funding to assist with the costs associated with quarterly meetings. All media will be tagged with the new logo below.



Enter intended subrecipients.

This funding will be coordinated through SHTSS.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019	Safe On All Roads
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Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	164 Transfer Funds-AL	164 Alcohol	\$5,000.00		\$2,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7 Program Area: Traffic Records

Program area type Traffic Records

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

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

SHTSS's Data Research Analyst is an end-user of the system with full access to the SIMS data. The analyst reviews fatality and serious injury trends in each NHTSA core performance measure to determine where resources should be focused. The analysis of available data identifies all of the performance target established.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
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No records found.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Improves uniformity of a core highway safety database
2019	Improves timeliness of a core highway safety database
2019	Improves integration between one or more core highway safety databases
2019	Improves accuracy of a core highway safety database

5.7.1 Countermeasure Strategy: Improves uniformity of a core highway safety database

Program area	Traffic Records
Countermeasure strategy	Improves uniformity of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Projects funded will improve the consistency of databases used to analyze data. The outcome of these projects is to ensure all traffic safety data analysts throughout the state are coding the information in the same manner.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

External data is often not entered using the same traffic safety codes and National standards. Projects funded will perform activities related to improving this countermeasure strategy. Accurate data is essential to Montana's HSP and helps establish all performance measures.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

In accordance with Federal regulation, one of the Traffic Records strategies is to improve uniformity. This has been proven to be an effective strategy as outlined in NHTSA's "Crash Data Improvement Program Guide" from December 2017.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
USPVS	United States Passport Verification System	Improves uniformity of a core highway safety database
DAE	MVD Digital Access and Exchange	Improves uniformity of a core highway safety database

5.7.1.1 Planned Activity: United States Passport Verification System

Planned activity name	United States Passport Verification System
Planned activity number	USPVS
Primary countermeasure strategy	Improves uniformity of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of

detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

As part of the credentialing process, an applicant is required to present documentation to prove their identity, authorized presence, and Montana residency. MVD needs the ability to verify the validity of the US Passport presented by the applicant against the United States Passport Verification System (USPVS). The USPVS was “established to assist states in issuing more secure driver licenses and identification cards.”

The ability to determine identity, authorized presence and Montana residency is a core requirement for MVD to properly issue credentials and prevent fraudulent transactions with a direct impact on MVD’s driver database. The USPVS will help to ensure the accuracy of the information entered into Montana’s driver database.

Enter intended subrecipients.

Department of Justice, Motor Vehicle Division

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves uniformity of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal	Funding Source	Eligible Use of Funds	Estimated Funding	Match	Local
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Year			Amount	Amount	Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$2,000.00	\$400.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

5.7.1.2 Planned Activity: MVD Digital Access and Exchange

Planned activity name	MVD Digital Access and Exchange
Planned activity number	DAE
Primary countermeasure strategy	Improves uniformity of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will allow MVD to procure the rights to automated access to national databases ensuring the veracity of individuals applying for both private and professional drivers licenses in Montana. The objectives include:

- Reduce incidence of driver's license fraud
- Enhance public safety and security
- Support upcoming Real ID Act mandates
- Improve customer service and support

The national driver register is part of National Traffic Safety Administration and is responsible for maintaining the Problem Driver Pointer System (PDPS). PDPS contains information on individuals whose driving privileges are revoked, suspended, canceled, or denied. CDLIS is a nationwide computer system that allows that each commercial driver has only one driver's license and one complete driver record.

Access to PDPS information will ensure Montana MVD credential only those individuals who prove their identity and are eligible to be licensed.

Enter intended subrecipients.

Department of Justice, Motor Vehicle Division

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves uniformity of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$27,500.00	\$5,500.00
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Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7.2 Countermeasure Strategy: Improves timeliness of a core highway safety database

Program area Traffic Records

Countermeasure strategy Improves timeliness of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations:

(i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The overall traffic safety impacts will improve the timeliness of receiving data between when an event happens and when it is available through the appropriate database. MDT will fund project that will assist in meeting this goal in accordance with the Traffic Records Assessment conducted in 2014.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Improving timeliness is a countermeasure strategy as required in the Federal Regulation. It is proven to be an effective strategy that will assist SHTSO's in analyzing data to determine traffic safety problems in their state. This has been proven to be an effective strategy as outlined in NHTSA's "Crash Data Improvement Program Guide" from December 2017.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
WBCT	Web-Based Crash Trainer	Improves timeliness of a core highway safety database

5.7.2.1 Planned Activity: Web-Based Crash Trainer

Planned activity name	Web-Based Crash Trainer
Planned activity number	WBCT
Primary countermeasure strategy	Improves timeliness of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d),

demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The project will facilitate the direct transfer of data from the existing Records Management Systems used by the four largest urban police departments, which have elected not to use the web-based solution, to the SmartCop database. The funding would also continue to provide support for current users and training for new agencies and users in SmartCop web application.

Performance Measures

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

Average number of days between the crash date and the date of data availability in the crash database. Data availability is determined by the Montana Highway Patrol's senior crash report officer. Demonstrates the impact that direct electronic crash reporting has had on crash data availability.

Enter intended subrecipients.

Montana Highway Patrol

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves timeliness of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$25,360.00	\$5,200.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7.3 Countermeasure Strategy: Improves integration between one or more core highway safety databases

Program area Traffic Records

Countermeasure strategy Improves integration between one or more core highway safety databases

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This projects will impact traffic safety by allowing certain databases to link to each other. MDT has funded projects that can successfully assist Montana in meeting this goal.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Data linkage is a problem for Montana. Most of the software systems utilized are old and outdated. Funding has been allocated to planned activities in an effort to update these systems..

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Integration of data is critical in order for Montana to better identify and analyze traffic safety problems in the state. This will provide more comprehensive databases. This is a effective strategy as outlined in NHTSA's "Crash Data Program Guide", December 2017.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
JCRS	DOJ MHP Upgrades JCRS System	Improves integration between one or more core highway safety databases

5.7.3.1 Planned Activity: DOJ MHP Upgrades JCRS System

Planned activity name DOJ MHP Upgrades JCRS System
Planned activity number JCRS
Primary countermeasure strategy Improves integration between one or more core highway safety databases

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Department of Justice, Montana Highway Patrol

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves integration between one or more core highway safety databases

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$60,000.00	\$12,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.4 Countermeasure Strategy: Improves accuracy of a core highway safety database

Program area	Traffic Records
Countermeasure strategy	Improves accuracy of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Improving accuracy is in the Federal regulation as a requirement for a Traffic Records program. Accuracy is an effective strategy as discussed in NHTSA's "*Crash Data Improvement Program Guide*", December 2017.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
CDL Audit	MVD CDL Audit Function	Improves accuracy of a core highway safety database
RCIS	MDT Road Condition Information System Upgrade	Improves accuracy of a core highway safety database

5.7.4.1 Planned Activity: MVD CDL Audit Function

Planned activity name	MVD CDL Audit Function
Planned activity number	CDL Audit
Primary countermeasure strategy	Improves accuracy of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

MVD is responsible for CDL training and licensures using a testing system software that currently has no audit function. This project will establish a strong audit function of the CDL testing, for both MVD examiners and 3rd party testers.

Enter intended subrecipients.

Department of Justice, Motor Vehicle Division

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves accuracy of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$39,000.00	\$7,800.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7.4.2 Planned Activity: MDT Road Condition Information System Upgrade

Planned activity name MDT Road Condition Information System Upgrade

Planned activity number RCIS

Primary countermeasure strategy Improves accuracy of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

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

Enter intended subrecipients.

Montana Department of Transportation

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves accuracy of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$500,000.00	\$100,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.8 Program Area: Communications (Media)

Program area type Communications (Media)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Yes

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	187.4
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	892.8
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	108.0
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	82.0
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	25.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	16.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	OP Mass Media Campaigns
2019	Native American Campaigns
2019	Motorcycle Awareness Campaign
2019	ID Media Campaigns

5.8.1 Countermeasure Strategy: OP Mass Media Campaigns

Program area Communications (Media)

Countermeasure strategy OP Mass Media Campaigns

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

During 2017, Montana's seat belt use rate was approximately 78%. This is 12% below the national average of 90% and 19% below the best state. Paid and earned media are a proven strategy to increase seat belt use. And funds are allocated appropriately.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

In addition,

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

Chapter 2. Seat Belts and Child Restraints

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

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
MDCampaign	Memorial Day Campaign	OP Mass Media Campaigns
OPMedia	OP Media Campaign	OP Mass Media Campaigns

5.8.1.1 Planned Activity: Memorial Day Campaign

Planned activity name Memorial Day Campaign
Planned activity number MDCampaign
Primary countermeasure strategy OP Mass Media Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

MDT continues the initiative entitled "Vision Zero-zero deaths, zero serious injures". This is a multi-pronged initiative with the ultimate goal of eliminating deaths and injuries on Montana Highways. MDT will continue to use this campaign for FFY2019.

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



Enter intended subrecipients.

Wendt Agency

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	OP Mass Media Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Paid Advertising (FAST)	\$136,500.00	\$27,300.00	\$54,600.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.8.1.2 Planned Activity: OP Media Campaign

Planned activity name	OP Media Campaign
Planned activity number	OPMedia
Primary countermeasure strategy	OP Mass Media Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

In addition, to the Memorial Day CIOT campaign, MDT will continue a seat belt campaign through the year. This will strengthen the overall message for seat belt use.

Enter intended subrecipients.

Wendy Agency, Northern Broadcasting

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	OP Mass Media Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP Low	405b Low Public Education (FAST)	\$125,000.00	\$25,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.8.2 Countermeasure Strategy: Native American Campaigns

Program area Communications (Media)

Countermeasure strategy Native American Campaigns

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d),

supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This impacts of this program will be to increase seat belt use in Native American communities. The planned campaign that will be launched will be an effort to reduce impaired driving during the basket ball season. In addition a back to school campaign will be utilized to promote occupant protection. Other campaigns will be selected based on local community needs. The assessment will be based on the number of unrestrained passengers and impaired drivers that are killed throughout Montana.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Native Americans represent approximately 7% of Montana's populations, yet account for approximately 19% of all traffic fatalities during the last five years. During 2016, there were 44 fatalities, which is 24% of the total number of fatalities in the state. Communication campaigns are a proved countermeasure strategy. Based on the problem with this demographic, SHTSS will allocate funds to this activity as appropriate.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Chapter 1 – Alcohol and Drug Impaired Driving

5.2 Mass Media Campaigns

Chapter 2 – Seat Belts and Child Restraints

3.1 Communications and Outreach Supporting Enforcement

3.2 Communications and Outreach for Low-Belt-Use Groups

6.1 Communications and Outreach Strategies for Older Children

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NACampaigns	Native American Media Campaigns	Native American Campaigns

5.8.2.1 Planned Activity: Native American Media Campaigns

Planned activity name Native American Media Campaigns

Planned activity number NACampaigns

Primary countermeasure strategy Native American Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Native American activities will include both impaired driving, occupant protection and child passenger safety. All campaigns will be branded with the SOAR logo which was developed specifically for that program. (See below.)



Enter intended subrecipients.

Wendt Agency

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Native American Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Paid Advertising (FAST)	\$90,000.00	\$18,000.00	\$36,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.3 Countermeasure Strategy: Motorcycle Awareness Campaign

Program area Communications (Media)

Countermeasure strategy Motorcycle Awareness Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level

of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Traffic Safety Impacts: The traffic safety impact is a reduction in the number of vehicle/motorcycle crashes in Montana. This will in turn lower the number of fatalities and assist in reaching our 2020 goal of a five-year average of 32.

Planned Activities: Develop an effective campaign target toward motorcycle awareness. This will be assessed by the media contract and based on reach, frequency, impressions, click through rate, etc.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

3.2 Motorcycle Rider Training

4.2 Communications and Outreach: Other Driver Awareness of Motorcyclists

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

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
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110163A

Motorcycle Awareness Campaign

5.8.3.1 Planned Activity: Motorcycle Awareness Campaign

Planned activity name Motorcycle Awareness Campaign

Planned activity number 110163A

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Media firm Wendt advertising.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Awareness Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (MAP-21)	\$20,000.00	\$4,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.8.4 Countermeasure Strategy: ID Media Campaigns

Program area	Communications (Media)
Countermeasure strategy	ID Media Campaigns

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d),

supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This project will support the impaired driving. Impaired driving campaigns are intended to reduce the number of impaired drivers on Montana roadways. The impact of this effort is to meet the core performance measure to the goal of 82 fatalities by 2020. The "Drive Sober or Get Pull Over" campaign will be utilized.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Montana is a high-range state as designated under NHTSA and remains in the top ten for alcohol-impaired driving fatality rates in the nation, and generally number 1 or 2. According to NHTSA data, during 2016, 41% of the total fatalities were impaired. This is 10% higher than the national average and 24% higher than the best state. SHTSS has allocated funds to assist in necessary to provide media coverage for the required Labor Day Impaired Driving Mobilization and a state wide campaign during the "Deadliest Time of the Year" which is the summer months.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Montana relies on NHTSA's 2015 *Countermeasures that Work* to determine the best campaign strategies for the program. The countermeasures utilized when for these projects include:

Chapter 1. Alcohol- and Drug-Impaired Driving

5.2 Mass Media Campaigns

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID MEDIA	Labor Day Media Campaign	ID Media Campaigns
IDYR	Impaired Driving Year Round Campaigns	ID Media Campaigns
IDSC	Impaired Driving Summer Campaign	ID Media Campaigns
HREvents	Media for Short Term Enforcement at High Risk Events	ID Media Campaigns

5.8.4.1 Planned Activity: Labor Day Media Campaign

Planned activity name Labor Day Media Campaign
Planned activity number ID MEDIA
Primary countermeasure strategy ID Media Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project includes development and distribution of public information and education materials for impaired driving prevention. High visibility enforcement campaigns are publicized through both earned and paid media using radio and

television and other types of media before, during, and after enforcement overtime activities. Certain campaigns will coincide with the Labor Day National Mobilization.

MDT launched a new media campaign in the spring of 2014 entitled “Vision Zero-zero deaths, zero serious injures”. This is a multi-pronged initiative with the ultimate goal of eliminating deaths and injuries on Montana Highways. MDT will continue to use this campaign for FFY2019.

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



In addition to the Labor Day Campaign.

Enter intended subrecipients.

Wendt Agency..

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 ID Media Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	164 Transfer Funds-AL	164 Alcohol	\$136,500.00		\$136,500.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.8.4.2 Planned Activity: Impaired Driving Year Round Campaigns

Planned activity name Impaired Driving Year Round Campaigns

Planned activity number IDYR

Primary countermeasure strategy ID Media Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Wendt Agency

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	ID Media Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	164 Transfer Funds-AL	164 Alcohol	\$72,000.00		\$28,800.00
2018	FAST Act 405d Impaired Driving High	405d High Paid/Earned Media (FAST)	\$77,000.00	\$15,400.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.4.3 Planned Activity: Impaired Driving Summer Campaign

Planned activity name	Impaired Driving Summer Campaign
Planned activity number	IDSC

Primary countermeasure strategy ID Media Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Wendt Agency

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 ID Media Campaigns

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	164 Transfer Funds-AL	164 Alcohol	\$100,000.00	\$20,000.00	\$40,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

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

Planned activity name Media for Short Term Enforcement at High Risk Events

Planned activity number HREvents

Primary countermeasure strategy ID Media Campaigns

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This campaign will support short-term visibility effort during events that have be proven to be at-risk for impaired driving. There are various event throughout the state that are at-risk an projects are selected based on analysis of the data.

Enter intended subrecipients.

Wendy Agency

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019	ID Media Campaigns
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Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Paid Advertising (FAST)	\$77,650.00	\$15,530.00	\$31,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.9 Program Area: Police Traffic Services

Program area type Police Traffic Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Yes

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

MDT partners with state, local and tribal law enforcement to provide traffic safety enforcement throughout the state. During 2017, over 27,500 citations were written during the 13,300 hours of overtime as a result of the Selective Traffic Enforcement Program. These law enforcement agencies are critical to meeting Montana’s traffic safety mission and goals.

This projects provides support for identified traffic safety problems to include seat belt use, impaired driving, speeding, that have been determined as issues through Montana's problem identification.

Performance targets for the STEP project are determined by participation in the National Mobilizations and local at-risk events in specific communities, number of citations written per hour. Performance targets are not set for citations issued.

In addition, other police traffic services project include the following with corresponding performance targets.

Project	Performance Target(s)
Law Enforcement Liaison	Recruit Rural Law Enforcement Agencies to Participate in the STEP program for local at-risk community events.
Traffic Safety Resource Officer	Conduct 15 ARIDE certifications trainings; Maintain DRE certifications for officers who need recertification; and Conduct 6 SFST certification trainings.

The project will ensure officers continue to receive current training on issues important to traffic safety.

City of Helena Traffic Safety Officer

The goal of this project will be to have a dedicated traffic officer to reduce the incidents of impaired drivers and unrestrained occupants in the Helena community. This will provide an extra effort to enforce traffic laws and provide education to the traveling public. This is a pilot program that will be phased out (i.e, first year will be 80/20, second year 60/40, until the city is paying 100%).

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	108.0
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	82.0
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	70.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Law Enforcement
2019	Drug Recognition Expert (DRE) Training

5.9.1 Countermeasure Strategy: Short-term, High Visibility Law Enforcement

Program area	Police Traffic Services
Countermeasure strategy	Short-term, High Visibility Law Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed

to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

MDT will continue to work with state, local, city and tribal law enforcement to address impaired driving, occupant protection, speed and distracted driving. These agencies will provide a combination of national mobilizations and sustained HVE. MDT's HVE campaigns are aligned with national and state communications calendars. This countermeasure strategy is required by Federal Regulation. Assessment of this program is done by analyzing law enforcement agencies based on their participation in HVE and Nation Mobilizations, the number of citations written per hour, and past performance.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Chapter 1: Alcohol and Drugged Driving

2.2 High Visibility Saturation Patrols (Deterrence: Enforcement)

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

7.1 Enforcement for Drugged Driving (Drugged Driving)

Chapter 2: Seat Belts and Child Restraints

2.1 Short High-Visibility Belt Law Enforcement

2.3 Sustained Enforcement

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

Alcohol-Related Collisions.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
HVE	High Visibility Enforcement	Short-term, High Visibility Law Enforcement
STEPMG	STEP Mini-Grants	
LEL	Law Enforcement Liaison	Short-term, High Visibility Law Enforcement
SETT	Selective Traffic Enforcement Team	Short-term, High Visibility Law Enforcement
HPTSP	Helena Police Traffic Safety Pilot	Short-term, High Visibility Law Enforcement

5.9.1.1 Planned Activity: High Visibility Enforcement

Planned activity name	High Visibility Enforcement
Planned activity number	HVE
Primary countermeasure strategy	Short-term, High Visibility Law Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

MDT will continue to work with state, local, city and tribal law enforcement to address impaired driving, occupant protection, speed and distracted driving (also see Tribal STEP, Page 54). These agencies will provide a combination of national mobilizations and sustained HVE. MDT's HVE campaigns are aligned with national and state communications calendars.

