

*Success through
partnerships*



Montana Department of
REVENUE



MONTANA

ANNUAL REPORT FOR FEDERAL FISCAL YEAR 2017

Prepared by:

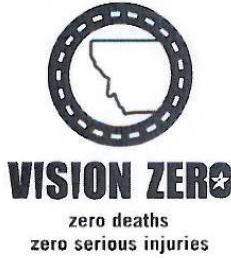
Montana Department of Transportation
State Highway Traffic Safety Section
PO Box 201001/2701 Prospect Avenue
Helena, Montana 59620-1001

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



VISION ZERO
zero deaths · zero serious injuries

MONTANA DEPARTMENT OF TRANSPORTATION



Montana Department of Transportation

Michael T. Tooley, Director

2701 Prospect
PO Box 201001
Helena MT 59620-1001

Steve Bullock, Governor

December 22, 2017

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

Subject: Annual Report

Dear Administrator Fredericksen:

The Montana Department of Transportation is pleased to submit the Montana Annual report outlining the projects and efforts we implemented in FFY 2017 with the goal of saving lives and reducing injuries on our roadways. The department funded traffic safety related programs using National Highway Traffic Safety Administration (NHTSA) grant monies by continuing or implementing the following initiatives:

- MDT continues to emphasize the "Vision Zero: Zero Fatalities, Zero Serious Injuries" initiative by pairing it with national mobilization messaging and incorporating it into our dialog as we address Montana's highway traffic fatalities and serious injuries.
- In partnership with the Family, Career and Community Leaders of American (FCCLA), MDT expanded the Teen Traffic Safety Peer-to-Peer Education Program. MDT received a grant through Ford Driving Skills for Life and the Governors Highway Safety Association to enhance this project and promote the FCCLA Families Acting for Community Traffic Safety (FACTS) program with local student chapters.
- Expand Native American Traffic Safety with the addition of three more Tribal communities to the Northern Tribes DUI Task Force. This addition ensures that all Montana's land-based tribes participate in this collaborative effort to combat impaired driving.
- Provide mini-grants for occupant protection projects targeting rural areas with limited resources.
- Support law enforcement agencies with STEP mini-grants to assist with seasonal and local high-risk timeframes and events.
- The Foundation for Advancing Alcohol Responsibility (Responsibility.org) and the Governors Highway Safety Association awarded MDT a \$20,000 grant to provide training to law enforcement to enhance their efforts to combat drug-impaired driving.
- And many other traffic safety efforts highlighted in this report.

Director's Office
Phone: (406) 444-6201
Fax: (406) 444-7643

An Equal Opportunity Employer

Web Page: www.mdt.mt.gov
Road Report: (800) 226-7623 or 511
TTY: (800) 335-7592

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

Sincerely,



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

copies: Lynn Zanto, Administrator
Audrey Allums, Grants Bureau Chief
Janet Kenny, State Highway Safety Section Supervisor

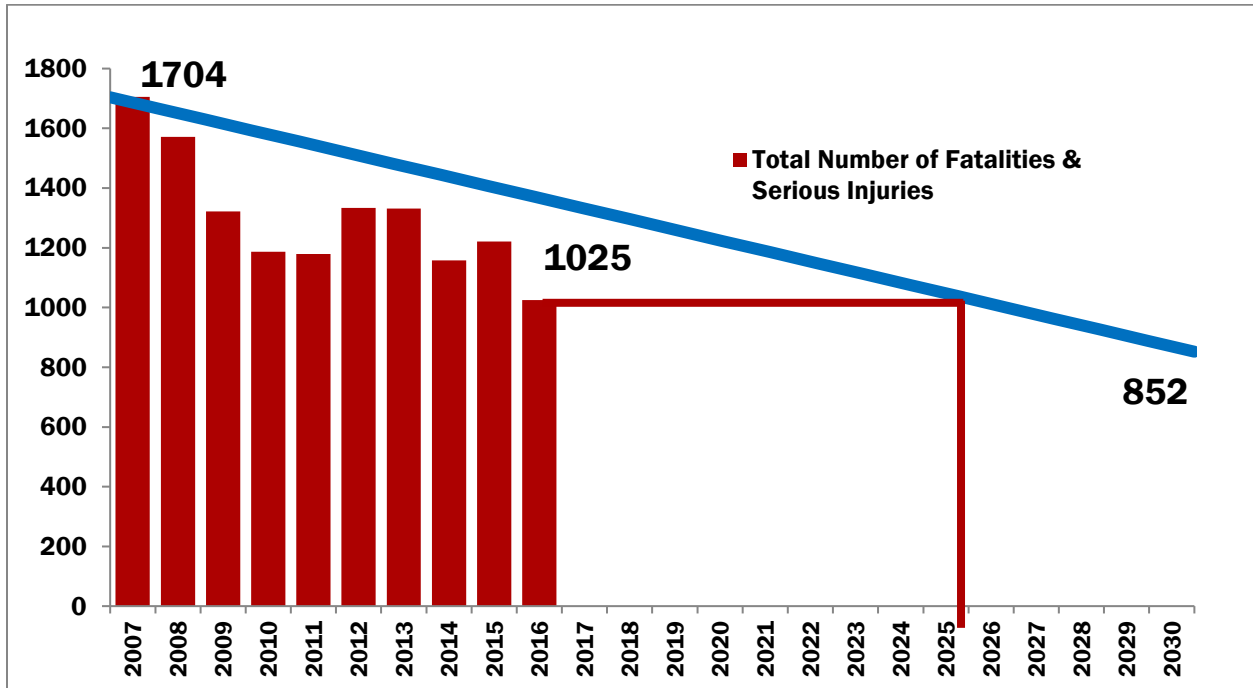
Table of Contents

TABLE OF CONTENTS	4
EXECUTIVE SUMMARY	6
COMPREHENSIVE HIGHWAY SAFETY PLAN	6
OTHER ACTIVITIES IMPACTING MDT’S HIGHWAY TRAFFIC SAFETY PROGRAM	9
STATE HIGHWAY TRAFFIC SAFETY SECTION PROGRAM OVERVIEW	9
ASSESSMENT OF MONTANA HIGHWAY TRAFFIC SAFETY PROGRESS	11
INTRODUCTION	11
STATISTICAL ANALYSIS	13
FFY2016 CORE PERFORMANCE MEASURES	14
PERFORMANCE REPORT	15
DESCRIPTION AND ANALYSIS OF PROJECTS AND ACTIVITIES FUNDED	19
OCCUPANT PROTECTION OVERVIEW	19
PROJECT DESCRIPTIONS AND ACTIVITIES FUNDED	21
<i>Buckle Up Montana (BUMT) Program</i>	21
<i>Occupant Protection Mini-Grant Program</i>	26
<i>Child Passenger Safety (CPS) Program – Technician & Instructor Development</i>	27
<i>Child Passenger Safety (CPS) – Media Program</i>	28
<i>Child Passenger Safety (CPS) – Car Seat Distribution Program</i>	29
IMPAIRED DRIVING	29
PROJECT DESCRIPTIONS AND ACTIVITIES FUNDED	31
<i>DUI Court Training</i>	31
<i>DUI Court Implementation</i>	31
<i>24/7 Sobriety Program</i>	34
<i>Department of Corrections Training: Comprehensive Risk and Needs Assessment for DUI Offenders</i>	34
LAW ENFORCEMENT PROGRAMS	35
EVIDENCE BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM	35
PROJECT DESCRIPTIONS AND ACTIVITIES FUNDED	35
<i>Selective Traffic Enforcement Program (STEP)</i>	35
<i>STEP Media</i>	37
<i>Montana Highway Patrol Safety Enforcement Traffic Team (SETT)</i>	37
<i>SETT Media</i>	38
<i>MHP Traffic Safety Resource Officer</i>	38
<i>Law Enforcement Liaison Program</i>	40
<i>STEP Mini-Grant Program</i>	40
NATIVE AMERICAN TRAFFIC SAFETY PROGRAM	42
PROJECT DESCRIPTIONS AND ACTIVITIES FUNDED	43
<i>Safe on all Roads</i>	43
<i>SOAR Media</i>	44
<i>Northern Tribes DUI Task Force</i>	45
<i>Tribal Step</i>	45
TEEN TRAFFIC SAFETY	46
PROJECT DESCRIPTION AND ACTIVITIES FUNDED	47
<i>Teen Peer-to-Peer Highway Traffic Safety Project</i>	47
<i>Youth Risk Behavior Survey</i>	48
MOTORCYCLE RIDERS SAFETY TRAINING	49
PROJECT DESCRIPTIONS AND ACTIVITIES FUNDED	51
<i>Motorcycle Media</i>	51
TRAFFIC RECORDS	52
PROJECT DESCRIPTIONS AND ACTIVITIES FUNDED	52
<i>MHP Web-Based Crash Training</i>	52
<i>DOJ Forensics – Crime Lab</i>	53
<i>DOJ/MVD JCRS System Upgrade</i>	53

DPHHS – EMS Reporting Database	54
DPHHS-System Migration	54
DPHHS – Outcomes Module.....	55
EMERGENCY MEDICAL SERVICES	55
PROJECT DESCRIPTION AND ACTIVITIES FUNDED.....	56
<i>DPHHS – Trauma Education for Rural EMS Providers</i>	56
STATEWIDE MEDIA CAMPAIGNS.....	56
OCCUPATION PROTECTION CAMPAIGN	56
MAY MOBILIZATION	57
LABOR DAY MOBILIZATION	57
STATE ATTITUDES/AWARENESS.....	58
POST-CAMPAIGN MEMORIAL DAY MOBILIZATION SURVEY.....	58
POST CAMPAIGN LABOR DAY MOBILIZATION.....	59
PROJECTS NOT IMPLEMENTED	60
<i>Traffic Safety Resource Prosecutor</i>	60
<i>Impaired Driving Training</i>	60
<i>Judicial Outreach Liaison</i>	60
<i>Fatality Analysis Reporting System</i>	61
<i>Racial Profiling</i>	61
<i>Montana Motorcycle Rider Safety – Replacement Motorcycles</i>	61
<i>DOJ/MVD JCRS System Upgrade</i>	62
<i>DPHHS-System Migration</i>	62
<i>DPHHS – Outcomes Module</i>	63
PROJECT ADMINISTRATION AND MANAGEMENT.....	63
NHTSA OVERALL FUNDING SUMMARY	63
PROJECT DESCRIPTIONS AND ACTIVITIES FUNDED	63
<i>Planning and Administration</i>	63
<i>Indirect Costs</i>	65
FISCAL OVERVIEW OF OBLIGATIONS & EXPENDITURES.....	66
402 PROGRAM FUNDING	67
405(B) PROGRAM FUNDING	68
405(C) PROGRAM FUNDING	69
405(D) PROGRAM FUNDING	70
164 ALCOHOL PROGRAMS.....	71
MOTORCYCLE SAFETY	71
TRAFFIC SAFETY PARTNERS AND OTHER SAFETY PLANS.....	72
FCCLA.....	72
DUI TASK FORCES	73
MONTANA DEPARTMENT OF JUSTICE	73
MONTANA DEPARTMENT OF PUBLIC HEALTH AND HUMAN SERVICES (DPHHS).....	73
SOVEREIGN NATIONS	73
CONTACT INFORMATION	74

Executive Summary

According to the Fatality Analysis Reporting System (FARS), Montana had 190 fatalities in 2016 (most recent year available). This is a significant decrease of 15% over 2015, or 34 fatalities. Montana's Comprehensive Highway Safety Plan (CHSP) was updated in 2015 and focuses both on fatalities and incapacitating injuries. The overall goal is "to reduce fatalities and incapacitating injuries in the State of Montana by half in two decades, from 1,704 in 2007 to 852 in 2030". During 2016 there were a total of 1,025 fatalities and serious injuries. As shown below, Montana is ahead of the established target.



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

Comprehensive Highway Safety Plan

It is important to note that the HSP and the CHSP process and data analysis are concurrent. MDT ensures that these two plans 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).

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

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

Also, outlined in the plan are the long-range traffic safety goals which currently are:

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

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

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

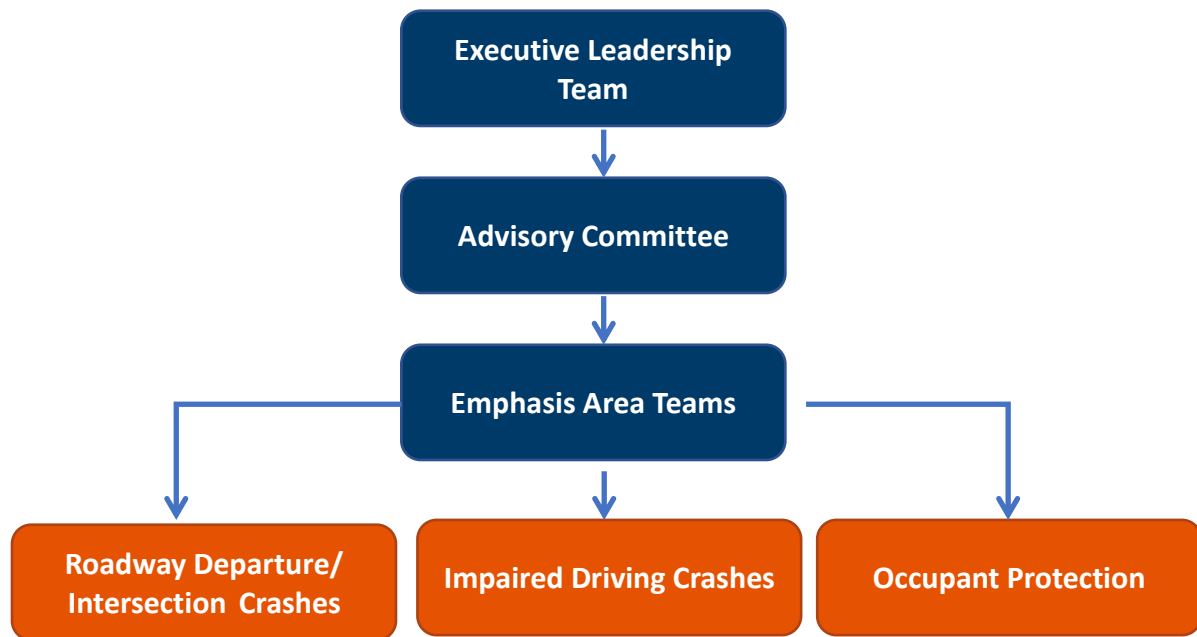
The three overarching areas of concerns established in the CHSP are:

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

The specific emphasis areas established include:

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

During the 2015 CHSP update process, a three-tiered approach was identified as an effective avenue to implement safety strategies throughout the state. This three-tiered approach includes an Executive Leadership Team (ELT), who sets policy; a Technical Advisory Committee, who establishes strategies based on that policy, and the Emphasis Area Work groups, who lead the grassroots efforts to implement the strategies (shown below):



The Governor’s Representative for Highway Safety chairs the Executive Leadership Team with leaders from various agencies including: Governor’s Office, Office of Indian Affairs, Legislative representatives, Montana Department of Transportation, Attorney General, Montana Highway Patrol, 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 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 strategies outlined. This was completed during their meeting on April 27, 2017.

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

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

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

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

The State's Annual Transportation Safety Meeting was held on October 13, 2016. Over one hundred safety partners participated in the meeting. This meeting brings safety stakeholders together to assess Montana's progress in transportation safety. Activities included:

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

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

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

Other Activities Impacting MDT's Highway Traffic Safety Program

The 2017 Legislative Session included several occupant protection bills that were introduced. Senate Bill 9 provided for enforcement of a primary seat belt law, eliminating the secondary enforcement restriction for restraint violations. The bill was tabled in the Senate Judiciary Committee. House Bill 580 introduced a primary seat belt law for drivers under the ages of 18. The bill was tabled in the House Judiciary Committee.