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

Enter intended subrecipients.

Belgrade Police
Department
Billings Police
Department
Bozeman Police
Department
Butte-Silver Bow Law
Enforcement
Department
City of Columbia Falls
City of Missoula
Police Department
Dawson County
Sheriff's Office
Flathead County
Sheriff's Office
Gallatin County

Sheriff's Office
 Glendive Police
 Department
 Havre Police
 Department

Kalispell Police
 Department

Lewis and Clark Co.
 Sheriff's Office
 Missoula County
 Sheriff's Office
 Montana Highway
 Patrol

Valley County
 Sheriff's Office
 Whitefish Police
 Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Law Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$182,330.00	\$36,800.00	\$182,330.00
2017	FAST Act 405b OP Low	405b Low HVE (FAST)	\$12,475.00	\$2,500.00	
2017	FAST Act 405d Impaired Driving High	405d High HVE (FAST)	\$304,695.00	\$60,939.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.9.1.2 Planned Activity: STEP Mini-Grants

Planned activity name STEP Mini-Grants

Planned activity number STEPMG

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will

undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Mini-grants will be available for Non-STEP participating agencies for local high visibility enforcement at specific events known to be high-risk. Agencies can apply for overtime mini-grants and priority will be given to those with an evidenced based need. Applications will be accepted throughout the fiscal year. The subrecipients will be selected in FFY2019.

Enter intended subrecipients.

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

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Law Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$20,400.00	\$4,100.00	\$20,400.00
2017	FAST Act 405b OP Low	405b High Police Traffic Services (FAST)	\$3,000.00	\$600.00	
2017	FAST Act 405d Impaired Driving High	405d High HVE (FAST)	\$36,600.00	\$7,500.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.9.1.3 Planned Activity: Law Enforcement Liaison

Planned activity name Law Enforcement Liaison
Planned activity number LEL
Primary countermeasure strategy Short-term, High Visibility Law Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

MDT has divided Montana's existing city, county, tribal, and state law enforcement agencies into four regions. MDT has three liaisons, with one of those coordinating two regions. The Law Enforcement Liaison (LEL) is responsible for increasing

productivity of the STEP program and work to develop a “One Team” approach aimed at increasing seat belt usage and eliminating impaired driving. The liaisons work to involve STEP participants and non-participants in local high visibility events.

Enter intended subrecipients.

City of Belgrade

City of Missoula

Montana Sheriff's and Peace Officer's Association

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Law Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$13,600.00	\$2,800.00	\$13,600.00
2017	FAST Act 405b OP Low	405b Low HVE (FAST)	\$2,000.00	\$400.00	
2017	FAST Act 405d Impaired Driving High	405d High HVE (FAST)	\$24,400.00	\$4,900.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

5.9.1.4 Planned Activity: Selective Traffic Enforcement Team

Planned activity name	Selective Traffic Enforcement Team
Planned activity number	SETT
Primary countermeasure strategy	Short-term, High Visibility Law Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

In addition to providing sustained enforcement throughout the entire state, the team will partner with local law enforcement agencies during high-risk events in their communities. The SETT team offers additional law enforcement to patrol these events and deter risky driving behavior.

Enter intended subrecipients.

Montana Highway Patrol

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Law Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$184,189.00	\$37,000.00	\$73,676.00
2017	FAST Act 405d Impaired Driving High	405d High HVE (FAST)	\$552,567.00	\$110,600.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.9.1.5 Planned Activity: Helena Police Traffic Safety Pilot

Planned activity name	Helena Police Traffic Safety Pilot
Planned activity number	HPTSP
Primary countermeasure strategy	Short-term, High Visibility Law Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

MDT will fund a pilot project for a local dedicated Traffic Safety Officer. This officer will be a full-time officer dedicated to traffic enforcement and education and will participate in all sustained enforcement activities and mobilizations during the year. The primary focus of the officer will be on impaired driving. Secondly, the emphasis will be placed on occupant protection, speeding and enforcement of Helena's Distracted Driving (cell phone) ordinance.

This pilot project will be implemented based on a decreasing match ratio. The first years will be 80% NHTSA funds and 20% City funds. NHTSA funds will decrease by 20% each year after that until the position is fully paid for by the City of Helena.

Enter intended subrecipients.

City of Helena

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Law Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405b OP Low	405b Low HVE (FAST)	\$4,750.00	\$1,000.00	
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$32,298.00	\$6,500.00	\$32,298.00
2018	164 Transfer Funds-AL	164 Alcohol	\$57,948.00		\$57,948.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.9.2 Countermeasure Strategy: Drug Recognition Expert (DRE) Training

Program area Police Traffic Services

Countermeasure strategy Drug Recognition Expert (DRE) Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Detecting impaired drivers is difficult and obtaining a conviction also has proved challenging as DUI laws are extremely complicated and the evidence needed to define and demonstrate impairment is complex. Standardized Field Sobriety Tests (SFST's) are one of the most effective countermeasures in the battle against impaired driving. Research has shown law enforcement officers increase their arrest rates and are more effective in estimating the degree of influence of stopped drivers after they have been trained in the use and scoring of the SFST's. Frequent and consistent training statewide is needed to increase prosecution rates in DUI cases.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Chapter 1: Alcohol and Drugged Driving

- 2.2 High Visibility Saturation Patrols (Deterrence: Enforcement)
- 5.2 Mass-Media Campaigns (Prevention, Intervention, Communications and Outreach)
- 7.1 Enforcement for Drugged Driving (Drugged Driving)

Chapter 2: Seat Belts and Child Restraints

- 2.1 Short High-Visibility Belt Law Enforcement
- 2.3 Sustained Enforcement

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TSRO	Traffic Safety Resource Officer	Drug Recognition Expert (DRE) Training

5.9.2.1 Planned Activity: Traffic Safety Resource Officer

Planned activity name	Traffic Safety Resource Officer
Planned activity number	TSRO
Primary countermeasure strategy	Drug Recognition Expert (DRE) Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Montana Highway Patrol

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Drug Recognition Expert (DRE) Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving High	405d High Drug and Alcohol Training (FAST)	\$174,973.00	\$35,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.10 Program Area: Planning & Administration

Program area type Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure

strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Not applicable.

Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
P&A	P&A	Planning & Administration

5.10.1 Planned Activity: P&A

Planned activity name	P&A
Planned activity number	P&A
Primary countermeasure strategy	Planning & Administration

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Not applicable.

Enter intended subrecipients.

Not applicable.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Planning & Administration

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Planning and Administration (FAST)	\$550,000.00	\$110,000.00	\$0.00
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$105,000.00	\$21,000.00	
2017	FAST Act 405d Impaired Driving High	405d High ID Coordinator (FAST)	\$105,000.00	\$21,000.00	
2017	FAST Act 405f Motorcycle Programs	405f Motorcycle Programs (MAP-21)	\$15,000.00	\$3,000.00	
2018	164 Transfer Funds-AL	164 Alcohol	\$100,000.00		\$20,000.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

Planned activities in the TSEP:

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID MEDIA	Labor Day Media Campaign	ID Media Campaigns
MDCampaign	Memorial Day Campaign	OP Mass Media Campaigns
HVE	High Visibility Enforcement	Short-term, High Visibility Law Enforcement
STEPMG	STEP Mini-Grants	
LEL	Law Enforcement Liaison	Short-term, High Visibility Law Enforcement
SETT	Selective Traffic Enforcement Team	Short-term, High Visibility Law Enforcement
TSRO	Traffic Safety Resource Officer	Drug Recognition Expert (DRE) Training
HPTSP	Helena Police Traffic Safety Pilot	Short-term, High Visibility Law Enforcement
NASTEP	Tribal STEP Program	Tribal STEP Program
IDSC	Impaired Driving Summer Campaign	ID Media Campaigns
HREvents	Media for Short Term Enforcement at High Risk Events	ID Media Campaigns

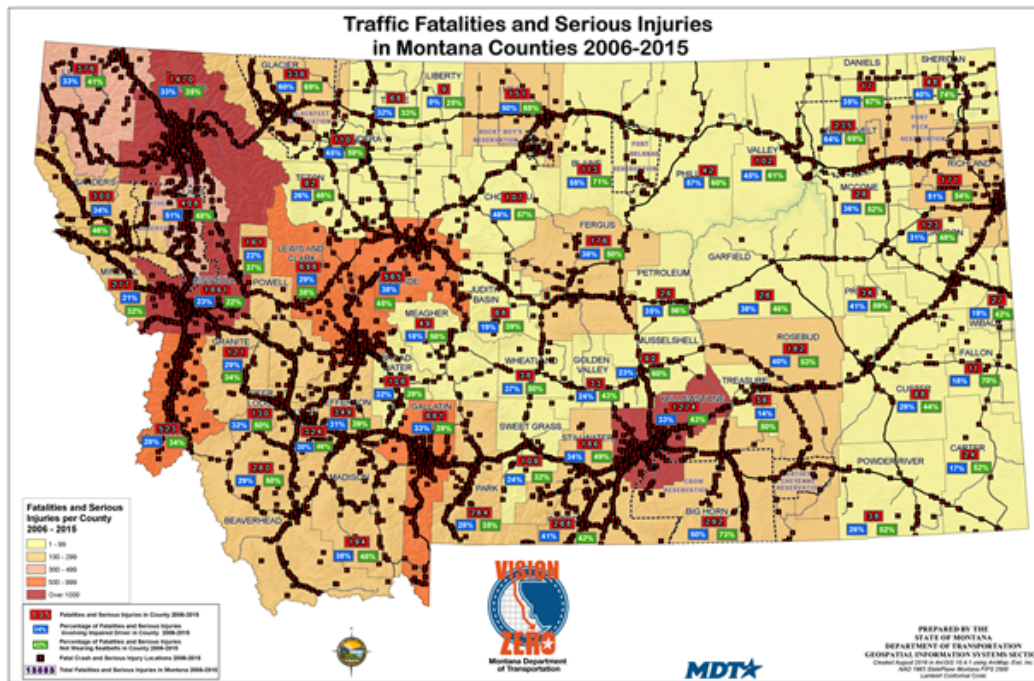
Analysis

Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Evidence Based Traffic Safety Enforcement Program

When determining where to provide resources for high visibility enforcement, the first step is an analysis of the fatality and crash data to identify the problem. This data is reviewed to establish the at-risk dates, locations, events and times. In addition, consideration is given to entities that have the capacity to provide extra enforcement.

As outlined in the following map, Montana has specific areas that account for most of the fatalities and serious injuries.



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

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

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

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

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

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

Enter explanation of the deployment of resources based on the analysis performed.

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

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

Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).

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

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

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

7 High Visibility Enforcement

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Tribal STEP Program

Short-term, High Visibility Law Enforcement

OP Mass Media Campaigns

ID Media Campaigns

HVE activities

Select specific HVE planned activities that demonstrate the State's support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.

HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
ID MEDIA	Labor Day Media Campaign	ID Media Campaigns
MDCampaign	Memorial Day Campaign	OP Mass Media Campaigns
HVE	High Visibility Enforcement	Short-term, High Visibility Law Enforcement
HPTSP	Helena Police Traffic Safety Pilot	Short-term, High Visibility Law Enforcement
NASTEP	Tribal STEP Program	Tribal STEP Program

8 405(b) Occupant Protection Grant

Occupant protection information

405(b) qualification status: Lower seat belt use rate State

Occupant protection plan

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

Program Area

Occupant Protection (Adult and Child Passenger Safety)

Young Drivers

Communications (Media)

Police Traffic Services

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

Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).

Agencies planning to participate in CIOT

Agency

Belgrade Police Department

Billings Police Department

Bozeman Police Department

Butte-Silver Bow Law Enforcement

City of Columbia Falls Police Department

City of Missoula Police Department

Missoula County Sheriff's Office

Dawson County Sheriff's Office
 Flathead County Sheriff's Office
 Gallatin County Sheriff's Office
 Glendive Police Department
 Havre Police Department
 Helena Police Department
 Kalispell Police Department
 Lewis and Clark County Sheriff's Office
 Montana Highway Patrol
 Valley County Sheriff's Office
 Whitefish Police Department

Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.

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

In addition, the Selective Traffic Enforcement Team through Montana Highway patrols will support and work with local law enforcement agencies in areas where seat belt use is low during Click It or Ticket, as shown in historical data. Press releases that are specific to MHP enforcement are provided to newspapers.

Community coalitions support law enforcement during this times by educating their communities regarding seat belt use remind them of the extra patrols in an effort to increase seat belt use.

Child restraint inspection stations

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

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

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
CPS1	Child Passenger Safety Seat Purchase	Child Restraint System Inspection Station(s)
CPSInstTech	CPS Instructor/Technician Training	Technician/Instructor Training and Certification
BUMT	Buckle Up Montana	Public Information and Education OP
OPMG	Occupant Protection Mini-Grants	Public Information and Education OP
CPSMedia	CPS Media	CPS Media

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

Planned inspection stations and/or events: 71

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

Populations served - urban 616634

Populations served - rural 186198

Populations served - at risk 77597

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Technician/Instructor Training and Certification

Public Information and Education OP

CPS Media

Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
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CPS1	Child Passenger Safety Seat Purchase	Child Restraint System Inspection Station(s)
CPSInstTech	CPS Instructor/Technician Training	Technician/Instructor Training and Certification
BUMT	Buckle Up Montana	Public Information and Education OP
OPMG	Occupant Protection Mini-Grants	Public Information and Education OP
CPSMedia	CPS Media	CPS Media

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

Estimated total number of classes 6

Estimated total number of technicians 231

Maintenance of effort

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

Qualification criteria for a lower seat belt use rate State

To qualify for an Occupant Protection Grant in a fiscal year, a lower seat belt use rate State (as determined by NHTSA) must submit, as part of its HSP, documentation demonstrating that it meets at least three of the following additional criteria. Select application criteria from the list below to display the associated requirements.

Primary enforcement seat belt use statute	No
Occupant protection statute	No
Seat belt enforcement	Yes
High risk population countermeasure program	Yes
Comprehensive occupant protection program	No
Occupant protection program assessment	Yes

Seat belt enforcement

Submit countermeasure strategies, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Short-term, High Visibility Law Enforcement

OP Mass Media Campaigns

Submit planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
MDCampaign	Memorial Day Campaign	OP Mass Media Campaigns
HVE	High Visibility Enforcement	Short-term, High Visibility Law Enforcement
STEPMG	STEP Mini-Grants	
LEL	Law Enforcement Liaison	Short-term, High Visibility Law Enforcement
SETT	Selective Traffic Enforcement Team	Short-term, High Visibility Law Enforcement
HPTSP	Helena Police Traffic Safety Pilot	Short-term, High Visibility Law Enforcement
OPMedia	OP Media Campaign	OP Mass Media Campaigns
IDSC	Impaired Driving Summer Campaign	ID Media Campaigns
HREvents	Media for Short Term Enforcement at High Risk Events	ID Media Campaigns

High risk population countermeasure programs

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Tribal STEP Program

Teen Peer-to-Peer Traffic Safety Education

Technician/Instructor Training and Certification

Safe On All Roads

Native American Campaigns

Highway Safety Office Program Management

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-

risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
CPS1	Child Passenger Safety Seat Purchase	Child Restraint System Inspection Station(s)
CPSInstTech	CPS Instructor/Technician Training	Technician/Instructor Training and Certification
TEEN	Teen Peer-to-Peer Project	Teen Peer-to-Peer Traffic Safety Education
NACampaigns	Native American Media Campaigns	Native American Campaigns
YRBS	Youth Risk Behavior Survey	Highway Safety Office Program Management
SOAR	Safe On All Roads	Safe On All Roads
NTDUITF	Northern Tribes DUI Task Force	Safe On All Roads
NASTEP	Tribal STEP Program	Tribal STEP Program

Occupant protection program assessment

Enter the date of the NHTSA-facilitated assessment of all elements of its occupant protection program, which must have been conducted within three years prior to the application due date.

Date of the NHTSA-facilitated assessment 12/4/2017

9 405(c) - State Traffic Safety Information System Improvement Grant

Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Meeting Date

10/10/2017

1/10/2018

4/4/2018

Enter the name and title of the State's Traffic Records Coordinator

Name of State's Traffic Records Coordinator: Mark Keeffe

Title of State's Traffic Records Coordinator: Data Analyst

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

Montana TRCC Members - 2018

Dennis Hult	MDT/Motor Carrier Services Supervisor	TRCC Voting Member
Jim DeTienne	DPHHS/EMS & trauma Section Supervisor	TRCC Voting Member
Bob Amrstrong	DOJ/MHT Operations Commander	TRCC Voting Member
Patricia Burke	MDT/Safety Mangement Section Supervisor	TRCC Voting Member
Ed Ereth	MDT/Planning Data & Statistics Bureau Chief	TRCC Voting Member
Lisa Mader	Office of Court Administration/IT Director	TRCC Voting Member
Greg Pierson	DOJ/Project Manager IT Services Division	TRCC Voting Member
Michele Snowberger	DOJ/MVD Records & Driver Control Bureau Chief	TRCC Voting Member
Kathy Wilkins	Crim Control Bureau/Data Unite Manager	TRCC Voting Member
Janet Kenny	MDT/State Highway Traffic Safety Section Supervisor	TRCC Voting Member
Mike Tooley	MDT Director and Governor's Representative for Highway Safety	
Lynn Zanto	MDT Planning Division Administration and Program Sponsor	
Mike Bousliman	MDT Information System Division DIO and Program Sponsor	
Mark Keeffe	MDT/State Highway Traffic Safety Section/TRCC Program Coodinator	

State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Documents Uploaded

No documents uploaded to GMSS

Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State's most recent highway safety data and traffic records system assessment.