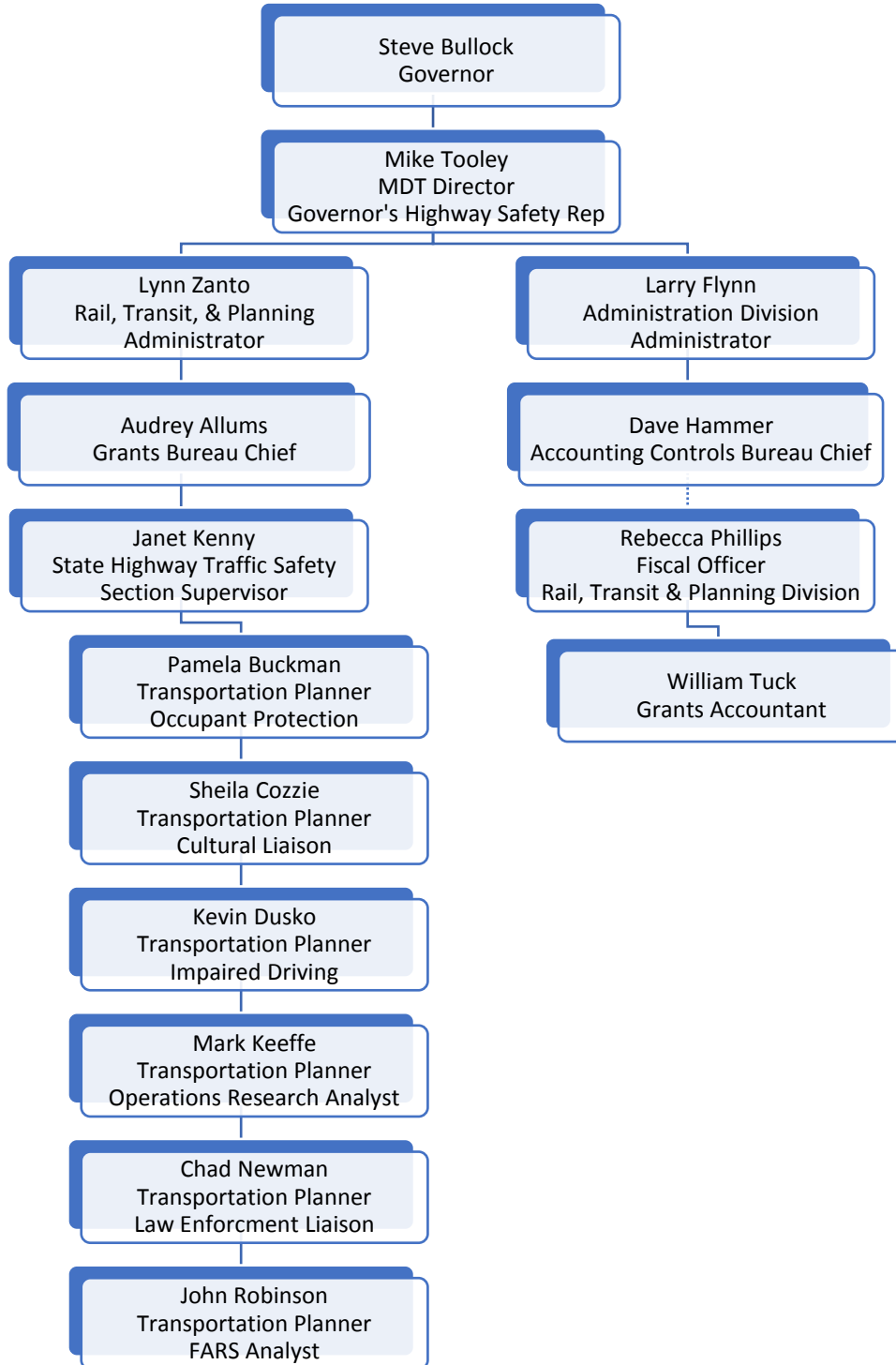
The web grants system was implemented in January 2016 by the MDT State Highway Traffic Safety Section (SHTSS). Applications for FFY 2017 were due March 1, 2016, and were required to be submitted through the Montana Grants and Loan System (Webgrants) to be considered. The 2017 funded grants mark the first complete cycle for grant management through the Webgrants system. This system allows SHTSS to monitor all projects from application to close-out. The system has functions for application reviews, award process, fiscal/programmatic monitoring and close-out. In addition, all communications between the subrecipient and SHTSS can be tracked through the system. While, the system does not change the grant process, it streamlines and automates it for better grant review and monitoring.

State Highway Traffic Safety Section Program Overview

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

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

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



Assessment of Montana Highway Traffic Safety Progress

Introduction

This report, required by the National Highway Traffic Safety Administration (NHTSA) pursuant to 23 CFR §1300.35, provides an update of highway traffic safety projects throughout the state of Montana for Federal Fiscal Year (FFY) 2017 as administered by the Montana Department of Transportation’s Highway Traffic Safety Section (SHTSS).

The projects and funding administered by SHTSS were approved by NHTSA Region X in the 2017 Highway Safety Plan (HSP).

During 2017, SHTSS was required to submit nine amendments. These are outlined below:

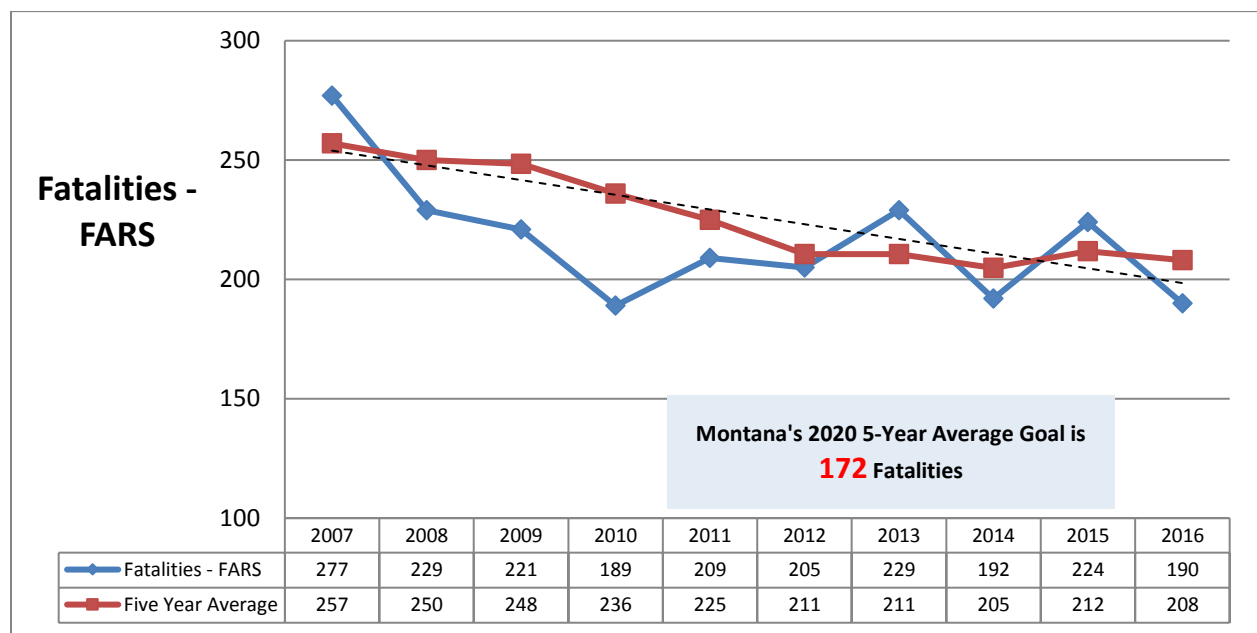
Project	Reason for Amendment	Funding Amount	Funding Source
24-7 Program	Montana received funding from 405d 24-7 program. In accordance with the Federal Register Vo. 81 No. 99, Mary 23, 2016, it states “...a state may elect to use grant funds awarded under 23 U.S.C. 405(d) 24-7 for any eligible project or activity under Section 402.” MDT will be using the 405(d)6 for activities eligible under Section 402.	\$33,448.66	From 405(d) 24-7 to 402
Belgrade STEP	The Belgrade Police Department requested an increase of the amount of the original grant application/contract from \$7,000 to \$9,000.	\$2,000	Section 402 - \$501 Section 405b - \$525 Section 164AL - \$974
Bozeman STEP	The Bozeman Police Department requested an increase of the amount of the original grant application/contract from \$10,800 to \$12,800.	\$2,000	Section 402 - \$501 Section 405b - \$525 Section 164AL - \$974
DOJ Crime Lab System Upgrade	This grant will train an in-house staff member of the Department of Justice Crime Lab to make the needed updates and changes to the crime lab reporting system. This training will allow for better toxicology statistics for the state with other options for more queries to the database to include DRE cases, ethanol only cases, autopsy performed, etc.	\$3,500	Section 405c
Fort Peck Safe On All Roads	Safe On All Roads (SOAR) subrecipient failed to include indirect costs with the grant application. The budget for this project is being increased to include the indirect cost amount of \$11,550.	\$11,500	Section 402 - \$5,775 Section 405d - \$5,775
DUI Court Training	MDT had budgeted \$5,000 for DUI Court Training during 2017. The Hill County DUI Court requested help with travel expenses to attend this training. MDT agreed to increase	\$3,208	Section 164AL - \$3,208