The Montana State Highway Traffic Safety Section (SHTSS) requested a Traffic Records Program Assessment from the NHTSA Region 10 Administrator in 2013. The assessment was scheduled to begin March 17, 2014 with a kick-off meeting.

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

Over a three-month period, the assessment consisted of a multi-part process of the state submitting responses and data to standardized assessment questions in the STRAP system, analysis of those responses by assessors, the state responding to additional clarifying questions, the assessors adjusting ratings based on state responses, the state responses to final ratings, and delivery of the final report to the SHTSS on June 13, 2014. A webinar report out was provided by NHTSA on June 17, 2014. The entire assessment can be viewed at [Traffic Records Assessment](#).

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

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

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

The following outlines the recommendations:

Crash Recommendations

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

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

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

Vehicle Recommendations

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

Driver Recommendations

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

Roadway Recommendations

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

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

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

Citation/Adjudication Recommendations

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

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

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

EMS/ Injury Surveillance Recommendations

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

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

Data Use and Integration Recommendations

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

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

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

Improve the data dictionary for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory

Recommendations for modules: Crash, Roadway, and Citation Adjudication

Response: Montana's TRCC will introduce a program of identifying, collecting, and cataloging data dictionaries from all participating traffic records systems (Crash, Vehicle, Driver, Roadway, Citation/Adjudication, EMS/Injury Surveillance). NHTSA Performance measure attributes associated with Accessibility (*-X-1) (identifying principal users, identifying success/satisfaction of user access/use) will be collected and published annually in the TRCC Annual Element.

2018 update: The TRCC strategic plan update was completed in the first quarter of 2016. Establishing a publishable collection of database elements associated with traffic records is goal of the TRCC strategic plan.

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

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

Response: With the startup of the Montana Department of Transportation's Safety Information Management System (SIMS) in the summer of 2014, many of the technical impediments to interfacing Montana traffic records databases should be eliminated. The State of Montana's participating traffic records systems (Crash, Vehicle, Driver, Roadway, Citation/Adjudication, EMS/Injury Surveillance) can then establish data sharing protocols. NHTSA Performance measure attributes associated with Integration (*-I-1) (percentage of appropriate linked data records) will be collected and published annually in the TRCC Annual Element.

2018 update: Several database upgrades are currently underway throughout Montana's state agencies; further additions to MDT's SIMS application will be investigated as these projects reach completion.

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

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

Response: The State of Montana's participating traffic records systems (Crash, Vehicle, Driver, Roadway, Citation/Adjudication, EMS/Injury Surveillance) will continue to monitor and improve their quality control programs, however, until Montana has the time to implement activities associated with the data dictionary and data interfacing recommendations , NHTSA Performance

measures associated with Accuracy (*-A-1) (percentage of traffic records with no critical errors) will not be collected and published annually in the TRCC Annual Element.

2018 update: see update for Recommendations for modules: Crash, Roadway, and Citation Adjudication above.

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

Recommendations for modules: Assessment Module: Data Use and Integration

Response: With the startup of the Montana Department of Transportation’s Safety Information Management System (SIMS) in the summer of 2014, many of the technical impediments to

interfacing Montana traffic records databases should be eliminated. The State of Montana’s participating traffic records systems (Crash, Vehicle, Driver, Roadway, Citation/Adjudication, EMS/Injury Surveillance) can then establish data sharing protocols. NHTSA Performance measure attributes associated with Integration (*-I-1) (percentage of appropriate linked data records) will be collected and published annually in the TRCC Annual Element.

2018 update: The integration of the MHP citation data (see update to Recommendations for modules: Crash, Vehicle, Roadway, Citation/Adjudication, and EMS/Injury Surveillance above) has established the efficacy of the process of adding new databases to the SIMS application. As more complete data sources become available for linking to the SIMS application, the TRCC will report on Integration status.

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.

Web-Based Crash Trainer

Budget: \$25,360

The project will facilitate the direct transfer of data from the existing Records Management Systems used by the four largest urban police departments, which have elected not to use the web-based solution, to the SmartCop database. The funding would also continue to provide support for current users and training for new agencies and users in SmartCop web application.

Assessment recommendation: Data Use and Integration

Performance Measures

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

Average number of days between the crash date and the date of data availability in the crash database. Data availability is determined by the Montana Highway Patrol’s senior crash report officer. Demonstrates the impact that direct electronic crash reporting has had on crash data availability.

Below is the funding breakdown for this project:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
MHP	405c	\$25,360	69A3751830000405cMTO	\$1,600	\$0	N/A	\$0	110146

14.4.2 DOJ MHP Upgrades JCRS System

Budget: \$60,000

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

Assessment recommendation: Data Use and Integration

Performance Measures

Driver Database Model Performance Measure – Integration – D-I-1

JRCS will establish a direct data link between the driver’s information from MVD and the individual’s citation adjudication data.

Below is the funding breakdown for this project

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
Montana Highway Patrol	405c	\$60,000	69A3751830000405cMTO	TBD	\$0	N/A	\$0	TBD

14.4.3 United States Passport Verification System (USPVS)

Budget: \$2,000

As part of the credentialing process, an applicant is required to present documentation to prove their identity, authorized presence, and Montana residency. MVD needs the ability to verify the validity of the US Passport presented by the applicant against the United States Passport Verification System (USPVS). The USPVS was “established to assist states in issuing more secure driver licenses and identification cards.”

The ability to determine identity, authorized presence and Montana residency is a core requirement for MVD to properly issue credentials and prevent fraudulent transactions with a direct impact on MVD’s driver database. The USPVS will help to ensure the accuracy of the information entered into Montana’s driver database.

Assessment recommendation: Driver Recommendations

Performance Measures

Driver Database Model Performance Measure – D-U-1 – Improves uniformity of core highway safety database.

MVD will use the outside database to verify the passport data elements against the document presented by the applicant.

MVD is requesting the start-up costs for the USPVS standalone version.

Below is the funding breakdown:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract
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								Number
Montana Highway Patrol	405c	\$2,000	69A3751830000405cMTO	TBD	\$0	N/A	\$0	TBD

14.4.4 MVD Digital Access and Exchange

Budget: \$27,500

This project will allow MVD to procure the rights to automated access to national databases ensuring the veracity of individuals applying for both private and professional drivers' licenses in Montana. The objectives include:

- Reduce incidence of driver's license fraud
- Enhance public safety and security
- Support upcoming Real ID Act mandates
- Improve customer service and support

The national driver register is part of National Traffic Safety Administration and is responsible for maintaining the Problem Driver Pointer System (PDPS). PDPS contains information on individuals whose driving privileges are revoked, suspended, canceled, or denied. CDLIS is a nationwide computer system that allows that each commercial driver has only one driver's license and one complete driver record.

Access to PDPS information will ensure Montana MVD credential only those individuals who prove their identity and are eligible to be licensed, at the location point of the ID application.

Assessment recommendation: Driver Recommendations

Performance Measure: Driver Database Model Performance Measure – D-U-1 – Improves Uniformity of core highway safety database

By accessing CDLIS, MVD will be able to report the volume of information both identifying problem and on-problem ID applicants.

Below is the funding breakdown:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
DOJ Motor Vehicle Division	405c	\$27,500	69A3751830000405cMTO	TBD	\$0	N/A	\$0	TBD

14.4.5 MVD CDL Audit Function

Budget: \$39,000

MVD is responsible for CDL training and licensures using a testing system software that currently has no audit function. This project will establish a strong audit function of the CDL testing, for both MVD examiners and 3rd party testers.

Assessment recommendation: Driver Recommendations

Performance Measures: Driver Database Model Performance Measure – D-A-1 - – Improves accuracy of core highway safety database

The percentage of driver records that have no errors in critical data elements. It is important that MVD licenses only those individuals who qualify for a commercial driver license. An audit function on our testing tablets allows MVD to determine whether examiners are able to

properly score a test and that there were no errors in compiling test results. The reports generated from the new audit function can easily be compared to past audits of the examiner. The auditor can determine if errors are increasing or decreasing, and what errors need to be addressed. The division will be able to measure error rates over time by examiner, region, and state totals.

Below is the funding breakdown:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
DOJ Motor Vehicle Division	405c	\$39,000	69A3751830000405cMTO	TBD	\$0	N/A	\$0	TBD

14.4.6 MDT Road Condition Information System (RCIS) Upgrade

Budget: \$500,000

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

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

Assessment recommendation: Roadway Recommendations

Performance Measures: Montana Roadway Database Performance Measure – Completeness and Accuracy

This system will eliminate the manual processing of field condition reports by providing uniform condition variables to all field reporting personnel, establishing automated field conditions reporting protocols that will not require manual processing by personnel at headquarters, and will incorporate designed automated protocols for routing field condition information directly to all reporting outlets (511, web reports, and web maps) MDT will be able to establish efficacy of the system through database queries showing reporting volume, and the number of “near” real time reports published (daily, weekly, seasonal).

Below is the funding breakdown:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
MDT Maintenance Division	405c	\$500,000	69A3751830000405cMTO	TBD	\$0	N/A	\$0	TBD

Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
JCRS	DOJ MHP Upgrades JCRS System	Improves integration between one or more core highway safety databases
WBCT	Web-Based Crash Trainer	Improves timeliness of a core highway safety database
USPVS	United States Passport Verification System	Improves uniformity of a core highway safety database
DAE	MVD Digital Access and Exchange	Improves uniformity of a core highway safety database
CDL Audit	MVD CDL Audit Function	Improves accuracy of a core highway safety database
RCIS	MDT Road Condition Information System Upgrade	Improves accuracy of a core highway safety database

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

State Highway Safety Data and Traffic Records System Assessment - 2014

The Montana State Highway Traffic Safety Section (SHTSS) requested a Traffic Records Program Assessment from the NHTSA Region 10 Administrator in 2013. The assessment was scheduled to begin March 17, 2014 with a kick-off meeting.

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

Over a three-month period, the assessment consisted of a multi-part process of the state submitting responses and data to standardized assessment questions in the STRAP system, analysis of those responses by assessors, the state responding to additional clarifying questions, the assessors adjusting ratings based on state responses, the state responses to final ratings, and delivery of the final report to the SHTSS on June 13, 2014. A webinar report out was provided by NHTSA on June 17, 2014.

The entire assessment can be viewed at [Traffic Records Assessment](#). According to 23 CFR Part 1300, § 1300.22, applicants for State traffic information system improvements grants are required to: "include(s) a list of all recommendations from its most recent highway safety data and traffic records system assessment". In addition to the list, the state recommendations also:

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

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

The following outlines the recommendations:

Crash Recommendations

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

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

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

Vehicle Recommendations

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

Driver Recommendations

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

Roadway Recommendations

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

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

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

Citation/Adjudication Recommendations

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

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

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

EMS/ Injury Surveillance Recommendations

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

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

Data Use and Integration Recommendations

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

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

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

Improve the data dictionary for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory

Recommendations for modules: Crash, Roadway, and Citation Adjudication

Response: Montana's TRCC will introduce a program of identifying, collecting, and cataloging data dictionaries from all participating traffic records systems (Crash, Vehicle, Driver, Roadway, Citation/Adjudication, EMS/Injury Surveillance). NHTSA Performance measure attributes associated with Accessibility (*-X-1) (identifying principal users, identifying success/satisfaction of user access/use) will be collected and published annually in the TRCC Annual Element.

2018 update: Establishing a publishable collection of database elements associated with traffic records is goal of the TRCC strategic plan.

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

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

Response: With the startup of the Montana Department of Transportation's Safety Information Management System (SIMS) in the summer of 2014, many of the technical impediments to interfacing Montana traffic records databases should be eliminated. The State of Montana's participating traffic records systems (Crash, Vehicle, Driver, Roadway, Citation/Adjudication, EMS/Injury Surveillance) can then establish data sharing protocols. NHTSA Performance measure attributes associated with Integration (*-I-1) (percentage of appropriate linked data records) will be collected and published annually in the TRCC Annual Element.

2018 update: Several database upgrades are currently underway throughout Montana's state agencies; further additions to MDT's SIMS application will be investigated as these projects reach completion.

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

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

Response: The State of Montana's participating traffic records systems (Crash, Vehicle, Driver, Roadway, Citation/Adjudication, EMS/Injury Surveillance) will continue to monitor and improve their quality control programs, however, until Montana has the time to implement activities associated with the data dictionary and data interfacing recommendations, NHTSA Performance measures associated with Accuracy (*-A-1) (percentage of traffic records with no critical errors) will not be collected and published annually in the TRCC Annual Element.

2018 update: see update for Recommendations for modules: Crash, Roadway, and Citation Adjudication above.

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

Recommendations for modules: Assessment Module: Data Use and Integration

Response: With the startup of the Montana Department of Transportation's Safety Information Management System (SIMS) in the summer of 2014, many of the technical impediments to

interfacing Montana traffic records databases should be eliminated. The State of Montana's participating traffic records systems (Crash, Vehicle, Driver, Roadway, Citation/Adjudication, EMS/Injury Surveillance) can then establish data sharing protocols. NHTSA Performance measure attributes associated with Integration (*-I-1) (percentage of appropriate linked data records) will be collected and published annually in the TRCC Annual Element.

2018 update: The integration of the MHP citation data (see update to Recommendations for modules: Crash, Vehicle, Roadway, Citation/Adjudication, and EMS/Injury Surveillance above) has established the efficacy of the process of adding new databases to the SIMS application. As more complete data sources become available for linking

Quantitative improvement

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated.

Performance Area: Timeliness

System: Crash

Increase/Decrease: Increase

Measurement:

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

Measurement Method:

Averaging the difference between the crash date and the date the crash report is approved for database use. MHP enters data from three distinct sources:

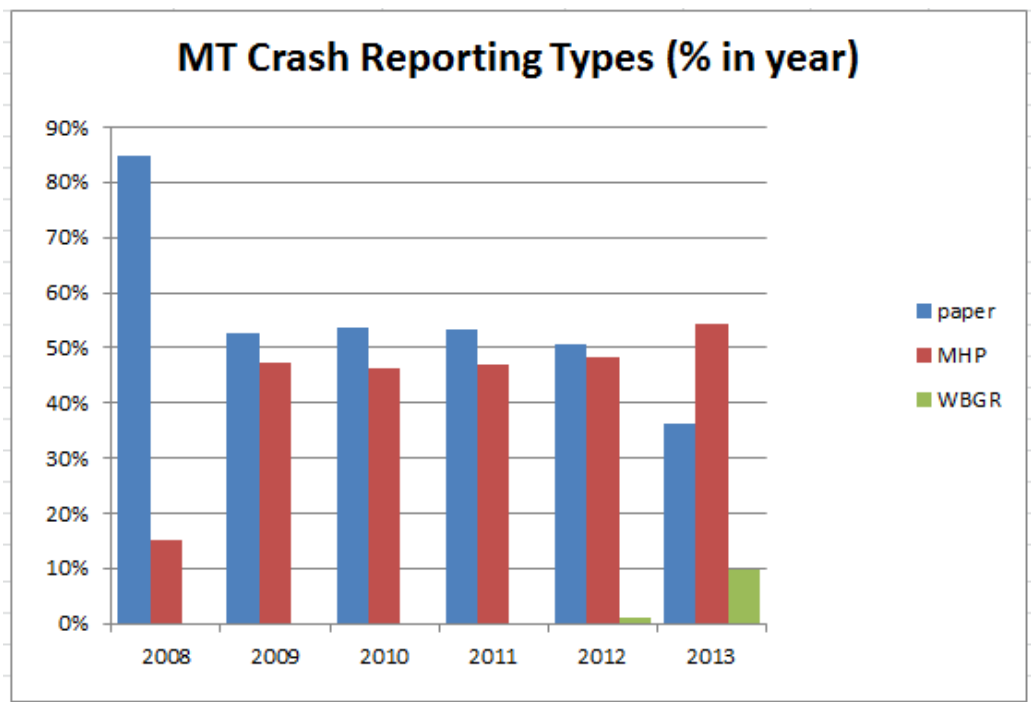
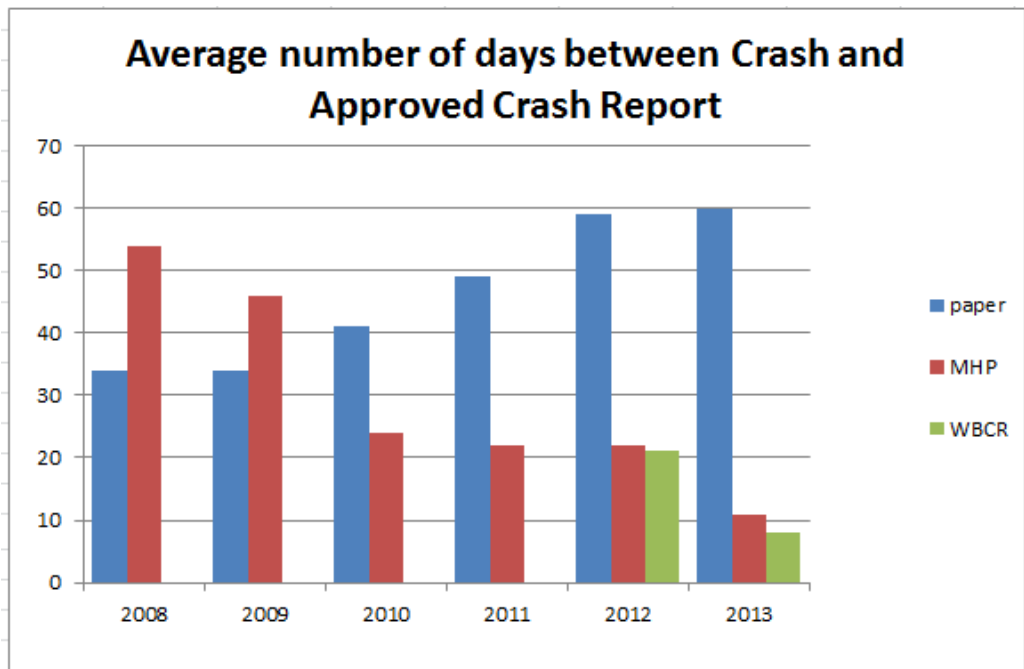
"paper" represents data entered into the MHP database from written reports created by some local policing agencies

"MHP" represents data entered digitally by MHP digitally through Smart-Cop

"WBCR" represent data entered digitally by some local policing agencies through Web-Based Crash Reporting

The baseline for this performance measure will be established using 2012 and 2013 calendar year data, to create 2014 and 2015 calendar year target in early spring (March-April) of 2014. (2012's average from data illustrated below is 41 days, while 2013's is 28 days)

The two figures below illustrate MHP's transition from paper reporting to digital Smart-Cop reporting from 2008 to the present.