	their budget by \$3,208 from the \$5,000. Their budget went from \$83,831.75 to \$87,039.75		
DPHHS System Migration	<p>MDT will provide a grant to the Department of Public Health and Human Services to migrate trauma historic trauma care data to the new standard. Migrating all the data to one standard will help prevent errors in manually combining reports from different datasets. An additional outcome is that data linking efforts will be easier if the trauma data is all in one standard.</p> <p>This supports several of the TRCC strategic goals including #'s 4, 9, 14, and 18 under injury surveillance as well as #16 under data integration and #20 under TRCC.</p>	\$65,593	Section 405c - \$65,593
DPHHS Outcomes Module	<p>MDT will provide a grant to the Department of Public Health and Human Services for the purchase of an outcomes module. This will provide numerous benefits. Using functionality for queries and reports, issues can be automatically identified. Immediate electronic access to current patient care data means the system can generate valuable reports within minutes.</p> <p>This improvement will drive training and policies which improve patient care and outcomes. Additionally, in the long-term this project will assist linking trauma data with other data sets such as HTS crash records and EMS to create a more complete picture of crash injury from the point of the incident to its conclusion.</p> <p>This supports several of the TRCC strategic goals including #'s 4, 9, 14, and 18 under injury surveillance as well as #16 under data integration and #20 under TRCC.</p>	\$12,300	Section 405c - \$12,300
Fort Peck STEP	Fort Peck Law Enforcement requested to increase the amount of their STEP budget from \$5,000 to \$8,500	\$3,500	Section 402 - \$917 Section 405d - \$878 Section 164a1 - \$1,705

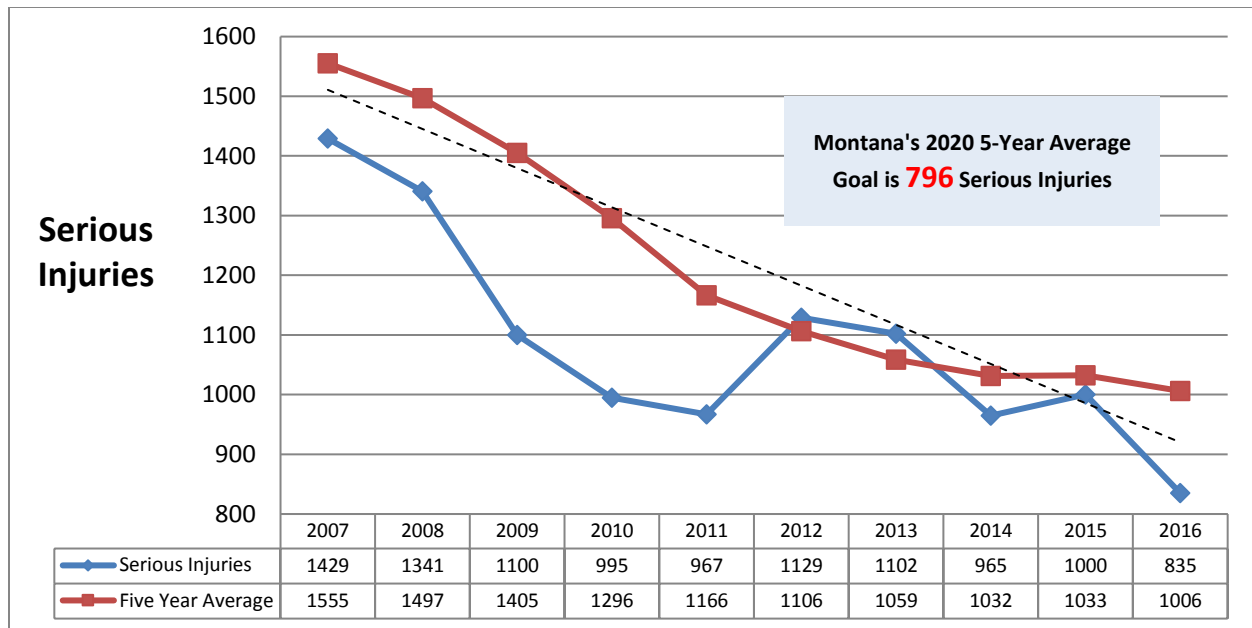
Statistical Analysis

Performance measures and targets for the annual fatalities, VMT fatalities, serious injuries and VMT serious injuries are set as part of the CHSP process. The SHTSS sets the goals and targets for the other NHTSA Core Performance Measures that are not addressed in the CHSP. It was determined that the methodology that was the most reliable was a five-year rolling average. A projection of future data is created using both a weighted average and trend analysis of the most currently available NHTSA published data.

The charts below represent Montana’s progress on meeting the fatality and serious injury goals for the state. The 2020 target of 172 fatalities coincides with the goal established in the CHSP. This target is a very aggressive target and was established by the safety stakeholders involved in the CHSP update. The trend continues to decline and 2016 had the fewest fatalities since 2010, however, meeting the 172 fatality target will prove challenging.



As shown, Montana had a significant decrease in fatalities during 2016. Fatalities decreased from 224 in 2015 to 190 during 2016, representing a 16% decrease.



Montana also showed dramatic decreases in the serious injuries for 2016. There were 835 serious injuries in 2016 compared to 1,000 in 2015. Recent noteworthy decreases make the 796 goal for 2020 attainable.

FFY2016 Core Performance Measures

The following chart represents the targets that were set for C-1, C-2 and C-3 for the 2016 CHSP update. The core performance measures by which SHTSS is measuring progress for FFY16 are based on 2011-2015 FARS data using the 5-year rolling average. 2017 FARS data is not available at this time.

Montana Department of Transportation NHTSA Core Outcome Measures								
Core Measure	Description	2012	2013	2014	2015	2016	2016 Target	2020 Goal
C-1*	Number of Fatalities	205	229	192	224	190		
	5-Year Moving Average	211	211	205	212	208	193	172
C-2*	Number of Serious Injuries	1,129	1,102	965	1,000	835		
	5-Year Moving Average	1,106	1,059	1,033	1,033	1,006	925	796
C-3*	Fatalities/VMT	1.72	1.90	1.58	1.81		1.53	1.28
C-4	Unrestrained Passenger Vehicle Fatalities	113	108	99	114	94		
	5-Year Moving Average	106	104	104	109	106	109	98
C-5	Alcohol-Related Fatalities	89	93	73	76	85		
	5-Year Moving Average	83	83	82	83	83	89	85
C-6	Speed-Related Fatalities	88	76	52	91	61		
	5-Year Moving Average	78	79	72	76	74	81	74
C-7	Motorcyclist Fatalities	30	35	23	24	17		
	5-Year Moving Average	27	27	27	26	26	30	28

Montana Department of Transportation NHTSA Core Outcome Measures								
Core Measure	Description	2012	2013	2014	2015	2016	2016 Target	2020 Goal
C-8	Un-helmeted MC Fatalities	21	22	12	18	12		
	5-Year Moving Average	17	17	16	17	17	19	17
C-9	Fatalities Involving Drivers Age 20 or Less	28	24	26	35	19		
	5-Year Moving Average	31	29	26	27	26	27	24
C-10	Pedestrian Fatalities	8	24	10	14	11		
	5-Year Moving Average	11	14	13	14	13	14	13
C-11	Bicycle Fatalities	1	1	2	1	3		
	5-Year Moving Average	1	1	1	1	2	1	1
Other MDT Performance Measure								
O-1	Native American Fatalities	38	30	37	42	44**		
	5-Year Moving Average	31	31	32	34	38	31	32
Core Behavior Measure								
		2013	2014	2015	2016	2017	2016 Target	2020 Goal
B-1	Observed Seat Belt Use	74.0%	74.0%	76.8%	76.2%	78.2	77.6%	77.7%
Core Activity Measures								
A-1	Seat Belt Citations Issued During Grant-Funded Activities	2,374	1,975	2,610	2,661	3,848	N/A	N/A
A-2	Impaired-Driving Arrests Made During Grant-Funded Activities	496	468	361	570	553	N/A	N/A
A-3	Speeding Citations Issued Grant-Funded Activities	11,332	10,117	9,842	9,563	9,253	N/A	N/A