June 2016 – WBCR Performance Table 2012 through March 2018

Year	Quarter	Report Volume (# of submitted reports)			Timeliness (Average # of Days)		
		MHP	WBCR	Paper	MHP	WBCR	Paper
(April 1-							
March		SmartCop			SmartCop		
31)							

2012	1	1,946	0	2,434	40		58.7
2012	2	2,423	51	2,365	33.9		42.6
2012	3	3,036	173	2,682	20.8		60.4
2012	4	2,258	384	2,110	25.7	9.5	63.3
2013	1	2,100	319	2,033	25.8	17.5	59.4
2013	2	2,563	282	2,212	20.4	21.5	57.6
2013	3	3,397	525	2,338	15.9	15	46.9
2013	4	2,894	541	2,328	18.2	4.5	62.2
2014	1	2,059	366	1,779	22.5	16.9	29.2
2014	2	2,698	526	1,902	21.6	19.7	28.1
2014	3	3,615	718	2,389	16.5	15	27
2014	4	2,448	533	1,882	21	16.7	36.1
2015	1	2,412	526	1,896	24.4	18.2	35.8
2015	2	3,060	603	2,066	21.1	19.4	43.2
2015	3	4,063	767	2,307	15.7	12.9	38.3
2015	4	2,420	584	1,713	17.3	14.5	38
2016	1	2,529	561	1,883	19.8	17.5	33.9
2016	2	3,166	687	1,762	16.8	15.2	42.5
2016	3	3,933	784	2,226	12.8	12.5	36.5
2016	4	3,033	703	1,957	11	11.6	38.5
2017	1	2,603	561	1,671	27.5	32.5	40.2

2017	2	3,284	583	1,874	23.4	25.4	34.1
2017	3	4,523	825	2,368	17.4	19.9	37.2
2017	4	3,313	684	2,005	15.9	12.6	40.8

MHP and WBCR are electronically submitted crash reports.

Paper are reports hand entered into the MHP database by MHP personnel.

Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Documents Uploaded

No documents uploaded to GMSS

State highway safety data and traffic records system assessment

Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.

Date of Assessment: 2/17/2014

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

10 405(d) Impaired Driving Countermeasure Grant

Impaired driving assurances

Impaired driving qualification - High-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Impaired driving program assessment

Enter date of the last NHTSA-facilitated assessment of the State's impaired driving program conducted within three years prior to the application due date. (§ 405(d))

Date of Last NHTSA Assessment: 4/15/2016

Authority to operate

Enter a direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

See Article II.5 below.

Executive Leadership Team

Charter

The purpose, membership, role and responsibilities of the Executive Leadership Team are as follows:

Article 1: Executive Leadership Team

Section 1: Name

The name of this committee shall be the Executive Leadership Team (ELT).

Section 2: Origin

The Executive Leadership Team, as identified in Montana's 2015 Comprehensive Highway Safety Plan (CHSP), is the guiding authority on implementing highway safety strategies statewide to reduce fatalities and serious injury crashes. The CHSP was approved by the Federal Highway Administration (FHWA) on June 26, 2015.

Section 3: Purpose

The purpose of the Executive Leadership Team is to provide direction on the implementation of Montana's Comprehensive Highway Safety Plan. The role of the Executive Leadership Team members is as follows:

- 1) Provide leadership and collaboration addressing statewide highway safety needs.
- 2) Prioritize and institutionalize Vision Zero across agencies.
- 3) Commit resources to implement statewide highway safety initiatives.

Section 4: Membership

The Executive Leadership Team shall consist of the following officials who shall be voting members unless designated as non-voting:

- 1) Governor of Montana
- 2) Director, Montana Department of Transportation & Governor's Highway Safety representative
- 3) Director, Office of Indian Affairs
- 4) Attorney General, Department of Justice
- 6) Director, Department of Health and Human Services
- 7) Director, Department of Corrections
- 8) Court Administrator, Office of the Court Administrator Office
- 9) Chief Public Defender, Office of State Public Defender
- 10) Montana County Attorney Association
- 11) Montana Sheriffs and Peace Officers Association
- 12) Superintendent, Office of Public Instruction
- 13) Director, Department of Revenue
- 14) Executive Director, Montana Association of Counties
- 15) Executive Director, Montana League of Cities and Towns
- 16) Administrator, Montana Taverns Association
- 17) State Legislative Senator and Representative
- 18) Judiciary Representative

Any Executive Leadership Team member may designate a proxy in their absence. Designation of a proxy shall be in writing addressed to the Secretary of the Executive Leadership Team.

Article II – Duties and Responsibility

The Executive Leadership Team is recognized as the guiding authority on implementing highway safety strategies statewide and has the following duties and responsibilities:

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

- 2) Incorporate common CHSP safety strategies and initiatives into agency plans and policies.
- 3) Delegate appropriate staff to participate actively in the implementation of the CHSP.
- 4) Approve the CHSP Emphasis Area work plans and support the implementation of strategies and safety efforts.

5) Serve as Montana's Statewide Impaired Driving Task Force as required by 23 CFR 1200.23.

Section: Duties of Chairman and Staff

As the Governor's Representative for Highway Safety the Director of the Montana Department of Transportation shall be the Chairman of the Executive Leadership Team. MDT will be responsible for providing staff resources to the Team.5) Colonel, Montana Highway Patrol

- 1) The Chairman shall preside at all meetings of the Executive Leadership Team and call special meetings as needed.
- 2) MDT staff shall document and distribute meeting summaries, attendance, and notify members of meeting and other duties that may be required by the Chairman.

Section 2: Responsibilities - Coordination and Collaboration

Executive Leadership Team shall communicate current and emerging safety issues and goals; and designate staff to the Advisory Committee and Emphasis Area Teams to coordinate statewide efforts and collaborate on policies, programs and activities. Responsibilities include:

- 1) Designation of staff to implement the CHSP safety strategies to ensure active participation, coordination, collaboration, communication, and consistency on programs and activities across agencies.
- 2) Approval of the CHSP emphasis area work plans and strategies, including but not limited to the impaired driving plan.

Article III: Meetings

The Executive Leadership Team shall meet at minimum twice a year to carry out the duties and responsibilities of this Team.

Meeting shall be held in conformance with appropriate sections of Montana Code Annotated (MCA 2-3-203 <http://leg.mt.gov/bills/mca/2/3/2-3-203.htm>) which concern open meeting laws. Specifically all meetings shall be open to the public.

The following order of business shall be observed at all meetings:

1. Roll Call
2. Approval of minutes of previous meeting
3. Old Business
4. New Business
5. Action Items
6. Announcements
7. Public Comment
8. Next Meeting/Adjournment

Article IV: Action Item Procedures

Any Executive Leadership Team member may present an action item to the Team of the whole. The action item shall then be voted on and approved by a simple majority. If known in advance, action items will be indicated on meeting agendas.

Article V: Adoption of Article

These articles may be adopted by a majority of the Executive Leadership Team.

Article IX: Amendments to the Charter

These articles may be amended by a majority of the Executive Leadership Team.

Dated this 12 Day of July, 2016.

Approved for the Executive Leadership Team

By:

Michael Tooley

Executive Leadership Team Chair

Input the date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by task force: 3/13/2018

Task force member information

Enter a direct copy of the list in the statewide impaired driving plan that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24–7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication.

Executive Leadership Team

2018 TEAM MEMBERS

Governor Bullock

State of Montana

Legislative Representative

Senator Diane Sands

Tim Fox, Montana Attorney General

Montana Department of Justice

Judge Mary Jane Knisely

13th Judicial District Court Judge

Judicial Outreach Liaison

Reginald D. Michael, Director

Montana Department of Corrections

Eric Bryson, Deputy Director

Montana Association of County Officials

Tim Burton, Executive Director

Montana League of Cities and Towns

Tom Butler, Colonel

Montana Highway Patrol

Montana Department of Justice

William Hooks, Chief Public Defender

Office of the State Public Defender

John Iverson, Government Affairs Director

Montana Tavern's Association

Mike Kadas, Director

Montana Department of Revenue

Beth McLaughlin, Administrator

Court Administrator's Office

Sheila Hogan, Director

Montana Department of Health and Human Services

Elsie Arntzen, Superintendent

Office of Public Instruction

Pat Roos, Undersheriff

Custer County, Montana Sheriff's and Peace Officers Association

Jason Smith, Director

Office of Indian Affairs

Governor's Office

Erin McGowan

Montana County Attorney's Association

Michael Tooley, Director

Montana Department of Transportation & Governor's Highway Safety Representative

Strategic plan details

Select whether the State will submit updates to a Statewide impaired driving plan that was previously submitted under 23 C.F.R. 1300.23(f)(1). If the State is relying on a previously submitted plan, the State must provide updates to its Statewide impaired driving plan that meet the requirements of 23 C.F.R. 1300.23(e)(1) and updates to its assessment review and spending plan that meet the requirements of 23 C.F.R. 1300.23(f)(1).

Click link to view Highway Safety Guidelines No. 8

<http://icsw.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/ImpairedDriving.htm>

Indicate either new or updated submission

Submit updates

List the page number(s) from your impaired driving strategic plan that is based on the most recent version of Highway Safety Program Guideline No. 8 - Impaired Driving, which at a minimum covers the following:

Prevention:	Impaired Driving Emphasis Work Plan Page 4
Criminal justice system:	Impaired Driving Emphasis Work Plan Page 5
Communication program:	Impaired Driving Emphasis Work Plan Page 4
Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation:	Impaired Driving Emphasis Work Plan Page 5
Program evaluation and data:	Full Comprehensive Highway Safety Plan Page 2

Upload a copy of the Statewide impaired driving plan. The strategic plan must contain the following information, in accordance with part 3 of appendix B: (i) Section that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval; (ii) List that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives

from areas such as 24-7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication; (iii) Strategic plan based on the most recent version of Highway Safety Program Guideline No. 8—Impaired Driving, which, at a minimum, covers the following — (A) Prevention; (B) Criminal justice system; (C) Communication programs; (D) Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation; and (E) Program evaluation and data. The plan must also include the following: (i) Review that addresses in each plan area any related recommendations from the assessment of the State's impaired driving program; (ii) Detailed project list for spending grant funds on impaired driving activities listed in 23 C.F.R. 1300.23(j)(4) must include high-visibility enforcement efforts, at the level of detail required under 23 C.F.R. 1300.11(d); and (iii) Description of how the spending supports the State's impaired driving program and achievement of its performance targets, at the level of detail required under 23 C.F.R. 1300.11(d).

Documents Uploaded

No documents uploaded to GMSS

Assessment recommendations

Enter a direct copy of the section of the statewide impaired driving plan that contains a review that addresses in each plan area any related recommendations from the assessment of the State's impaired driving program.

Montana's 2016 Impaired Driving Assessment

Montana is above the national average for the percentage of alcohol related fatalities on roadways. Montana's alcohol-impaired fatality rate is 0.66 per 100 million Vehicle Miles Traveled (VMT), which is consider high-range. High Range States are required to complete an Impaired Driving (ID) Assessment every three years. On April 11-15, 2016, an ID Assessment was conducted where over 60 professionals representing various state and local organizations participated. The ID Assessment was conducted by a six (6) member team designed to take a comprehensive look at state, local and tribal impaired driving programs within Montana. In total, there were **sixteen (16) priority recommendations** and eighty (80) lower tier recommendations. Outlined below are those recommendations, their tie to Montana's Comprehensive Highway Safety Plan (CHSP) and how it is addressed by the state. States's response to the recommendations was approved by the ELT on 3/13/2018.

Priority Recommendations

I. Program Management and Strategic Planning

Priority Recommendations	CHSP EA Strategy	Addressed by state
<p>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.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations</p>	<p>Montana's Highway Safety Plan (HSP) requires core safety performance measures as a contingency to receive National Highway Traffic Safety Funds (NHTSA) funds. Additionally, Montana's Comprehensive Highway Safety Plan develops, and tracks targets based upon roadway crashes and identifies areas of needed.</p> <p>A working group of the Impaired Driving Emphasis Area (ID EA) is in place focusing on data collection for other data elements. Data elements will include: arrest, prosecution, adjudication and administrative sanctions. These systems do not connect to track DUI arrest all the way through convictions. The Montana Department of Transportation (MDT), Montana Highway Patrol (MHP) and the Montana Board of Crime Control (MBCC) have had successful collaboration in aggregating statewide DUI citation data</p>

since 2011. Citation data will continue to be evaluated for trends at the state level and within counties across Montana.

There are long term projects underway to track incidents, including DUI offenses, from arrest through incarceration. The most recent attempts of the web-based portal started with the 2014 National Criminal History Improvement Program (NCHIP) grant and continues through the 2018 NCHIP grant. This project includes criminal justice practitioners across the justice system, from local law enforcement, to courts and corrections. These practitioners are working to build data exchanges to allow a seamless flow of information. The estimated completion date will likely be 2020, with full implementation statewide at a later date. The point agency for the NCHIP is the Board of Crime Control, Department of Corrections.

At the local level, Driving Under the Influence Task Forces (DUI TF's), Selective Traffic Enforcement Program (STEP) grantees and other relevant stakeholders are encouraged to track local system processes such as arrest through conviction rates and identify system gaps and need for improvement.

Allocate additional resources to on-site monitoring and technical 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.

Internal Process

MDT currently has staff dedicated to providing technical assistance to county DUI Task Forces and subgrantees. MDT will continue with this process.

Determine the causes for the decline in reinstatement fees and implement a strategy to avoid further severe impacts on DUI task force funding.

CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations

A working group of the ID EA is in place focusing on data collection. Data elements will include: arrest, prosecution, adjudication and administrative sanctions. This will help establish some causal factors that impact reinstatement fees.

There are many variables to consider when assessing declines in reinstatement fees collected. Those include but are not limited to: overall reductions in the prevalence of impaired driving, reductions in arrests, out-of-state driver convictions, increased access to public transportation, DUI dismissals/pleas and ultimately number of convictions.

At the local level, DUI TF's, STEP grantees and other relevant stakeholders are encouraged to track local system processes such as arrest through conviction rates that may determine the causes of reinstatement fees steady decline.

Implement a strategy that would allow some proportion of DUI fines to be used specifically for impaired driving prevention. CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations

Fines are disposed of pursuant to 3-10-601 (Justice Courts) ½ to County General Fund, ½ to State General Fund. District Court fines are disposed of pursuant to 46-18-235 to the State General Fund.

Counties have local control of local funds and utilize based upon local priorities and resources available.

Any strategy changing proportion of fines distribution will require legislative approval.

I. Prevention

Conduct a review of the distribution of the Liquor Enterprise Fund and recommend a distribution scheme based on strategic prevention plans. CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations

Department of Revenue (DOR) publishes a report titled, *Liquor Enterprise Fund, Report of Operations*. This report provides a review of the Liquor Enterprise Fund operations.

Distribution of alcohol taxes is outlined in MCA, title 16. A percentage of alcohol tax goes into the general fund and a percentage to a special revenue account that is then distributed to counties.

Funds that are distributed to counties are then passed through to state approved treatment programs for the treatment, rehabilitation, and prevention of alcoholism and chemical dependency.

The Montana Department of Public Health and Human Services (M-DPHHS) approves all state treatment programs. M-DPHHS requires local strategic planning from state approved treatment programs. Part of that strategic planning encompasses alcohol tax revenue.

Alcohol tax is tied to county plans outlined in ARM, subchapter 37.27.3

DOR and M-DPHHS are part of the ELT and ID EA.

Enact a ten cent per drink additional alcohol tax and dedicate revenues to prevention and treatment of alcohol abuse and impaired driving. CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations

Montana State Legislation history has consistently been reluctant to increase taxes. MDT and stakeholders will continue to monitor proposed legislation in future sessions that may increase alcohol tax.

Recent activity in the legislative session includes: Senate Bill 191 proposed to revise wine tax and SB 328 proposed to generally revise alcohol tax. Both did not make it through session.

I. Criminal Justice System

<p>Enact legislation establishing a primary seat belt law for Montana</p>	<p>Strategies for increasing occupant protection fall under the purview of CHSP Occupant Protection Emphasis Area Team.</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>There have been several attempts to pass legislation with no success.</p> <p>MDT and partners will continue to provide necessary information to policy makers on impacts of enacting a primary seatbelt law.</p> <p>Proposed legislation in future sessions will be monitored.</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>Training for prosecutors in Montana is available. Montana has several venues providing prosecution training including annual County Attorney Statewide Conferences, Municipal Prosecutor Conferences and local trainings.</p> <p>Montana does have a Traffic Safety Resource Officer (TSRO) that provides some impaired driving training and technical assistance to prosecutors.</p> <p>Most recently, the TSRO and an County Attorney from Ravalli County will be providing an impaired driving training, which includes drugged driving content, to city prosecutors at a Montana League of City and Towns Conference.</p> <p>Additionally, there is a <i>Prosecuting a DUI</i> handbook available to prosecutors statewide.</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>Current funding availability isn't conducive to a full time TSRP.</p> <p>MDT does allocate a portion of highway traffic safety funding to trainings for prosecutors in Montana.</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>Currently, there is no suspension period for a base license for a test failure. The period of suspension for a test refusal (6 months or 1 year, plus \$300 administrative fee) is currently longer than for a test failure (no suspension period). For individuals in a commercial vehicle who fail a test or who refuse a test are both treated as a major offense and in compliance with federal law receive a one year or lifetime suspension, depending on whether it is a first or second major offense.</p>
<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, 	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.</p>	<p>The Motor Vehicle Division (MVD) of the Montana Department of Justice (MDOJ) is the state agency with oversight of the ignition interlock program. MVD developed administrative rules for interlock, including:</p> <ul style="list-style-type: none"> oversight of vendor selection, certification, and monitoring; review of interlock reports, including all instances where an interlock device was circumvented or tampered with; sanction for circumvention or tampering, and taking action on other non-compliance with IID licensure when reported by the referring agency.

<p>certification, and monitoring;</p> <ul style="list-style-type: none"> • 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>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>In March of 2015, the RAND Corporation completed a working paper, <i>The Effect of Montana's 24/7 Sobriety Program on DUI Re-arrest</i>. The analysis provides support that the 24/7 is an effective way to deter drinking among individuals with histories of alcohol-related crime.</p> <p>The 24/7 Program in neighboring state, South Dakota, has completed a comprehensive study that included survival rate analysis and other measurements. Montana operates a similar program.</p> <p>Montana's 24/7 currently collects offender information in a statewide repository for evaluation purposes. Internal and external resources are being examined for a comprehensive study of the Montana 24/7 Program.</p>

I. Communication Program

<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</p>	<p>Internal Process</p>	<p>MDT participates fully in NHTSA required National Mobilizations.</p> <p>Following the Drive Sober Labor Day National Mobilization, MDT conducts intercept surveys within the Department of Motor Vehicles to gauge the public's perception and awareness of traffic safety messages. Montana does evaluate the aggregated survey responses and makes necessary adjustments to mobilizations.</p> <p>Additionally, as a requirement of MDT's media contract, an evaluation component is required and reported to MDT on a</p>
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planning, media selection, implementation, and decisions regarding paid media.

quarterly basis. Subsequent media activities are based upon continued evaluation.

MDT will continue to work with state and local groups in evaluating media effectiveness.

I. Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation

Conduct alcohol and substance abuse assessments prior to the start of the PRIME for Life® classes and make referrals to treatment immediately upon determination of need for treatment.

CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.

The Addictive and Mental Health Disorders Division (AMDD), a division of M- DPHHS and oversees all state approved treatment programs throughout Montana. Please note that not all state-approved programs deliver PRIME for Life®

AMDD - DPHHS works with the local treatment programs to have assessments prior to Prime for Life. Regardless, completion of Prime For Life is not contingent on any assessment recommendation, it is required for first time DUI Offenders automatically, per MCA.

Practices of state-approved programs is to make appropriate referrals in a timely manner based upon assessment.

The DPHHS is represented on the ELT and ID EA.

Create a unified, complete tracking system to track all DUI offenders.

CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.

A working group of the ID EA is in place focusing on data collection for other data elements. Data elements will include: arrest, prosecution, adjudication and administrative sanctions. These systems do not connect to track DUI arrest all the way through convictions.

MDT, MHP and the MBCC have had successful collaboration in aggregating statewide DUI citation data since 2011. Citation data will continue to be evaluated for trends at the state level and within counties across Montana.

There are long term projects underway to track incidents, including DUI offenses, from arrest through incarceration. The most recent attempts of the web-based portal started with the 2014 NCHIP grant and continues through the 2018 NCHIP grant. This project includes criminal justice practitioners across the justice system, from local law enforcement, to courts and corrections. These practitioners are working to build data exchanges to allow a seamless flow of information. The estimated completion date will likely be 2020, with full implementation statewide at a later date. The point agency for the NCHIP is the Board of Crime Control, Department of Corrections.

At the local level, DUITF's, STEP grantees and other relevant stakeholders are encouraged to track local system processes such as

arrest through conviction rates and identify system gaps and need for improvement.

I. Program Evaluation and Data

Build a data warehouse (DW) of traffic safety records. Use this system for reporting and data analysis. Make this DW the central repository of integrated data from all sources. Ensure that the DW stores current and historical data and is used for creating analytical reports for end users throughout the State. Create an online statistical analysis tool to access the DW.

CHSP ID EA Strategy 2: Reduce impaired driving through enforcement

MDT and other traffic safety partners utilize problem identification in targeting resources towards specific areas or drivers.

MDT does and will continue to utilize Safety Information Management System (SIMS) in problem identification. SIMS provides comprehensive access to crash data, including police reports, maps, notes and vehicle and driver information. All data is treated confidentially and forms the basis for corrective projects in cases where the infrastructure can be part of the problem. The system also compares crashes with roadway characteristics and tracks the impact of traffic safety programs.

Other agencies utilize other systems that track records. Those agencies are represented on the Traffic Record Coordinating Committee (TRCC). Even though a single warehouse does not exist, partners readily share necessary traffic records information. Building a one-stop shop repository will continue to be discussed.

General Recommendations

I. Program Management and Strategic Planning

A. State and Tribal DWI Task Forces or Commissions

Recommendation

CHSP EA Strategy

Addressed by state

Track the progress of the Montana Executive Leadership Team to provide documentation that can assist other states in the implementation and operation of their executive leadership teams.

Internal Process

Montana has developed the Executive Leadership Team (ELT).

MDT will continue to collect minutes from the ELT meetings and provide documentation when requested.

Utilize the “Elements of a Well-rounded DUI Task Force Program” to assess the composition and extent of activities of the county DUI task forces.	CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.	MDT utilizes the elements of a well-rounded DUI TF to assess the composition and activities of county DUI TF’s.
Continue to review membership among the various task forces and work groups and encourage additional participation.	CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.	MDT will review and encourage additional participation in county DUI TF’s.
Continue to share best practices, especially on the county DUI task force website, to assist those task forces to implement successful activities.	CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.	MDT will continue to provide DUI TF’s best practices through a viable website.

B. Strategic Planning

Recommendation	CHSP EA Strategy	Addressed by state
<p>Priority Recommendation:</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations</p>	<p>Montana’s HSP requires core safety performance measures as a contingency to receive NHTSA funds. Additionally, Montana’s Comprehensive Highway Safety Plan develops, and tracks targets based upon roadway crashes and identifies areas of needed.</p>
<p>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.</p>		<p>A working group of the ID EA is in place focusing on data collection for other data elements. Data elements will include: arrest, prosecution, adjudication and administrative sanctions. These systems do not connect to track DUI arrest all the way through convictions.</p> <p>MDT, MHP and the MBCC have had successful collaboration in aggregating statewide DUI citation data since 2011. Citation data will continue to be evaluated for trends at the state level and within counties across Montana.</p> <p>There are long term projects underway to track incidents, including DUI offenses, from arrest through incarceration. The most recent attempts of the web-based portal started with the 2014 NCHIP grant and continues through the 2018 NCHIP grant. This project includes criminal justice practitioners across the justice system, from local law enforcement, to courts and corrections. These practitioners are working to build data exchanges to allow a seamless flow of information. The estimated completion date will likely be 2020, with full implementation statewide at a later date. The point agency for the NCHIP is the Board of Crime Control, Department of Corrections.</p> <p>At the local level, DUIIF’s, STEP grantees and other relevant stakeholders are encouraged to track local system processes such as arrest through conviction rates and identify system gaps and need for improvement.</p>

Create a challenging goal Internal/External Process

Vision Zero focuses on:

for impaired driving that Vision Zero: Overarching goal for the CHSP. reflects a concerted effort toward improvement by all partners. This may need to be done outside of the Traffic Highway Safety Plan.

1. **Education** through public information campaigns during the busiest travel periods and local outreach through Buckle Up Montana, DUI Task Force and Safe On All Roads (SOAR) programs, including teen traffic safety educational programming.

2. **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, when traffic enforcement is increased around the busiest travel times of the year and around events that include an emphasis of alcohol consumption.

3. **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.

4. **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.

Plan and implement CHSP ID EA Strategy 1 – 4. innovative projects for impaired driving, particularly to address long-standing cultural issues in the State; search for innovative projects in other states' highway safety programs through the Governor's Highway Safety Association, the American Association of State Highway Traffic Safety Administrators, and/or directly with similar states.

MDT implements the Safe On All Roads (SOAR) program, which is a culture specific program that provides strong and meaningful messages relevant to the individual culture of each community. Coordinators living and working in the community manage their local program and assist in developing appropriate education material.

MDT is a member of both the Highway Safety Association and the American Association of State Highway Safety Administrators.

MDT will continue to communicate with neighboring rural states about their traffic safety efforts, to include innovative projects.

MDT has a statewide competitive Highway Safety Request For Proposal (RFP) process, which includes an evaluation for potential innovative projects.

C. Program Management

Recommendation CHSP EA Strategy

Addressed by state

Analyze the allocation of Internal Process points for highway safety grant proposal review to determine whether criteria are valued appropriately and adjust as needed.

MDT, State Highway Traffic Safety Section (SHTSS) utilizes a competitive Highway Safety RFP process for grants. There is a review process that encompasses a rubric scoring system for grant reviews. Projects that outline strategies of the CHSP, receive increase point allocation.

MDT continues to evaluate needs at the state and local level, current state/local resources, past performance and application completeness when making funding decisions.

The rubric process is evaluated internally on an annual basis for necessary adjustments to point allocations.

Update the Contract Management Manual for recipients of federal highway safety grant funding to reflect current law and practices.

The contract manual has been updated to include new FAST act regulations.

Priority Recommendation:

MDT currently has staff dedicated to providing technical assistance to county DUI Task Forces and subgrantees. MDT will continue with this process.

Allocate additional resources to on-site monitoring and technical 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.

Review the roles and responsibilities of the impaired driving coordinator to ensure a strong focus on impaired driving program planning and management; determine whether any functions or tasks might be appropriately allocated elsewhere or reassigned.

MDT utilizes internal processes when evaluating employees that includes reviewing role and responsibilities of specific staff. This process encompasses the role of the impaired driving coordinator.

D. Resources

Recommendation	CHSP EA Strategy	Addressed by state
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Priority Recommendation: CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations

Determine the causes for the decline in reinstatement fees and implement a strategy to avoid further severe impacts on DUI task force funding.

A working group of the ID EA is in place focusing on data collection. Data elements will include: arrest, prosecution, adjudication and administrative sanctions. This will help establish some causal factors that impact reinstatement fees.

There are many variables to consider when assessing declines in reinstatement fees collected. Those include but are not limited to: overall reductions in the prevalence of impaired driving, reductions in arrests, out-of-state driver convictions, increased access to public transportation, DUI dismissals/pleas and ultimately number of convictions.

At the local level, DUITF's, STEP grantees and other relevant stakeholders are encouraged to track local system processes such as arrest through conviction rates that may determine the causes of reinstatement fees steady decline.

Identify the use of alcohol license fees and beer/wine taxes and ensure their use is as legislatively intended. CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations

Department of Revenue (DOR) publishes a report titled, *Liquor Enterprise Fund, Report of Operations*. This report provides a review of the Liquor Enterprise Fund operations.

Distribution of alcohol taxes is outlined in MCA, title 16. A percentage of alcohol tax is deposited into the general fund and a percentage into a special revenue account that is then distributed to counties.

Funds that are distributed to counties are then passed through to state approved treatment programs for the treatment, rehabilitation, and prevention of alcoholism and chemical dependency.

M-DPHHS approves all state treatment programs. M-DPHHS requires local strategic planning from state approved treatment programs. Part of that strategic planning encompasses alcohol tax revenue.

Alcohol tax is tied to county plans outlined in ARM, subchapter 37.27.3

Determine the funding implications of the Fixing America's Surface Transportation Act for the impaired driving program and projects. Internal Process

The Fixing America's Surface Transportation Act made no substantial changes to impaired driving program funding.

Priority Recommendation: CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations

Implement a strategy that would allow some proportion of DUI fines to be used specifically for

Fines are disposed of pursuant to 3-10-601 (Justice Courts) 1/2 to County General Fund, 1/2 to State General Fund. District Court fines are disposed of pursuant to 46-18-235 to the State General Fund.

Counties have local control of local funds and utilize based upon local priorities and resources available.

impaired driving prevention.

Continue coordination with CHSP ID EA Strategy 1: Reduce impaired driving the county DUI task forces through improved processes and regulations to ensure that different funding streams complement each other.

Coordinate with the Bureau of Indian Affairs (BIA), Highway Safety Program, to be knowledgeable of and potentially assist with BIA highway safety grant funding to tribes that reside within Montana.

Any strategy changing proportion of fines distribution will require legislative approval. There have been no proposed legislation changing proportions in the 2017 Session.

MDT currently has a dynamic traffic safety program website that posts all active DUI Task Forces, STEP programs, DUI Courts, etc. that are funded out of NHTSA funds. This information is shared with funding recipients statewide so programs and funding streams can complement each other.

There are also funding streams from the Substance Abuse and Mental Health Services Administration (SAMHSA) that are managed by M-DPHHS specifically designated for community substance abuse. DUITF's are connected to programs that are funded from M-DPHHS.

M-DPHHS is represented on the CHSP and ELT.

Montana currently has MOU's with tribal councils for the SOAR program. MDT provides technical assistance through the cultural liaison.

Through MDT's SOAR program and the cultural liaison, BIA's Highway Safety Program will be continually monitored for collaboration efforts with Montana tribes.

II. Prevention

A. Responsible Alcohol Service

Recommendation	CHSP EA Strategy	Addressed by state
Implement an active Epidemiological Workgroup to conduct comprehensive analyses of factors related to alcohol use and negative health consequences in Montana.	CHSP ID EA Strategy 3: Reduce impaired driving through prevention education.	M-DPHHS is actively engaged with the CHSP implementation and is part of the ELT and ID EA. M-DPHHS does have an Epidemiological Workgroup working under a state block grant, required by a SAMSHA. Additionally, Montana has an Office of Epidemiology and Scientific Support that is within M-DPHHS. This Office provides accurate and timely data to public health programs, local health agencies, policy makers and community groups.
Priority Recommendation:	CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations	Department of Revenue (DOR) publishes a report titled, <i>Liquor Enterprise Fund, Report of Operations</i> . This report provides a review of the Liquor Enterprise Fund operations.

Conduct a review of the distribution of the Liquor Enterprise Fund and recommend a distribution scheme based on strategic prevention plans.

Distribution of alcohol taxes is outlined in MCA, title 16. A percentage of alcohol tax goes into the general fund and a percentage to a special revenue account that is then distributed to counties.

Funds that are distributed to counties are then passed through to state approved treatment programs for the treatment, rehabilitation, and prevention of alcoholism and chemical dependency.

The Montana Department of Public Health and Human Services (M-DPHHS) approves all state treatment programs. M-DPHHS requires local strategic planning from state approved treatment programs. Part of that strategic planning encompasses alcohol tax revenue.

Alcohol tax is tied to county plans outlined in ARM, subchapter 37.27.3

Revise dram shop liability statutes to provide a longer filing period and greater awards. CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations

Recent history has yielded no legislative action on dram shop statute. MDT and stakeholders will continue to monitor proposed legislation in future sessions.

Enact a statewide social host statute. CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations

Some Montana cities have enacted social host ordinances. Counties may not enact social host ordinances unless authorized by the Montana legislature. Municipalities throughout Montana continue to consider local ordinances. MDT and stakeholders will continue to monitor proposed legislation in future sessions.

Priority Recommendation: CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations

Enact a ten cent per drink additional alcohol tax and dedicate revenues to prevention and treatment of alcohol abuse and impaired driving.

Montana State Legislation history has consistently been reluctant to increase taxes. MDT and stakeholders will continue to monitor proposed legislation in future sessions that may increase alcohol tax. Recent activity in the legislative session includes: Senate Bill 191 proposed to revise wine tax and SB 328 proposed to generally revise alcohol tax. Both did not make it through session.

B. Community-Based Programs

B. 1 Schools

Recommendation	CHSP EA Strategy	Addressed by state
<p>Provide assistance to local prevention organizations in developing and implementing strategic prevention plans that identify evidence-based strategies to reduce risk factors for impaired driving, underage drinking and substance abuse.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>MDT provides assistance to County DUITF's across the state. DUITF's are active participants in local strategic planning.</p> <p>M-DPHHS provides funding to prevention specialist in counties across the state through Substance Abuse Prevention bock grant dollars. Part of the requirements for funding is local strategic prevention planning that identifies strategies to reduce impaired driving and other unhealthy behaviors.</p> <p>DPHHS is on the ELT and ID EA.</p>
<p>Create sustainable sources of funding for implementation of prevention programs.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>MDT and stakeholders will continue to look at other sustainability options that may include: other federal funding sources; review of the current funding streams for long term funding and other prevention foundations.</p> <p>A percentage of current Alcohol Tax is passed through to Counties throughout Montana for the prevention/intervention of substance abuse. This is a sustainable source.</p>
<p>Provide resources for implementation of strategic prevention plans.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>MDT provides assistance to county DUITF's across the state. DUITF's are active participants in local strategic planning.</p> <p>DPHHS provides funding to prevention specialist in counties across the state through Substance Abuse Prevention bock grant dollars. Part of the requirements for funding is local strategic prevention planning that identify strategies to reduce impaired driving and other unhealthy behaviors.</p> <p>DPHHS is on the ELT and ID Emphasis Area Team.</p>
<p>Coordinate school-based impaired driving activities with evidence-based alcohol and substance abuse prevention programs.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>The Office of Public instruction (OPI) is part of the ELT and the ID Emphasis Area Team.</p> <p>OPI's Health Enhancement and Safety Division supports schools and communities through standards and programs designed to promote health, increase safety, and improve nutrition in Montana schools. This Division provides resources designed to prevent major health problems and health-risk behaviors among youth and to help Montana students reach their full potential.</p>
<p>Establish a college impaired driving and alcohol and</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>Representatives of Montana colleges currently participate in respective consortiums.</p>

substance abuse prevention consortium.

Montana participates in the American College Health Association (ACHA) Within that Montana is part of a Regional Group – Rocky Mountain Health Coalition

Montana is also part of NASPA – Student Affairs Administrators in Higher Education

Both organizations focus on college substance abuse prevention, including impaired driving.

B-2. Employers

Recommendation	CHSP EA Strategy	Addressed by state
Integrate impaired driving information into Employee Assistance and other programs.	CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.	Employee Assistance Programs include substance abuse intervention and treatment resources.
Provide impaired driving educational materials to employers for inclusion in company newsletters, posting in facilities and employee work areas, and for use in employee safety training.	CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.	A <i>Driving in Montana</i> poster, <i>What a DUI Will Cost You</i> brochure, and <i>Pick Your Ride</i> rack card have been developed and distributed statewide. Local DUITF’s distribute them at the local level, to include employers.

B-3. Community Coalitions and Traffic Safety Programs

Recommendation	CHSP EA Strategy	Addressed by state
Ensure that highway safety and health professionals collaborate in all local, regional and state traffic safety, substance abuse, underage drinking and health and wellness task forces	CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving	Collaboration occurs at the state level and is encouraged at the local level. MDT traffic safety subgrantees, local schools, prevention specialists, DUI Task Forces, etc. are encouraged to involve health and safety professionals in their projects.
Provide assistance to community coalitions in maximizing utilization of the strategic plan and resources of the Interagency Coordinating	CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving	MDT provides assistance to County DUITF’s across the state. M-DPHHS provides funding to prevention specialist in counties across the state through Substance Abuse Prevention bock grant dollars.