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

**State data. FARS data not available as of this date.

Performance Report

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

Core Measure	Description	2016 Target	Status	Comments
C-1	Number of Fatalities*	193	Target Not Met: The five-year average for fatalities was 208 for 2016.	There were 190 fatalities in Montana during 2016. While the target was not met, there were 16% fewer fatalities during 2016 than 2015, decreasing from 224 in 2015

Core Measure	Description	2016 Target	Status	Comments
				to 190. This target is set through the CHSP and is a very aggressive goal given the number of fatalities Montana has been experiencing each year. The 2020 goal established in the CHSP is 172.
C-2	Number of Serious Injuries*	925	Target Not Met: The five-year average for serious injuries was 1,006 in 2016.	During 2016, there were 835 serious injuries. Although the target was not met, this is a 16.5% reduction from 2015, where there were 1,000 serious injuries. The 2020 goal of 796 is established through the CHSP process and initially appeared to be an aggressive target. However, given the recent downward trend Montana is on track to meet the goal.
C-3	Fatalities/VMT*	1.53	Target Not Met: According to 2015 data, the VMT for 2015 was 1.81. The VMT for 2016 has not yet been released by NHTSA.	The fatalities rate for VMT was 1.81 during 2015 (most current FARS data). This was a significant increase from 2014, when the rate was 1.58, however, is consistent with years prior 2014. This goal is also established through the CHSP process and a long-term 2020 goal of 1.28. Given current trend this goal could be challenging to meet.
C-4	Unrestrained Passenger Vehicle Fatalities	109	Target Was Met: The five-year average number of unrestrained fatalities was 106 for 2016.	Unrestrained fatalities decreased by 18% from 2015 to 2016. There was a total of 94 unrestrained fatalities, which is the lowest during the last five years. During Montana's legislative session in 2017, a primary seat belt bill was introduced but failed to pass.
C-5	Alcohol Impaired Fatalities	89	Target Was Met: According to 2016 data Montana had a five-year average for alcohol-related fatalities of 83 during 2016.	In 2016, Montana had an increase in the number of impaired fatalities. There were 85 impaired driving fatalities during 2016, up by 12% from 2015. Although there was an increase the trend continues down and Montana is confident that the 2020 goal of 85 is attainable.
C-6	Speed-Related Fatalities	81	Target Was Met: The five-year average for	The number of speeding fatalities decreased significantly from 2015.

Core Measure	Description	2016 Target	Status	Comments
			speed-related fatalities was 74 in 2016.	The total fatalities dropped from 91 in 2015 to 61 in 2016, a 33% decrease.
C-7	Motorcyclist Fatalities	30	Target Was Met: The data indicates that the five-year average for motorcycle fatalities was 26 in 2016.	Montana had 17 total motorcycle fatalities during 2016. This is the lowest number of fatalities in the last ten years. The next lowest was during 2011 when there were 20 fatalities.
C-8	Unhelmeted MC Fatalities	19	Target Was Met: The five-year average for un-helmeted fatalities was 17 in 2016.	The number of unhelmeted fatalities decreased dramatically from 2015 when there were 18 unhelmeted fatalities, to 12 during 2016. This is a 33% decrease. Montana does not have a helmet law which tends to contribute to the large number of unhelmeted fatalities. However, the trend is declining, and it puts Montana on target with meeting the 2020 goal of 17.
C-9	Fatalities Involving Drivers Age 20 or Less	27	Target Was Met: The five-year average for the period ending in 2015 was 26.	After peaking in 2009 at 41, MDT has seen fatalities involving young drivers decrease over the last few years. Montana has implemented a Teen Traffic Safety Program in an effort to reduce this further.
C-10	Pedestrian Fatalities	14	Target Was Met: Pedestrian fatalities five-year average was 13 for the period of 2012-2016.	During 2016, there were 11 pedestrian fatalities in Montana. This is down from 14 during 2015. After peaking in 2013 at 24, pedestrian fatalities have continued to decline making the 2020 goal of 13 attainable.
C-11	Bicycle Fatalities	1	Target Not Met: The five-year average for bicycles fatalities was 2.	Historically, MDT reports 0 or 1 bicycle fatality per year. Although that is too many, it has been determined that this is not our traffic safety priority.
B-1	Observed Seat Belt Use	77.6%	Target Was Met: The observed seat belt use rate was 78.2% in 2017.	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 it the usage rate was 74%, seat belt use has been

Core Measure	Description	2016 Target	Status	Comments
				increasing making Montana on track to meet the 2020 goal of 77.7%
Other Performance Targets Tracked				
O-1	Native American Fatalities	31	Target Not Met: The 5-year average (ending 2016) was 38.	Native American fatalities increased slightly 2016 with 44 fatalities compared to 42 in 2015. This represented approximately 23% of all Montana fatalities. However, impaired driving fatalities have decreased over the last three years and unrestrained fatalities have also decreased.

Overall 2016 was a year full of significant strides toward meeting Montana’s highway traffic safety 2020 targets. Almost every target established for 2016 was met.