Council (ICC) for State Prevention Programs.

M-DPHHS is the lead for the ICC and coordinates a monthly prevention web-ex for partners statewide. Included in the resources provided statewide, is access to planning and resources of the ICC.

M-DPHHS is on the ELT and ID Emphasis Area Team.

B-4. Transportation Alternatives

Recommendation	CHSP EA Strategy	Addressed by state
Ensure that all designated driver programs stress “no use” of alcohol messages for the designated driver	CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations	Information about “no use” will be disseminated to all stakeholders, including county DUI Task Forces and the CHSP team members.
Ensure alternative transportation programs do not encourage or enable excessive drinking	CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations	The state’s RASS training emphasizes to servers/sellers of alcohol that having a safe ride home does not override state law that makes it illegal to sell/serve to obviously intoxicated persons.
Ensure that both designated driver and safe ride programs prohibit consumption of alcohol by underage individuals or unintentionally promote over-consumption.	CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations	The state’s RASS training emphasizes to servers/sellers of alcohol that having a safe ride home does not override state law that makes it illegal to sell/serve to obviously intoxicated persons.

Criminal Justice System

A. Laws

Recommendation	CHSP EA Strategy	Addressed by state
Priority Recommendation	Strategies for increasing occupant protection fall under the purview of CHSP Occupant Protection Emphasis	There have been several attempts to pass legislation with no success.

Enact a primary seat belt Area Team.

law for Montana

CHSP OP EA Strategy 1: Support policies, education, training, programs, and activities that promote and increase seat belt and child safety seat use.

MDT and partners will continue to provide necessary information to policy makers on impacts of enacting a primary seatbelt law.

Pass a statewide penal offense for a driver that refuses a breath or blood test request when probable cause exists to believe the driver is driving while impaired.

CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations

In 2016, the United States Supreme Court ruled that criminalization of a blood refusal violates the United States Constitution.

A bill to criminalize breath refusals was put forward to the Legislature in a previous session and failed to be enacted.

Under current law, there is no statute criminalizing a refusal. A previous breath refusal is one way an individual may be charged with an aggravated DUI for a subsequent DUI.

Pass a law specifically sanctioning sobriety checkpoints.

CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations

Montana Statute law provides law enforcement with the ability to establish temporary roadblocks.

Temporarily roadblocks are conducted in accordance with § 46-5-502.

DUI checkpoints may be conducted on reservation land by tribal and federal law enforcement entities.

Amend the law allowing for blood draw evidence warrants to include seeking a warrant for first time offenders.

CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations

Membership of the ELT and ID EA include members from the Attorney General's Office, Law Enforcement and Judiciary.

Members of the ELT and ID EA will continue to monitor proposed legislation that may impact blood draw evidence for first time offenders.

Eliminate the statute that limits dram shop liability.

CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations

Recent history has yielded no legislative action on dram shop statute.

MDT and stakeholders will continue to monitor proposed legislation.

Pass a statewide social host liability statute.

CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations

Some Montana cities have enacted social host ordinances.

Those local ordinances are shared with DUITF's and prevention specialists statewide. Municipalities throughout Montana continue to consider local ordinances.

MDT and stakeholders will continue to monitor proposed legislation that would allow for a statewide social host statute.

Create an oversight mechanism to ensure enacted statutes to fight impaired driving are being implemented and enforced.

CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.
CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.

Prosecution, law enforcement and the Judiciary are members of the ELT and ID EA. Each organization has sets of administrative rules, policies and procedures on enacted statutes.

The mechanism is in place to encourage enacted statutes be implemented and enforced.

B. Enforcement

Recommendation	CHSP EA Strategy	Addressed by state
<p>Priority Recommendation:</p> <p>Enact a legislation establishing a primary seat belt law.</p>	<p>Strategies for increasing occupant 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>There have been several attempts to pass legislation with no success.</p> <p>MDT and partners will continue to provide necessary information to policy makers on impacts of enacting a primary seatbelt law.</p> <p>Proposed legislation in future sessions will be monitored.</p>
<p>Pass a law specifically sanctioning sobriety checkpoints.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations</p>	<p>Montana law provides law enforcement with the ability to establish temporarily roadblocks, but it does not sanction sobriety checkpoints.</p> <p>Legislative sessions will continue to be monitored for proposed legislation for sobriety checkpoints.</p> <p>DUI checkpoints may be conducted on reservation land by tribal and federal law enforcement entities.</p>
<p>Encourage law enforcement agencies to expand the use of driver's license and vehicle safety checkpoints and to ensure adequate screening for impaired drivers during those events.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>Montana law provides law enforcement with the ability to establish temporarily roadblocks, but it does not sanction sobriety checkpoints.</p> <p>Legislative sessions will continue to be monitored for proposed legislation for sobriety checkpoints.</p> <p>DUI checkpoints may be conducted on reservation land by tribal and federal law enforcement entities.</p>
<p>Identify a funding methodology to provide updated breath and blood testing instrumentation.</p>	<p>CHSP ID EA Strategy 2: Reduce impaired driving through enforcement.</p> <p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>The Attorney General is on the ELT. The Attorney General's Office oversees the Forensic Science Division (FSD) of the Montana Department of Justice. The FSD oversees the breath testing program for the state.</p> <p>Funding methodologies will continue to be evaluated. Supporting the FSD is part of Montana's ID EA strategies. Traffic Records funding is currently being assessed if it meets the baseline requirements of Traffic Records funding, which includes improvement of current traffic records systems. The discussions will continue with stakeholders and with NHTSA.</p>

<p>Expand the Law Enforcement Liaison Program to provide better coverage throughout the State.</p>	<p>CHSP ID EA Strategy 2: Reduce impaired driving through enforcement.</p>	<p>MDT currently provides funding for Law Enforcement Liaisons in Montana and plans on continuing to support the program. Current Law Enforcement Liaisons cover a large portion of Montana. Expansion of the program will continue to be evaluated and dependent on resource availability.</p>
<p>Evaluate activities conducted by law enforcement agencies using Selected Traffic Enforcement Program (STEP) grant funding provided to enhance enforcement during large community events to ensure appropriate use of funds.</p>	<p>CHSP ID EA Strategy 2: Reduce impaired driving through enforcement.</p>	<p>MDT does and will continue to utilize program evaluation and problem identification in making funding decisions.</p> <p>Current grant programs of MDT are required to complete internal evaluations on activities. MDT evaluates grant programs through quarterly reporting and onsite monitoring. This process will continue.</p>
<p>Educate law enforcement, prosecutors, judges and legislators on the effectiveness, use, and appearance of ignition interlock devices.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>MDT provides funding for enforcement, prosecution and judicial training. Ignition Interlock Devices has been part of past trainings and can be considered for future training topics.</p> <p>The MVD, MDOJ is the state agency with oversight of the ignition interlock program and is charged with developing administrative rules, which have been drafted. Information from the Administrative rules will be considered for future trainings.</p>

C. Prosecution

Recommendation	CHSP EA Strategy	Addressed by state
<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>Training for prosecutors in Montana is available. Montana has several venues providing prosecution training including annual County Attorney Statewide Conferences, Municipal Prosecutor Conferences and local trainings.</p> <p>Montana does have a TSRO that provides some impaired driving training and technical assistance to prosecutors.</p> <p>Most recently, the TSRO and an County Attorney from Ravalli County will be providing an impaired driving training, which includes drugged driving content, to city prosecutors at a Montana League of City and Towns Conference.</p>

Execute a thorough examination of statewide practices of reductions and prosecutions and create data driven uniformity of terms, appropriate monitoring of offenders and enforcement of terms so consistency is achieved across the State.

CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations

Additionally, there is a *Prosecuting a DUI* handbook available to prosecutors statewide.

A working group of the ID EA is in place focusing on data collection for other data elements. Data elements will include: arrest, prosecution, adjudication and administrative sanctions. These systems do not connect to track DUI arrest all the way through convictions.

MDT, MHP and the MBCC have had successful collaboration in aggregating statewide DUI citation data since 2011. Citation data will continue to be evaluated for trends at the state level and within counties across Montana.

There are long term projects underway to track incidents, including DUI offenses, from arrest through incarceration. The most recent attempts of the web-based portal started with the 2014 NCHIP grant and continues through the 2018 NCHIP grant. This project includes criminal justice practitioners across the justice system, from local law enforcement, to courts and corrections. These practitioners are working to build data exchanges to allow a seamless flow of information. The estimated completion date will likely be 2020, with full implementation statewide at a later date. The point agency for the NCHIP is the Board of Crime Control, Department of Corrections.

At the local level, DUITF's, STEP grantees and other relevant stakeholders are encouraged to track local system processes such as arrest through conviction rates and identify system gaps and need for improvement.

Priority Recommendation:
Fund and reinstitute the Traffic Safety Resource Prosecutor.

CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.

Current funding availability isn't conducive to a full time TSRP, but some highway traffic safety funding is dedicated to trainings for prosecutors in Montana.

Create an education program for County Attorneys and city officials to educate and emphasize the importance of impaired driving prosecution.

CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.

The TSRO provides valuable statewide, which can include education to County Attorney's and City Officials.

Most recently, the TSRO and an County Attorney from Ravalli County will be providing an impaired driving training, which includes drugged driving content, to city prosecutors at a Montana League of City and Towns Conference.

ELT has representation from the County Attorney's Association and City of Leagues and Towns. Training will continue to be discussed at the ELT and ID EA team meetings.

D. Adjudication

Recommendation	CHSP EA Strategy	Addressed by state
Provide annual mandatory judicial education to all trial court Judges in the adjudication of impaired driving cases.	CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.	<p>The Office of the Court Administrator (OCA) currently provides annual trainings to Judges.</p> <p>Impaired Driving topics are common within those trainings.</p> <p>OCA is represented on the ELT and ID EA.</p>
Convene a conference for Judges on Impaired Driving case adjudication.	CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.	<p>The Office of the Court Administrator (OCA) currently provides annual trainings to Judges.</p> <p>Impaired Driving topics are common within those trainings.</p> <p>OCA is represented on the ELT and ID EA</p> <p>Resource and staffing availability continues to be evaluated for a dedicated conference for Judges on Impaired Driving case adjudication.</p>
Encourage the continued development of Driving Under the Influence treatment courts.	CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.	<p>MDT currently provides funds for DUI Treatment Courts and continues to work with individual courts on sustainability options. MDT also provides funding for new courts to attend training through the National Center for DWI Courts.</p> <p>The ELT's Judicial Representative is also NHTSA's Regional Judicial Outreach Liaison (JOL). The JOL and MDT has a vested interest in expanding treatment court services throughout Montana, but it ultimately is dependent on availability of federal funding.</p>
Expand the teleservices component of Veterans Courts into Driving Under the Influence Courts.	CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.	<p>OCA and a Judicial Representative is represented on the ELT and ID EA.</p> <p>OCA oversees all treatment courts in Montana and works continuously on expanding all services to participants, to include teleservices for Veterans Courts.</p> <p>The ELT's Judicial Representative is also NHTSA's Regional Judicial Outreach Liaison (JOL). The JOL has a vested interest in expanding services throughout Montana.</p>
Execute a thorough examination of the practice of sentence reductions and create data driven uniformity of terms, appropriate monitoring of offenders and enforcement of terms.	CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.	<p>A working group of the ID EA is in place focusing on data collection for other data elements. Data elements will include: arrest, prosecution, adjudication and administrative sanctions. These systems do not connect to track DUI arrest all the way through convictions.</p> <p>MDT, MHP and the MBCC have had successful collaboration in aggregating statewide DUI citation data since 2011. Citation</p>

data will continue to be evaluated for trends at the state level and within counties across Montana.

There are long term projects underway to track incidents, including DUI offenses, from arrest through incarceration. The most recent attempts of the web-based portal started with the 2014 NCHIP grant and continues through the 2018 NCHIP grant. This project includes criminal justice practitioners across the justice system, from local law enforcement, to courts and corrections. These practitioners are working to build data exchanges to allow a seamless flow of information. The estimated completion date will likely be 2020, with full implementation statewide at a later date. The point agency for the NCHIP is the Board of Crime Control, Department of Corrections.

At the local level, DUITF's, STEP grantees and other relevant stakeholders are encouraged to track local system processes such as arrest through conviction rates and identify system gaps and need for improvement.

Make probation services available to misdemeanor limited jurisdiction courts to provide post sentencing monitoring of offenders.

CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.

OCA has direct connections to limited jurisdiction courts. At this time, misdemeanor services are only available in a small number of communities, depending on resources available. OCA is represented on the ELT and ID EA.

Limited Jurisdiction Courts to have resources of monitoring DUI Offenders with the 24/7 Program. Currently, the 24/7 is operational in 54 counties in Montana. There is a statewide 24/7 Coordinator available to assist local courts in setting up and/or enhancing 24/7 services.

The ELT and ID EA will continue support local jurisdictions efforts in monitoring DUI offenders.

Fund a State Judicial Outreach Liaison to assist in the education and resources of Montana's trial courts.

CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.

The Office of the Court Administrator (OCA) currently provides annual trainings to Judges. Impaired Driving topics are common within those trainings.

OCA and a Judicial Representative is represented on the ELT and ID EA.

MDT does provide a limited amount of funding for services specific to the Judicial Outreach Liaison.

The ELT's Judicial Representative is also NHTSA's Regional Judicial Outreach Liaison (JOL). The JOL has a vested interest in expanding services throughout Montana.

E. Administrative Sanctions and Driver Licensing Programs

Recommendation	CHSP EA Strategy	Addressed by state
<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>Currently, there is no suspension period for a base license for a test failure. The period of suspension for a test refusal (6 months or 1 year, plus \$300 administrative fee) is currently longer than for a test failure (no suspension period).</p> <p>For individuals in a commercial vehicle who fail a test or who refuse a test are both treated as a major offense and in compliance with federal law receive a one year or lifetime suspension, depending on whether it is a first or second major offense.</p>
<p>Pass legislation for prompt suspension of the driver's license within 30 days of arrest, which should not be delayed except when necessary upon request of the State.</p>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.</p>	<p>Currently, there is no law that requires a suspension of a driver license upon being charged with a driving under the influence charge.</p> <p>MVD, MDOJ is represented on the ELT and ID EA. The ELT and ID will monitor legislation that may impact driver's license suspensions.</p>
<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>	<p>CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.</p>	<p>The Motor Vehicle Division (MVD) of the Montana Department of Justice (MDOJ) is the state agency with oversight of the ignition interlock program. MVD developed administrative rules for interlock, including:</p> <ul style="list-style-type: none"> -oversight of vendor selection, certification, and monitoring; -review of interlock reports, including all instances where an interlock device was circumvented or tampered with; -sanction for circumvention or tampering and taking action on other non-compliance with IID licensure when reported by the referring agency.
<p>Oversight of the interlock program including vendor selection, certification, and monitoring;</p> <p>Review of data downloaded from the individual devices; and</p> <p>Administrative rules that guide sanctions for circumvention</p>		

or other non-compliance with ignition interlock licensure.

Require all persons ordered by the courts to have ignition interlock devices installed on vehicles have licenses that are easily identifiable by law enforcement officers.

CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.

For individuals who are under a court order to have an interlock, MVD places an “interlock” restriction on their driver licenses. This restriction is easily identifiable by law enforcement.

Priority Recommendation:
Complete a comprehensive study for the Montana 24/7 Sobriety Program including survival rate analysis and measurement of unanticipated consequences.

CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.

In March of 2015, the RAND Corporation completed a working paper, *The Effect of Montana’s 24/7 Sobriety Program on DUI Re-arrest*. The analysis provides support that the 24/7 is an effective way to deter drinking among individuals with histories of alcohol-related crime.

The 24/7 Program in neighboring state, South Dakota, has completed a comprehensive study that included survival rate analysis and other measurements. Montana operates a similar program.

Montana’s 24/7 currently collects offender information in a statewide repository for evaluation purposes. Internal and external resources are being examined for a comprehensive study of the Montana 24/7 Program.

Provide prosecutorial training on upholding court orders on ignition interlock.

CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.

The MVD, MDOJ is the state agency with oversight of the ignition interlock program and is charged with developing administrative rules, which have been drafted. Information from the Administrative rules will be considered for future trainings. The MVD participates regularly during statewide training on impaired driving laws.

The Montana Department of Justice, MVD is represented on the ELT and ID EA.

E-2. Programs

Recommendation

CHSP EA Strategy

Addressed by state

Set the minimum age for a learner’s permit at no younger than 16 years old.

CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.

Setting the minimal age will require change in law. A Learner license without driver education is age 16.

Any proposed legislation that would impact driver’s license will be monitored closely.

The Office of Public Instruction (OPI) is represented on the ELT and ID EA. OPI leads Montana’s Driver’s Education

Set zero alcohol while driving limits for drivers under the age of 21. CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.

Program.

Currently the per se law is .02%. Setting the per se law to zero will require legislative action.

Legislative sessions will continue to be monitored by the ELT and ID EA for proposed legislation.

Provide training for license examiners to recognize fraudulent documents and individuals seeking to apply for them. CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.

All examiners receive fraudulent document training.

Provide visually distinctive driver licenses for drivers under the age of 21 which expire at the age of 21. CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.

Currently, MVD issues credentials in compliance with American Association of Motor Vehicle Administrators (AAMVA) standards. MVD has visually distinctive driver license for individuals under 21 (portrait and different design) and 21 and over (landscape).

Require that all parents and/or guardians attend a parent meeting as part of the driver's education course to learn about their required role in the graduated driver license process. CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.

An approved Traffic Education Program for young novice drivers must include a parent meeting at the beginning of the driver education class that covers:

1. course schedule, requirements, and expectations of the teen student and the parents/guardians;
2. Information on Montana's graduated driver licensing (GDL) law and best practices.

The parent meeting attendance requirement for driver education enrollment is set by local school districts.

The Office of Public Instruction (OPI) is represented on the ELT and ID EA. OPI leads Montana's Driver's Education Program.

Limit teenage passengers to one non-family member for drivers in the first 12 months of intermediate licensure. Afterward, limit the number of teenage passengers to two non-family members until age 18. CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.