Description and Analysis of Projects and Activities Funded

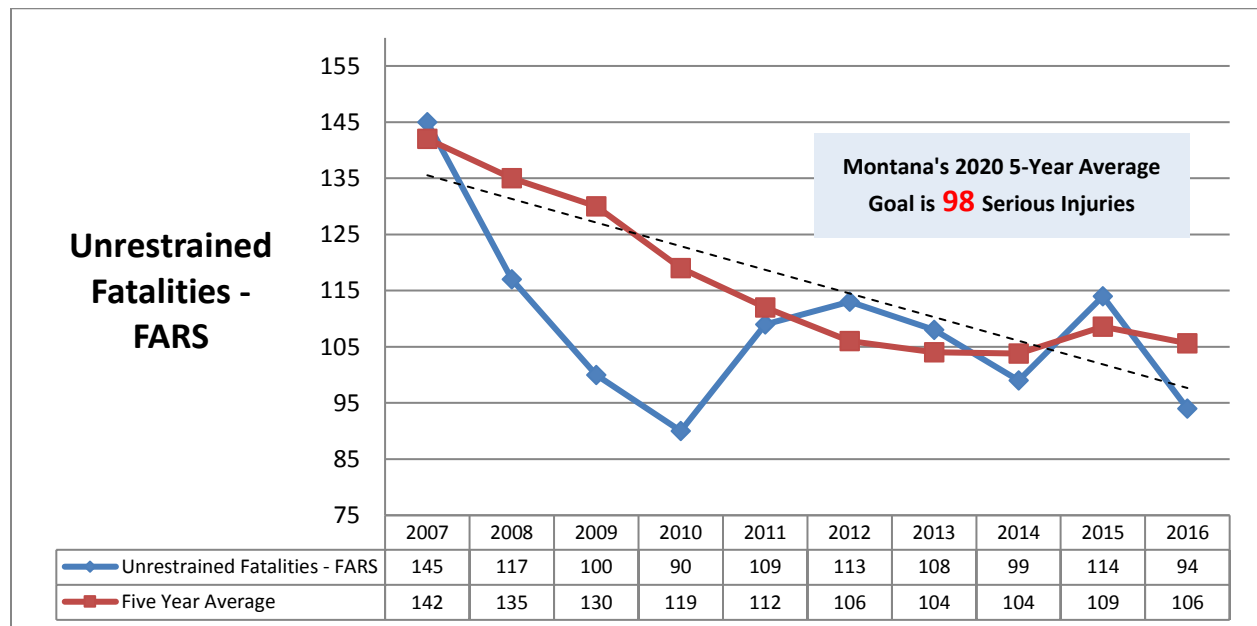
Occupant Protection Overview

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

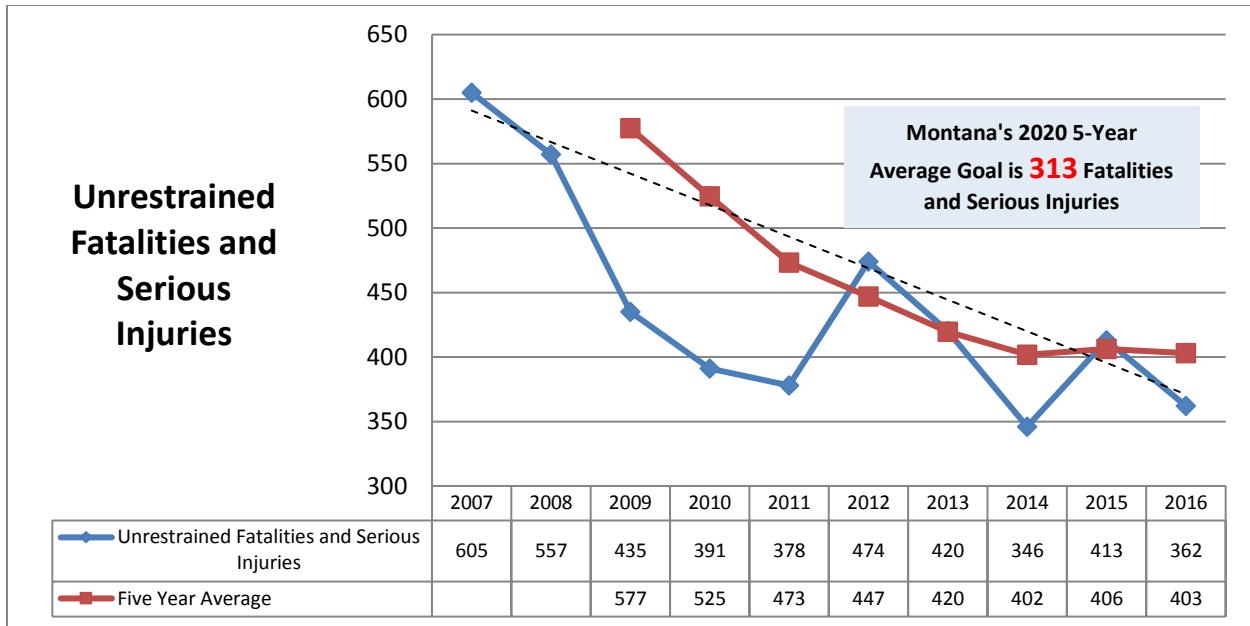
SHTSS has established three goals for seat belt use:

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

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



As shown, unrestrained fatalities dropped during 2016 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, outside of 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%	2.2%	-7.4%	2.0%

Source: Montana Department of Transportation Observational Studies

As shown, observed seat belt use increased 2% during 2017, increasing to 78.2. The rate of usage has steadily increased, and MDT is on track to meet the 2020 goal of 77.7%.

Statewide media campaigns for occupant protection are outlined in the “Statewide Media Campaigns” section on page 55.

Project Descriptions and Activities Funded

Buckle Up Montana (BUMT) Program

Amount Obligated: \$146,500

Amount Expended: \$138,257

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

The participating four BUMT coalitions are:

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

These four coalitions provide outreach to a total of 7 of Montana’s 56 counties, covering 37% of the state’s population. Another 26% of Montana’s population is covered by Yellowstone County and the Greater Gallatin County’s Safe Kids Coalitions focusing strictly on Child Passenger Safety. Local seatbelt surveys are being tracked annually for use in their public education efforts. Below are the observed seatbelt usage rates for FFY2017. While all of the counties represented by BUMT coalitions exceeded the statewide observed seatbelt usage rate of 76%, some targeted areas such as those who drove pickup trucks and those driving near schools were below the national average. This gives the coalitions an idea on where to focus future educational efforts.

- Missoula/Granite County: Observed seatbelt usage rates for cars is 90% while usage rates for pickup trucks is 73%. The latter statistic has prompted a *Buckle Up in your Truck* media campaign.
- Cascade County: Observed seatbelt usage rates for cars is 82%
- Flathead County: Observed seatbelt usage rates for cars is 82% while those driving near high schools finished with a 69% usage rate.
- Tri-County: Observed seatbelt usage rates averaged 77% while those near high schools finished with 85% which is a 1% increase since the beginning of the fiscal year.

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

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

During FFY2017, BUMT coalitions participated in a number of activities to educate the public on the importance and benefits of using a seat belt and properly restraining children in car seats. Below are a few highlights:

Saved by the Belt Awards

This fiscal year, 10 Saved by the Belt awards were presented to individuals involved in motor vehicle crashes that were saved by wearing their seat belts. A child, who was also restrained properly and was a passenger with a driver also received an award.

These awards are typically presented at a press conference with the survivor(s), family members, law enforcement and public officials. In addition to receiving the award, recipients receive a free one-year membership for AAA Auto Roadside Assistance Club and a Saved by the Belt key ring. A positive message and increased public awareness by participants and their relatives, followed by news coverage, could influence more people to wear their seat belts and properly restrain their children.

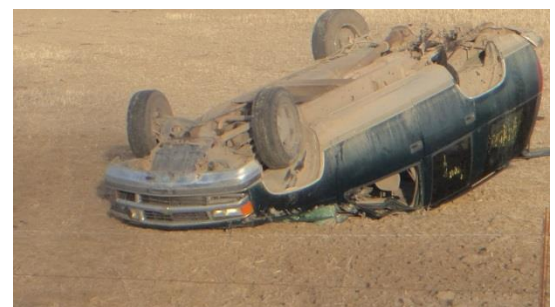
Below is the story of Aimee McCracken's "Saved by the Belt" experience:

Buckling up is an important first step when getting behind the wheel of any vehicle, and on Tuesday at the City-County Health Department in Great Falls, the "Buckle Up Montana" campaign recognized the latest "Saved By The Belt" recipient.

Montana Highway Patrol trooper Terry Rosenbaum nominated 18-year-old Aimee McCracken for the award after she was involved in a car crash in February. McCracken received a certificate, a keychain, and free AAA membership for one year.

McCracken was driving on Montana Highway 200 when she swerved to avoid hitting a dead deer in the road. She lost control and rolled her vehicle through a fence and into a field. She did not sustain serious injuries, and Trooper Rosenbaum says he believes if she hadn't been wearing her seat belt, she could have been seriously injured or killed in the crash.

"I realized I was upside down, I hit 'click' and then I crawled through the opposite window from the one I was on, and I was



just trying to find my phone to call someone," said McCracken. "The windshield and the top of the roof caved in all the way to the ground, I very much expected the worst," said Rosenbaum.

McCracken said there is no reason to not buckle up and says it was because of her seat belt and God that she walked away from the crash.

Public Education & Information

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

- The Montana Legislature was in session the first four months of 2017. A "Save Lives Montana" event was held in the Capitol Rotunda on January 27th. This was an opportunity to have a collective presence and share information with legislators to ensure they are educated about the monetary cost to Montanans and the human cost to our state that result from people who don't wear their seatbelts. Crash data maps, literature on the effectiveness of a primary seat belt law, and the dangers of texting/mobile device use when driving were available.

This event was to educate and advocate for safer roads in Montana and explain this issue from the public health viewpoint rather than the enforcement viewpoint. Unbelted people dying in crashes is a public health crisis in Montana and legislators have the chance to do something about it.

Educational outreach included a buckle up selfie-booth, educational literature and displays.



- The Missoula/Granite County Buckle Up Montana Coalition was successful in partnering with the Missoula's Mayor, John Engen, who signed a city-wide proclamation declaring Monday, September 18, 2017 as **Buckle Up Missoula Day** and the week of September 18-23, 2017 as **Child Passenger Safety Week in Missoula**. The proclamation stated that drivers who buckle up are more likely to have child passengers who buckle up.

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



- The Respect the Cage educational display, retired by the Montana Department of Transportation was initially created to illustrate that vehicles are built with a reinforced safety cage to protect the occupants in a crash. Buckling up is your best chance of remaining within that cage. The crashed car



and trailer display was acquired by the Missoula City-County Health Department. This agency continues using it to educate the public about the importance of wearing a seatbelt. In FY 2017, the exhibit was in the Frenchtown High School Homecoming Parade which is the perfect venue to educate Montana’s most inexperienced drivers. Those pictured were recent recipients of a Saved by the Belt awards.