The teen passenger limits are outlined in MCA 61-5-133 which is restrictive to one non-family member for six months and then up to three passengers for the second six months. Any adjustments to the graduated license requirements will require legislative adjustments. Proposed legislation will continue to be monitored. Parents are encouraged to limit teen passengers for new drivers.

OPI is represented on the ELT and ID EA. OPI leads Montana's Driver's Education Program.

Communication Program

Recommendation	CHSP EA Strategy	Addressed by state
<p>Choose one media message for impaired driving and encourage its consistent use among all state and local partners by providing sample logos, banners, and materials that are easily used by everyone.</p>	<p>CHSP ID EA Strategy 3: Reduce impaired road users through prevention education.</p>	<p>MDT currently provides consistent impaired driving messages to localities throughout Montana and will continue to encourage the consistent usage through the ELT.</p>
<p>Create a consistent and simple Vision Zero logo for use on all materials.</p>	<p>Internal Process</p>	<p>Logo has been created and is being utilized.</p>
<p>Create and implement a program through the high schools and colleges that support youth involvement in the development of media messages for the prevention of drinking and impaired driving.</p>	<p>CHSP ID EA Strategy 3: Reduce impaired road users through prevention education.</p>	<p>OPI is a strong partner is advocating for school programs throughout Montana. OPI - Health Enhancement and Safety Division supports schools and communities through standards and programs designed to promote health, increase safety, and improve nutrition in Montana schools.</p> <p>The Montana Prevention Coalition consists of eleven separate 'state approved' chemical dependency treatment and prevention programs that will provide environmental prevention services within all 56 counties by employing Prevention Specialists. Environmental prevention strategies take place in a variety of settings including schools, employers, medical field and community coalitions.</p> <p>MDT is partnering with the Family, Career and Community Leaders of America (FCCLA) to promote Teen Traffic Safety. FCCLA's Families Acting for Community Traffic Safety (FACTS) program is a national peer education program through which students strive to save lives by educating youth and their community about traffic safety.</p> <p>MDT is offering grants (up to \$1,000.00) to student(s) who decide to promote teen traffic safety in their schools. Topics that can be included are increase seat belt use; reduce speeding; reduce distracted driving; and reduce other behaviors by teen drivers that lead to injuries and fatalities, or a combination of any of these safety issues.</p> <p>Applicants will determine the methods of educating their peers on traffic safety issues. This may include social media campaigns, in-school contests (i.e., video messaging contest, poster contest), flyers, etc. School groups will be given guidance on how to implement a successful traffic safety peer-to-peer educational program.</p>

Use one media buyer to achieve the greatest purchasing power and avoid confusion and errors in purchases.

Internal Process

MDT currently utilizes one contractor for all of State Highway Traffic Safety media.

Increase the use of media, such as billboards and variable message signs, which can extend the exposure of impaired driving messaging beyond the annual mobilization period.

Internal Process

MDT is involved in an ongoing process of increasing use of media through multiple mechanisms throughout the year, well beyond annual mobilization periods.

Identify and use outlets, such as travel and tourist bureaus and point-of-purchase venues, to reach target audiences when potentially susceptible to a safe driving message.

CHSP ID EA Strategy 3: Reduce impaired road users through prevention education.

Montana will continue to explore expanding partnerships in the travel and tourist bureaus.

A Driving in Montana poster, *What a DUI Will Cost You* brochure, and *Pick Your Ride* rack card have been developed and distributed statewide. Local DUITF's distribute them at the local level, to point of service venues.

DOR – Liquor Control Division is actively engaged with the CHSP implementation and is part of the ELT. DOR provides a variety of resources to point of sale venues that aim to mitigate impaired driving.

Develop and implement a sports marketing campaign to best reach the impaired driving target audience – males between the ages of 18 and 34.

CHSP ID EA Strategy 3: Reduce impaired road users through prevention education.

Montana developed and implemented state highway traffic messaging tailored to special sporting events throughout Montana. Social messaging and geofencing were included in targeting males between ages 18-34.

Create interactive Facebook posts to encourage viewership and engagement with impaired driving efforts.

Internal Process

MDT currently has an active Facebook. The Facebook is overseen by the Public Information Officer of MDT. It is dynamic and interactive.

Local DUITF's are encouraged to have a dedicated website and social media accounts that widen viewership and engagement.

Priority Recommendation:

Internal Process

MDT participates fully in NHTSA required National Mobilizations.

Conduct a comprehensive evaluation of impaired driving communications efforts in the State, including the impact of

Following the Drive Sober Labor Day National Mobilization, MDT conducts intercept surveys within the Department of Motor Vehicles to gauge the public's perception and awareness of traffic safety messages. Montana does evaluate the aggregated survey responses and makes necessary adjustments to mobilizations.

State and local efforts; incorporate the findings of this evaluation in subsequent media planning, media selection, implementation, and decisions regarding paid media.

Additionally, as a requirement of MDT's media contract, an evaluation component is required and reported to MDT on a quarterly basis. Subsequent media activities are based upon continued evaluation.

MDT will continue to work with state and local groups in evaluating media effectiveness.

Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation

A. Screening and Assessment

Recommendation	CHSP EA Strategy	Addressed by state
<p>Priority Recommendation:</p> <p>Conduct alcohol and substance abuse assessments prior to the start of the PRIME for Life® classes and make referrals to treatment immediately upon determination of need for treatment.</p>	<p>CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.</p>	<p>AMDD, a division of M- DPHHS, oversees all state approved treatment programs throughout Montana. Please note that not all state-approved programs deliver PRIME for Life®</p> <p>AMDD - DPHHS works with the local treatment programs to have assessments prior to Prime for Life. Regardless, completion of Prime For Life is not contingent on any assessment recommendation, it is required for DUI Offenders automatically, per MCA.</p> <p>Practices of state-approved programs is to make appropriate referrals in a timely manner based upon assessment.</p>

The DPHHS is represented on the ELT and ID EA.

A-2. Medical and Other Settings

Recommendation	CHSP EA Strategy	Addressed by state
Continue to expand Screening, Brief Intervention Referral and Treatment (SBIRT) in healthcare and other settings throughout Montana.	CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.	<p>The Montana Department of Health and Human Services (DPHHS) is represented on the ELT and ID EA.</p> <p>DPHHS has been highly active in moving forward with Medicaid Expansion.</p> <p>As part of Medicaid Expansion, alcohol screening questions have been added to a Health Risk Assessment (HRA), which is given to all Medicaid members during an outpatient visit to their healthcare provider. The HRA is an assessment of primary chronic diseases and provides an opportunity for the healthcare provider to follow-up with a brief intervention using motivational interviewing to promote behavior change with risky drinking behaviors.</p>

B. Treatment and Rehabilitation

Recommendation	CHSP EA Strategy	Addressed by state
<p>Priority Recommendation:</p> <p>Create a unified, complete tracking system to track all DUI offenders.</p>	CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.	<p>A working group of the ID EA is in place focusing on data collection for other data elements. Data elements will include: arrest, prosecution, adjudication and administrative sanctions. These systems do not connect to track DUI arrest all the way through convictions.</p> <p>MDT, MHP and the MBCC have had successful collaboration in aggregating statewide DUI citation data since 2011. Citation data will continue to be evaluated for trends at the state level and within counties across Montana.</p> <p>There are long term projects underway to track incidents, including DUI offenses, from arrest through incarceration. The most recent attempts of the web-based portal started with the 2014 NCHIP grant and continues through the 2018 NCHIP grant. This project includes criminal justice practitioners across the justice system, from local law enforcement, to courts and corrections. These practitioners are working to build data exchanges to allow a seamless flow of information. The estimated completion date will likely be 2020, with full implementation statewide at a later date. The point agency for the NCHIP is the Board of Crime Control, Department of Corrections.</p> <p>At the local level, DUITF's, STEP grantees and other relevant stakeholders are encouraged to track local system processes such as arrest through conviction rates and identify system gaps and need for improvement.</p>
Complete a comprehensive study for the Montana 24/7 Sobriety Program	CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.	Montana's 24/7 currently collects offender information in a statewide repository for evaluation purposes. Montana's 24/7 Program has received some preliminary research completed by the RAND cooperation. Internal and external resources are being examined for a comprehensive study of the Montana 24/7 Program.

including survival rate analysis and measurement of unanticipated consequences.

Conduct a comprehensive evaluation of the WATCh program in Montana, identifying a valid comparison group and sensitive outcome measures.

CHSP ID EA Strategy 4: Continue to support and build collaborative partnerships reduce impaired driving.

The Montana Department of Corrections (DOC) is represented on the ELT and ID EA. DOC oversees the WATCh program and monitors the recidivism rates of WATCh graduates and reports results as requested.

The WATCh program did participate in a study conducted by researchers from the University of Texas. The final report of that study can be found here. <http://cor.mt.gov/Portals/104/Resources/Reports/PrisonBasedAlcoholTreatmentEval.pdf>

Program Evaluation and Data

A. Evaluation

Recommendation	CHSP EA Strategy	Addressed by state
Continue implementation of the Montana Comprehensive Highway Safety Plan (CHSP) to ensure improvement in the accuracy, completeness, integration, timeliness, uniformity, and accessibility of data used in traffic safety in the State.	Internal Process	MDT will continue to lead the implementation efforts of the CHSP.

B. Data and Records

Recommendation	CHSP EA Strategy	Addressed by state
Increase usage of the Montana Safety Information Management System (SIMS) by offering	CHSP ID EA Strategy 2: Reduce impaired driving through enforcement.	MDT and other traffic safety partners utilize problem identification in targeting resources towards specific areas or drivers.

the data to other traffic safety partners.

MDT does and will continue to utilize SIMS in problem identification. MDT makes this information available on its data website for other traffic safety partners to utilize.

Increase representation on the Traffic Records Coordinating Committee to include local law enforcement, city and county roadway engineers, higher education, elected officials, tribal representation, and other safety program stakeholders

Staff of MDT chairs and coordinates the TRCC. Committee representation will be evaluated and increase presentation will expand if current membership does not meet the intent of the committee.

Increase legislative knowledge of and support for traffic records initiatives in the State.

MDT administrators will consider educating appropriate legislative staffers and appropriate legislative committees about traffic records initiatives.

Priority Recommendation: CHSP ID EA Strategy 2: Reduce impaired driving through enforcement

MDT and other traffic safety partners utilize problem identification in targeting resources towards specific areas or drivers.

Build a data warehouse (DW) of traffic safety records. Use this system for reporting and data analysis. Make this DW the central repository of integrated data from all sources. Ensure that the DW stores current and historical data and is used for creating analytical reports for end users throughout the State. Create an online statistical analysis tool to access the DW.

MDT does and will continue to utilize Safety Information Management System (SIMS) in problem identification. SIMS provides comprehensive access to crash data, including police reports, maps, notes and vehicle and driver information. All data is treated confidentially and forms the basis for corrective projects in cases where the infrastructure can be part of the problem. The system also compares crashes with roadway characteristics and tracks the impact of traffic safety programs.

Other agencies utilize other systems that track records. Those agencies are represented on the Traffic Record Coordinating Committee (TRCC). Even though a single warehouse does not exist, partners readily share necessary traffic records information. Building a one-stop shop repository will continue to be discussed.

Eliminate barriers to data sharing.

A major purpose of the TRCC is to identify and mitigate barriers among agencies.

Develop and implement a uniform Traffic Crash Report and mandate its use statewide.

Local and State Law Enforcement agencies are represented on the ELT and ID EA. Uniform Traffic Crash Report implementation will need to be considered by state and local governing bodies. The state does not have the authority mandating uniform crash reports to local/county agencies, however, the Montana Highway Patrol does maintain a state

Create a unified, complete tracking system to track all DUI offenders.

CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.

available crash report RMS and provides it free to departments along with training to operate.

A working group of the ID EA is in place focusing on data collection for other data elements. Data elements will include: arrest, prosecution, adjudication and administrative sanctions. These systems do not connect to track DUI arrest all the way through convictions.

MDT, MHP and the MBCC have had successful collaboration in aggregating statewide DUI citation data since 2011. Citation data will continue to be evaluated for trends at the state level and within counties across Montana.

There are long term projects underway to track incidents, including DUI offenses, from arrest through incarceration. The most recent attempts of the web-based portal started with the 2014 NCHIP grant and continues through the 2018 NCHIP grant. This project includes criminal justice practitioners across the justice system, from local law enforcement, to courts and corrections. These practitioners are working to build data exchanges to allow a seamless flow of information. The estimated completion date will likely be 2020, with full implementation statewide at a later date. The point agency for the NCHIP is the Board of Crime Control, Department of Corrections.

At the local level, DUITF's, STEP grantees and other relevant stakeholders are encouraged to track local system processes such as arrest through conviction rates and identify system gaps and need for improvement.

Driver Records Systems

Recommendation

CHSP EA Strategy

Addressed by state

Mandate court licensing sanctions be reported completely and timely to the Motor Vehicle Division.

CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.

61-11-101, M.C.A. requires all Montana courts to report convictions to the department within 5 days of conviction.

Provide timely and accurate driving records for use by the courts when

CHSP ID EA Strategy 1: Reduce impaired driving through improved processes and regulations.

Courts can use MVD online driver record request to view and print driver records in real time. There is a nominal fee for this service-\$25.00 per year for up to 10 users.

adjudicating and sentencing
 drivers convicted of
 impaired driving.

Planned activities

Enter a direct copy of the section of the statewide impaired driving plan that includes the planned activities for spending grant funds on impaired driving activities authorized under 23 C.F.R. 1300.23(j)(4). Planned activities described in this section must include high visibility enforcement efforts and must meet the level of detail required under 23 C.F.R. 1300.11(d).

Law Enforcement Traffic Services Projects and Strategies

Selective Traffic Enforcement Program (STEP)

CMW (Ch. 1 2.2) (Ch. 2 2.1/2.3

Budget: \$499,500

MDT will continue to work with state, local, city and tribal law enforcement to address impaired driving, occupant protection, speed and distracted driving (also see Tribal STEP, Page 54). These agencies will provide a combination of national mobilizations and sustained HVE. MDT’s HVE campaigns are aligned with national and state communications calendars.

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

With MHP participating in the program through each of their eight districts and the SETT team, the entire state of Montana is covered by on-going sustained enforcement and during the three national mobilizations.

Below is the funding breakdown for each proposed subrecipient:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
City of Belgrade	402	\$3,060	69A37518300004020MT0					
	405b	\$450	69A3751830000405bMTL	\$0	\$0	N/A	\$3,060	110119
	405d	\$5,490	69A3751830000405dMTH					

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
	Grand Total	\$9,000						
	402	\$3,060	69A37518300004020MT0					
City of Billings	405b	\$450	69A3751830000405bMTL	\$0	\$0	N/A	\$3,060	110120
	405d	\$5,490	69A3751830000405dMTH					
	Grand Total	\$9,000						
	402	\$5,610	69A37518300004020MT0					
City of Bozeman	405b	\$825	69A3751830000405bMTL	\$0	\$0	N/A	\$5,610	110166
	405d	\$10,065	69A3751830000405dMTH					
	Grand Total	\$16,500						
	402	\$4,930	69A37518300004020MT0					
Butte-Silver Bow	405b	\$725	69A3751830000405bMTL	\$0	\$0	N/A	\$4,930	110121
	405d	\$8,845	69A3751830000405dMTH					
	Grand Total	\$14,500						
	402	\$4,930	69A37518300004020MT0					
City of Columbia Falls	405b	\$725	69A3751830000405bMTL	\$0	\$0	N/A	\$4,930	110122
	405d	\$8,845	69A3751830000405dMTH					
	Grand Total	\$14,500						
	402	\$2,720	69A37518300004020MT0					
Dawson County	405b	\$400	69A3751830000405bMTL	\$0	\$0	N/A	\$2,720	110124
	405d	\$4,880	69A3751830000405dMTH					
	Grand Total	\$8,000						

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
	402	\$3,400	69A37518300004020MT0					
	405b	\$500	69A3751830000405bMTL	\$0	\$0	N/A	\$3,400	110125
Flathead County	405d	\$6,100	69A3751830000405dMTH					
	Grand Total	\$10,000						
	402	\$5,270	69A37518300004020MT0					
	405b	\$775	69A3751830000405bMTL	\$664	\$0	N/A	\$5,270	110126
Gallatin County	405d	\$9,455	69A3751830000405dMTH					
	Grand Total	\$15,500						
	402	\$2,890	69A37518300004020MT0					
	405b	\$425	69A3751830000405bMTL	\$0	\$0	N/A	\$2,890	110127
City of Glendive	405d	\$5,185	69A3751830000405dMTH					
	Grand Total	\$8,500						
	402	\$3,060	69A37518300004020MT0					
	405b	\$450	69A3751830000405bMTL	\$0	\$0	N/A	\$3,060	110128
City of Havre	405d	\$5,490	69A3751830000405dMTH					
	Grand Total	\$9,000						
	402	\$12,240	69A37518300004020MT0					
	405b	\$1,800	69A3751830000405bMTL	\$0	\$0	N/A	\$12,240	110129
City of Kalispell	405d	\$21,960	69A3751830000405dMTH					
	Grand Total	\$36,000						
Lewis and Clark County	402	\$4,590	69A37518300004020MT0	\$0	\$0	N/A	\$4,590	110130

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
	405b	\$675	69A3751830000405bMTL					
	405d	\$8,235	69A3751830000405dMTH					
	Grand Total	\$13,500						
	402	\$5,270	69A37518300004020MT0					
Missoula County	405b	\$775	69A3751830000405bMTL	\$0	\$0	N/A	\$5,270	110123
	405d	\$9,455	69A3751830000405dMTH					
	Grand Total	\$15,500						
	402	\$13,770	69A37518300004020MT0					
City of Missoula	405b	\$2,025	69A3751830000405bMTL	\$0	\$0	N/A	\$13,770	110140
	405d	\$24,705	69A3751830000405dMTH					
	Grand Total	\$40,500						
	402	\$4,590	69A37518300004020MT0					
Valley County	405b	\$675	69A3751830000405bMTL	\$0	\$0	N/A	\$4,590	110132
	405d	\$8,235	69A3751830000405dMTH					
	Grand Total	\$13,500						
	402	\$5,440	69A37518300004020MT0					
City of Whitefish	405b	\$800	69A3751830000405bMTL	\$0	\$0	N/A	\$5,440	110133
	405d	\$9,760	69A3751830000405dMTH					
	Grand Total	\$16,000						
Montana Highway Patrol	402	\$97,500	69A37518300004020MT0	\$18,000	\$0	N/A	\$39,000	110131
	405d	\$152,500	69A3751830000405dMTH					

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
Grand Total		\$250,000						

This project is used to meet one of the qualifying criteria for Occupant Protection Grants, 405b. It satisfies *1300.21, Occupant Protection Grants, (e) Qualification criteria for a lower seat belt use rate State, (3) Seat belt enforcement.*

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

STEP Mini-Grants

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

Mini-grants will be available for Non-STEP participating agencies for local high visibility enforcement at specific events known to be high-risk. Agencies can apply for overtime mini-grants and priority will be given to those with an evidenced based need. Applications will be accepted throughout the fiscal year. The subrecipients will be selected in FFY2019.

Below is the funding breakdown:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
	402	\$20,400	69A37518300004020MT0					
TBD	405b	\$3,000	69A3751830000405bMTL	\$0	\$0	N/A	\$20,400	TBD
	405d	\$36,600	69A3751830000405dMTH					
Grand Total		\$60,000						

This project is used to meet one of the qualifying criteria for Occupant Protection Grants, 405b. It satisfies *1300.21, Occupant Protection Grants, (e) Qualification criteria for a lower seat belt use rate State, (3) Seat belt enforcement.*

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

Law Enforcement Liaison

CMW (Ch. 1 2.2) (Ch. 2 2.1/2.3) Budget: \$40,000

MDT has divided Montana’s existing city, county, tribal, and state law enforcement agencies into four regions. MDT has three liaisons, with one of those coordinating two regions. The Law Enforcement Liaison (LEL) is responsible for increasing

productivity of the STEP program and work to develop a “One Team” approach aimed at increasing seat belt usage and eliminating impaired driving. The liaisons work to involve STEP participants and non-participants in local high visibility events.

Below is the funding breakdown for each subrecipient:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
City of Missoula	402	\$3,400	69A37518300004020MT0					
	405b	\$500	69A3751830000405bMTL	\$0	\$0	N/A	\$3,400	110110
	405d	\$6,100	69A3751830000405dMTH					
	Grand Total	\$10,000						
City of Belgrade	402	\$3,400	69A37518300004020MT0					
	405b	\$500	69A3751830000405bMTL	\$0	\$0	N/A	\$3,400	110117
	405d	\$6,100	69A3751830000405dMTH					
	Grand Total	\$10,000						
Montana Sheriffs and Peace Officers	402	\$6,800	69A37518300004020MT0					
	405b	\$1,000	69A3751830000405bMTL	\$0	\$0	N/A	\$6,800	110118
	405d	\$12,200	69A3751830000405dMTH					
	Grand Total	\$20,000						

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

Selective Traffic Enforcement Team (SETT)

CMW (Ch. 1 2.2) (Ch. 2 2.1/2.3)

Budget: \$736,755

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

In addition to providing sustained enforcement throughout the entire state, the team will partner with local law enforcement agencies during high-risk events in their communities. The SETT team offers additional law enforcement to patrol these events and deter risky driving behavior.

Below is the funding breakdown for this program:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
	402	\$184,189	69A37518300004020MT0					
Montana Highway Patrol (SETT)	405d	\$552,567	69A3751830000405dMTH	\$46,255	\$64,800	N/A	\$73,676	110134
	Grand Total	\$736,756						

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

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

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

MHP Traffic Safety Resources Officer (TSRO)

CMW (Ch. 1 3.1)

Budget: \$174,973

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

Detecting impaired drivers is difficult and obtaining a conviction also has proved challenging as DUI laws are extremely complicated and the evidence needed to define and demonstrate impairment is complex. Standardized Field Sobriety Tests (SFST's) are one of the most effective countermeasures in the battle against impaired driving. Research has shown law enforcement officers increase their arrest rates and are more effective in estimating the degree of influence of stopped drivers after they have been trained in the use and scoring of the SFST's. Frequent and consistent training statewide is needed to increase prosecution rates in DUI cases.

The TSRO will continue to serve as a liaison between Montana Highway Patrol and local law enforcement officers, tribal governments, prosecutors, judges and the public.

Below is the funding breakdown:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
MT Highway Patrol (TSRO)	405d	\$174,973	69A3751830000405dMTH	\$12,900	\$9,689	N/A	\$0	110135

Grand Total \$174,973

Proposed Project Outcome: Conduct 15 ARIDE certifications trainings; Maintain DRE certifications for officers who need recertification; and Conduct 6 SFST certification trainings. The project will ensure officers continue to receive current training on issues important to traffic safety.

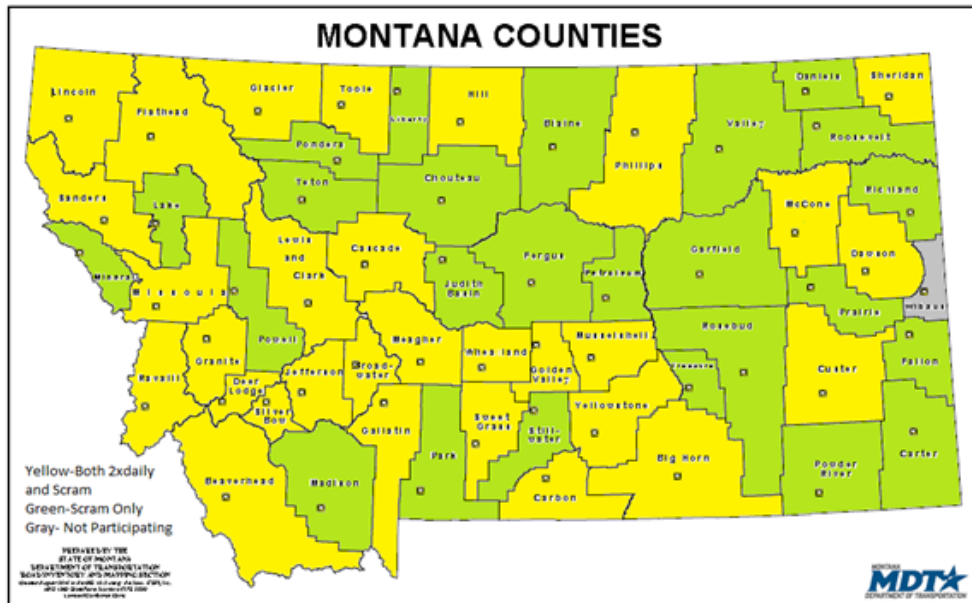
24/7 Program Coordinator

CMW (Ch. 1 4.4)

Budget: \$117,275

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

The following map represents participation in the 24/7 program by county.



This program ensures that the requirements imposed by judges on defendants, including staying out of bars and places where alcohol is served, and abstaining from drinking, are being followed.

Below is the funding breakdown:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
Montana Highway Patrol (24/7 Program)	164al	\$87,956	69A37518300001640MTA					
	405d	\$29,319	69A3751830000405dMTH	\$7,275	\$34,950	N/A	\$35,183	110135

Grand Total \$117,275

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

7.3.8 Helena Police Traffic Safety Pilot

CMW (Ch. 1 2.2) (Ch. 2 2.1/2.3)

Budget: \$94,996

MDT will fund a pilot project for a local dedicated Traffic Safety Officer. This officer will be a full-time officer dedicated to traffic enforcement and education and will participate in all sustained enforcement activities and mobilizations during the year. The primary focus of the officer will be on impaired driving. Secondly, the emphasis will be placed on occupant protection, speeding and enforcement of Helena’s Distracted Driving (cell phone) ordinance.

This pilot project will be implemented based on a decreasing match ratio. The first years will be 80% NHTSA funds and 20% City funds. NHTSA funds will decrease by 20% each year after that until the position is fully paid for by the City of Helena.

The funding breakdown is as follows:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
	164al	\$57,948	69A37518300001640MTA					
City of Helena	402	\$32,298	69A37518300004020MT0	\$8,636	\$21,564	N/A	\$90,246	110175
Traffic Safety Officer	405b	\$4,750	69A3751830000405bMTL					
Grand Total		\$94,996						

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

Funding Summary for Law Enforcement Traffic Services

Project Title	402	405b	405d	164al	Total Budget	Indirect Costs	Local Match	MOE	Local Benefit
STEP	\$182,330	\$12,475	\$304,695		\$499,500	\$18,664		N/A	\$123,830
STEP Mini-Grants	\$20,400	\$3,000	\$36,600		\$60,000			N/A	\$20,400
Law Enforcement Liaison	\$13,600	\$2,000	\$24,400		\$40,000		\$500	N/A	\$13,600
SETT	\$184,189		\$552,567		\$736,756	\$46,255	\$64,800	N/A	\$73,676

TSRO			\$174,973		\$174,973	\$9,689	\$12,900	N/A	\$0
24/7			\$29,319	\$87,956	\$117,275	\$7,275	\$34,950	N/A	\$35,183
City of Helena LE Officer	\$32,298	\$4,750		\$57,948	\$94,996	\$8,636	\$21,564	N/A	\$90,246
Total	\$432,817	\$22,225	\$1,122,554	\$145,904	\$1,723,500	\$90,519	\$134,714	N/A	\$356,935

Alcohol-Impaired Driving Projects and Strategies

DUI Courts

CMW (Ch. 1 3.1)

Budget: \$470,432

DUI courts are a proven strategy to reduce impaired driving recidivism for those offenders not typically affected by education, public safety efforts or traditional legal sanctions.

Montana has funded four DUI courts for the last several years and will add another court during 2019. The five DUI courts are located throughout the state and include Yellowstone County DUI Court (13th Judicial); 7th Judicial DUI Court (Sidney, MT); Hill County DUI Court; Butte-Silver Bow DUI Court; and Missoula County DUI Court.

During 2017 the four courts that were funded served a total of 160 participants and graduated 49 during that same year.

The funding breakdown is as follows:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
	164al	\$34,318	69A37518300001640MTA	\$779	\$0	N/A	\$45,758	110145
7th Judicial Court	405d	\$11,440	69A3751830000405dMTH					
	Grand Total	\$45,758						
	164al	\$70,800	69A37518300001640MTA	\$0	\$73,205	N/A	\$70,800	110141
Butte Silver Bow	405d	\$23,600	69A3751830000405dMTH					
	Grand Total	\$94,400						
	164al	\$116,602	69A37518300001640MTA	\$4,356	\$0	N/A	\$155,469	110144
Yellowstone County	405d	\$38,867	69A3751830000405dMTH					
	Grand Total	\$155,469						

Hill County	164al	\$65,933	69A37518300001640MTA	\$0	\$51,344	N/A	\$87,911	110143
	405d	\$21,978	69A3751830000405dMTH					
	Grand Total	\$87,911						
	164al	\$65,171	69A37518300001640MTA	\$0	\$0	N/A	\$65,171	110142
Missoula County	405d	\$21,723	69A3751830000405dMTH					
	Grand Total	\$86,894						

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

DUI Court Training

CMW (Ch. 1 3.1) Budget: \$8,000

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

The funding breakdown is as follows:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
	164al	\$8,000	69A37518300001640MTA	UNK	UNK	N/A	\$8,000	TBD
TBD								
	Grand Total	\$8,000						

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

Traffic Safety Resource Prosecutor (TSRP)

CMW (Ch. 1 2.2) (CH. 2 2.1/2.3) Budget: \$85,000

During 2019, MDT will partner with the Department of Justice to provide a Traffic Safety Resource Prosecutor (TSRP). The primary function of the TSRP is to provide training, education and technical support to prosecutors and law enforcement that will enhance the consistent identification, arrest, prosecution and sentencing of impaired driving violations.

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

The funding breakdown for this project is as follows:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
	164al	\$42,500	69A37518300001640MTA					
Montana Department of Justice	405d	\$42,500	69A3751830000405dMTH	\$0	\$0	N/A	\$17,000	110180
	Grand Total	\$85,000						

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

Impaired Driving Mini-Grants

CMW (Ch. 1 5.2)

Budget: \$50,000

MDT will offer mini-grants to subrecipients for activities aimed at reducing impaired driving in local communities. These grants are intended for projects with a limited time frame. All projects must be data-driven and demonstrate local collaboration. In addition, they must fall within the Impaired Driving Strategies outlined in the CHSP.

These mini-grants have been used for public information and education opportunities, expert speakers on impaired driving at teen and community events.

The funding breakdown for this project is as follows:

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
Various	405d	\$50,000	69A3751830000405dMTH	UNK	UNK	N/A	\$0	TBD
	Grand Total	\$50,000						

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

Impaired Driving Assessment

CMW (Ch. 1 5.2)

Budget: \$30,000

In accordance with Federal regulations, Montana, as a high-range state, is required to have an assessment of the Impaired Driving Program during FFY19.

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
	402	\$30,000	69A37518300004020MT0	N/A	N/A	N/A	\$0	N/A
Various								
Grand Total		\$30,000						

Statewide DUI Taskforce Training

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

Subrecipient	Funding Source	Funding Amount	Program Funding Code	Indirect Costs	Match	MOE	Local Benefit	Montana Contract Number
	164al	\$3,000	69A37518300001640MTA					
DUI Taskforce Training	405d	\$2,000	69A3751830000405dMTH	\$0	\$0	N/A	\$3,000	N/A
Grand Total		\$5,000						

Funding Summary for Impaired Driving Projects and Strategies

Project Title	164al	402	405d	Total Budget	Indirect Costs	Local Match	MOE	Local Benefit
DUI Courts	\$352,824		\$117,608	\$470,432	\$5,135	\$51,344	N/A	\$425,109
DUI Court Training	\$8,000			\$8,000			N/A	\$8,000
Traffic Safety Resource Prosecutor	\$42,500		\$42,500	\$85,000			N/A	\$17,000
Impaired Driving Mini-Grants			\$50,000	\$50,000			N/A	
Impaired Driving Assessment		\$30,000		\$30,000			N/A	

Statewide DUI Taskforce Training	\$3,000		\$2,000	\$5,000			N/A	\$3,000
Total	\$406,324	\$30,000	\$212,108	\$643,432	\$5,135	\$51,344	\$0	\$453,109

Submit the planned activities for spending grant funds on impaired driving activities authorized under 23 C.F.R. 1300.23(j)(4). Planned activities described in this section must include high visibility enforcement efforts and must meet the level of detail required under 23 C.F.R. 1300.11(d).

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
IDMG	Impaired Driving Mini-Grants	Public Information and Education ID
DUITF	Statewide DUI Task Force Training	Impaired Driving Task Force
ID MEDIA	Labor Day Media Campaign	ID Media Campaigns
NACampaigns	Native American Media Campaigns	Native American Campaigns
HVE	High Visibility Enforcement	Short-term, High Visibility Law Enforcement
STEPMG	STEP Mini-Grants	
LEL	Law Enforcement Liaison	Short-term, High Visibility Law Enforcement
SETT	Selective Traffic Enforcement Team	Short-term, High Visibility Law Enforcement
TSRO	Traffic Safety Resource Officer	Drug Recognition Expert (DRE) Training
HPTSP	Helena Police Traffic Safety Pilot	Short-term, High Visibility Law Enforcement
IDYR	Impaired Driving Year Round Campaigns	ID Media Campaigns
DUIC	DUI Courts	DWI Courts
IDA	Impaired Driving Assessment	Impaired Driving Program Assessment (NHTSA Facilitated)
TSRP	Traffic Safety Resource Prosecutor	Prosecutor Training
DUITrain	DUI Court Training	DWI Courts
SOAR	Safe On All Roads	Safe On All Roads
NTDUIF	Northern Tribes DUI Task Force	Safe On All Roads

NASTEP	Tribal STEP Program	Tribal STEP Program
24/7	24/7 Project	24/7 Sobriety Program
IDSC	Impaired Driving Summer Campaign	ID Media Campaigns
HREvents	Media for Short Term Enforcement at High Risk Events	ID Media Campaigns

Planned activity support

Enter a direct copy of the section of the statewide impaired driving plan that contains a description of how spending supports the State's impaired driving program and achievement of its performance targets.

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

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

11 405(d) 24-7 Sobriety Programs

Mandatory license restriction requirement

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.

61-5-208, (b), MCA

44-4-1203, MCA

24-7 Sobriety program information

Select whether the State will provide legal citation(s) to the State statute or upload State program information that authorizes a Statewide 24-7 sobriety program.

Provide legal citations: No

Upload State program information: Yes

Upload program information

Upload State program information documents that authorize a Statewide 24-7 sobriety program.

Documents Uploaded

No documents uploaded to GMSS

12 405(f) Motorcyclist Safety Grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria. Select application criteria from the list below to display the associated requirements.

Motorcycle rider training course	Yes
Motorcyclist awareness program	Yes
Reduction of fatalities and crashes	No
Impaired driving program	No
Reduction of impaired fatalities and accidents	No
Use of fees collected from motorcyclists	No

Motorcycle rider training course

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency: Board of Regents

State authority name/title: Fran M. ALbrecht, Chair

Select the introductory rider curricula that has been approved by the designated State authority and adopted by the State.

Approved curricula: (i) Motorcycle Safety Foundation Basic Rider Course

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Enter a list of the counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Yellowstone County	35492
Missoula County	26633
Gallatin County	25660
Flathead County	27791
Cascade County	20079

Lewis and Clark 18892
 Hill County 3884

Enter the total number of registered motorcycles in State.

197430

Motorcyclist awareness program

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency: Board of Regents
 State authority name/title: Fran M. Albrecht, Chair

CERTIFICATION: The State’s motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

Select one or more performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	25.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	16.0

Enter the counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle. Such data shall be from the most recent calendar year for which final State crash data are available, but data no older than three calendar years prior to the application due date.

County or Political Subdivision	# of MCC involving another motor vehicle
Yellowstone County	41
Missoula County	16
Gallatin County	15
Flathead County	11
Cascade County	10
Lewis and Clark	10

Enter total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.

Total # of MCC crashes involving another motor vehicle: 122

Submit countermeasure strategies that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The State shall select countermeasure strategies to address the State's motorcycle safety problem areas in order to meet the performance targets identified above.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Motorcycle Rider Training

Motorcycle Awareness Campaign

Submit planned activities that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The State shall select planned activities to address the State's motorcycle safety problem areas in order to meet the performance targets identified above.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
110163A	Motorcycle Awareness Campaign	
110163	Training Motorcycle Purchase	Motorcycle Rider Training

13 Certifications, Assurances, and Highway Safety Plan PDFs

Documents Uploaded

No documents uploaded to GMSS