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

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



Partnerships with Law Enforcement

- Local BUMT coalitions provided support for law enforcement agencies participating in the Selective Traffic Enforcement Program (STEP) throughout the year, but specifically during the National May Mobilization. They provide law enforcement with PI&E materials and scripts for live radio talk shows.
- Each coalition also partners with the Montana Highway Patrol’s Alive @ 25 instructors to deliver the National Safety Council’s 4-hour curriculum for drivers between the ages of 18 and 25. The Montana Highway Patrol is the only Law Enforcement Agency in Montana who is approved by the National Safety Council as a Training Agency for the Alive at 25 Classes. The partnerships created between the Buckle Up Montana Program to coordinate the Class between the youth, their parents or guardians, the courts, and the Montana Highway Patrol is valuable to the success of the overall goal to save lives. Specific conversations about the importance of seat belt use can be discussed among young drivers who are displaying risky and dangerous driving behaviors which make it a very valuable opportunity to reduce teen injuries and fatalities on Montana’s roadways. There were a total of 63 classes taught with 1,002 graduates.
- The Montana Highway Patrol owns two Seat Belt Convincers that they bring to special events that the BUMT coalitions participate in such as driver’s education classes and health fairs. The Convincer provides the opportunity for individuals to feel what it is like to crash at a low rate of speed. Troopers operate the machine while answering questions for the participants.

- Law enforcement officers are the key partners submitting nominations for travelers who were “Saved by the Belt”. They collaborate with BUMT coalitions attending each of the award ceremonies.
- National Night Out – Target sponsored event:

During the event, the store closed off a portion of its parking lot to offer space for police, sheriff’s and MHP personnel, firemen, EMT’s, Montana’s CPS team (which includes law enforcement), and many other local entities.

The event featured children’s activities, inflatable games, car seat education and installations, food and more, said event organizer Zack Andrews.



“We want to offer residents a chance to come out and get to know the law enforcement officers,” Andrews said, noting the event aims to make residents more familiar with their local first responders.

Helena’s event was held in conjunction with hundreds of similar Nights Out across the country.

Public Awareness in High Schools

Many of the coalitions make presentations at high schools as well as Driver Education classes. This is an opportunity to raise teens’ understanding and knowledge of how seat belts help to manage violent crash forces, thereby preventing serious injury or death. Child passenger safety is also a topic touched upon with these students.

Other high school programs include the “It’s Your Choice Mock Crash” program and recruiting students to assist with the observational seatbelt surveys. During Teen Driver Safety Week, one coalition distributed the “You’re Not Invincible” posters to several high schools. Those schools added buckle up messages on their reader boards.

This year’s Super Bowl afforded one coalition the opportunity to gather 35 high students together to watch the game and educate them about the benefits of seatbelt use as well as other traffic safety advice.

Partnerships with Businesses

BUMT coalitions have been successful in partnering with businesses. These businesses help promote seatbelt use via messages on their reader boards, through bank drive-up windows, and articles to employees in their newsletters. They work with such businesses as the Chamber of Commerce, media outlets, hospitals and car dealerships.

An Occupant Protection “tool kit” was developed by members of the OP Emphasis Area team, led by a BUMT coordinator, with information on how businesses could promote seatbelt use within their organizations. The tool kit is being piloted in the Kalispell area.

Partnerships with Medical Personnel

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

Child Passenger Safety (CPS) Awareness

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

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

Occupant Protection Mini-Grant Program

Amount Obligated: \$25,000

Amount Expended: \$5,717

The OP Mini-Grant Program was developed and offered this fiscal year to assist Montana communities wanting to provide local public information and education (PI&E) programs that encourages safety belt and child car seat usage. Public education projects reach various demographics and can be associated with events such as rodeos, county fairs, concerts, and other large gatherings.

The National *Click it or Ticket* May Mobilization law enforcement crackdown on seat belt use is another great opportunity for grassroots educational activities. This grant can be used to reimburse salaries, media support and pre-approved resources needed for a specific project.

Hill County Buckle Up Program and St. Patrick’s Hospital Mock Crash, It’s Your Choice Program are the agencies that received mini-grants in FFY2017.

The OP mini-grant recipients participated in a number of activities to educate the public on the importance of using a seat belt. The highlights of the “It’s Your Choice Mock Crash” are below:

More than 1,300 students from around the region got a live demonstration on how distracted and impaired driving can have serious consequences on Wednesday. Missoula first responders and Ogren Park at Allegiance Field presented the "Your Choices Matter" Mock Crash in an effort make teens think twice about their decisions when behind the wheel.



In this scenario, a two-vehicle crash is caused when a distracted teenage driver crosses the center line and hits a mother and her child head on. An unbelted occupant in the teen's car is ejected, while the driver is able to call for help. Emergency responders arrive to find two trapped in the first vehicle, while they aide the girl who was ejected.

In the end of the scenario, students learned that the daughter of the woman in second car died in the accident. While two in the first car were transported via ambulance, the girl ejected, because she wasn't wearing her seatbelt, had to be flown via life flight because of her significant injuries.

The highlights of the Hill County Buckle Up Program from the project report are below:

Hill County purchased a "Classroom with a Cause" activity kit that will demonstrate newton's laws, collisions, and laws of motion in order to reinforce a Buckle Up message. These supplies are used regularly in the STEM (Science, Technology, Engineering, and Math) Center at the Hill County Boys & Girls Club of the Hi-Line and used with mobile displays during summer camps, Festival Days, Fair, etc. Hill County forged a partnership with MSU Northern in which Education and Science majors earn practicum hours by providing activities and lessons at the Club. They are working with faculty and students to develop lessons which will utilize the items purchased to make a strong scientific case for buckling up!



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

Amount Obligated: \$25,000
Amount Expended: \$20,803

In FFY2017, Montana hosted six 4-day trainings, one renewal course, one local technician update and one statewide technician update. During 2017, MDT certified 50 new technicians. To date, Montana has 240 technicians, 18 instructors and 22 permanent CPS inspection stations registered with NHTSA. Providing an opportunity for training in tribal communities is a priority as that is a high-risk population. There are Native American CPS technicians on six of Montana's seven reservations.



Montana's child passenger safety certification trainings continue to help maintain a pool of CPS technicians and instructors throughout the state to teach parents and caregivers how to properly use and install child safety seats. This program includes hosting an annual CPS Technician and Instructor Update which affords participants the convenience of earning continuing education units and other requirements needed to recertify. Child passenger safety inspection stations and checkup events are opportunities for parents and caregivers to receive one-on-one assistance from certified CPS technicians ensuring all child restraints are installed properly and the children leave safer than when they arrived. Nearly 2,100 were inspected and close to 850 distributed to parents/caregivers throughout FFY2017 by Montana's CPS technicians.

Safe Kids Yellowstone County received a grant from Graco for car seats and funds to educate between 75 and 100 families about the benefits of seatbelt and car seat use. One of the three agencies they partnered with was the Rocky Mountain Tribal Epidemiology Center. This agency was the conduit for the coalition to take this program directly to high-risk populations on Montana's reservations. Montana CPS Instructor, Koren Bloom, said *"We are excited to be able to help car seat technicians and families from our neighboring communities with this grant. This is a terrific opportunity for everyone involved!"*

Child Passenger Safety (CPS) – Media Program

Amount Obligated: \$45,590

Amount Expended: \$45,590

Media is used to promote checkup events throughout the year. A variety of media venues were used including radio, news releases, live-radio remotes, Facebook posts, social media, etc. to support CPS events. The following identifies the markets and timing for radio in support of a CPS event:

- Missoula: March 7-11
- Great Falls: April 4-8
- Helena: April 29-May 3
- Billings: June 6-10
- Statewide: September 18-23
 - Bozeman
 - Butte
 - Great Falls
 - Havre
 - Kalispell/Mission Valley
 - Missoula/Bitterroot
 - Sidney



In addition, MDT updated the child passenger safety informational brochure this is distributed statewide through the CPS program and the BUMT coalitions.

Child Passenger Safety (CPS) – Car Seat Distribution Program

Amount Obligated: \$24,999

Amount Expended: \$24,967

In FFY2017, MDT purchased 541 convertible child safety seats for distribution to low income families who might not otherwise choose to purchase them and/or be able to afford them. Seats were shipped directly to Montana certified CPS technicians at local permanent CPS inspection stations and to CPS technicians in counties that don't have a registered inspection station. The allocation of seats was based on each county's need and demographic makeup. Continuing educational and distribution programs, and especially the implementation and enforcement of child passenger safety laws, increases the levels of child restraint use.

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

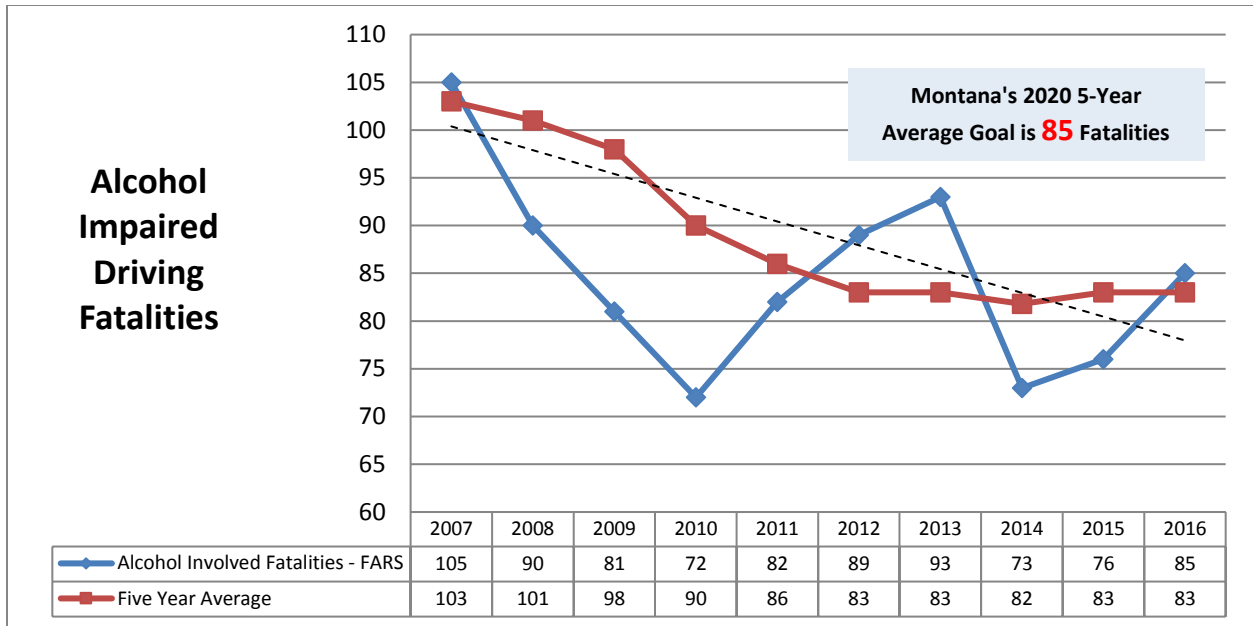
Impaired Driving

Montana continues to have one of the highest fatality rates in the nation for the number of deaths caused by impaired drivers per mile traveled. Data from 2016 indicates that 45% of all fatalities were the result of alcohol impaired driving. This is up from 2015 when alcohol impaired driving represented 34% of all fatalities.

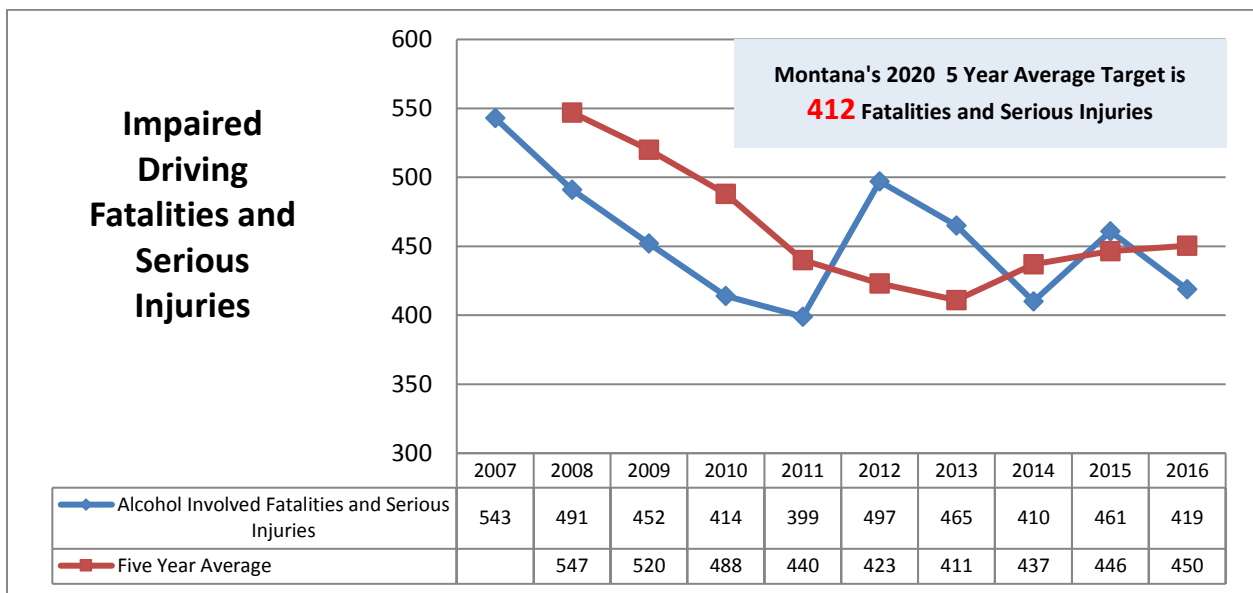
MDT SHTSS has developed the following two goals for impaired driving:

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

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



As stated, MDT hopes to maintain the current five-year average of 85 alcohol related fatalities through 2020. During 2016, Montana met the five-year average goal of 89. Even though there was an increase in alcohol-related fatalities, if the trend continues as shown in this graph, that goal is attainable.



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.

Statewide media campaigns for impaired driving are outlined in the “Statewide Media Campaigns” section on page 55.

Project Descriptions and Activities Funded

DUI Court Training

Amount Obligated: \$5,000

Amount Expended: \$4,460

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

NCDC hosted an operational tune-up training on May 22-23, 2017 in Montana. MDT provided the City of Glasgow and 5th Judicial District funding to attend. The DUI court training contract provided \$4,460 to fund travel, lodging and meal costs for members on the DUI court teams to attend.

DUI Court Implementation

Amount Obligated: \$417,878

Amount Expended: \$385,130

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

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

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

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

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

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

DUI court participant counts fluctuate throughout the year as clients are accepted into the program, graduate from the program, withdraw or are dismissed from the program. A total of 49 DUI offenders were successful in graduating from the various DUI court programs around the state. A total of 160 offenders were served in DUI Courts. Not only individual graduates benefit from the program, but their family and the community as a whole.

- The 7th Judicial District DUI court graduated 14 participants. The court served a total of 37 participants, of which 3 did not complete the program.
- The Yellowstone County Sobriety Treatment Education Excellence Rehabilitation (STEER) Court – 13th Judicial District graduated 19 participants. The court served a total of 70 participants, of which 9 did not complete the program.
- Butte-Silver Bow County Justice DUI court graduated 11 participants. They served a total of 35 persons, of which 4 did not complete the program.
- Hill County Justice DUI court graduated 5 participants. The court served a total of 18 participants this year, of which 5 did not complete the program.

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

PROGRAM GOALS

Reduce recidivism among DUI high-risk repeat offenders.

Eliminate alcohol and drug abuse associated with impaired driving.

Match participants with evidence-based substance abuse treatment.

Provide alternative transportation and educate participants on the importance of occupant protection.

DUI offenders will be assessed and provided with educational, vocational, medical, mental health, and other appropriate services to help support long-term pro-social behaviors.

Proactively address and change the behaviors of DUI offenders who operate vehicles while unlicensed or uninsured

THE TEN GUIDING PRINCIPLES OF DWI COURTS

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

**13TH JUDICIAL DISTRICT
STEER COURT PARTNERSHIPS**

Alternatives, Inc.

Community Solutions Inc.

Court Legal Representatives
Yellowstone County Attorney's Office
State Office of the Public Defender

Law Enforcement
Billings Police Department
County Sheriff's Office
Montana Highway Patrol

Montana Department of Corrections
Adult Probation and Parole

Montana Department of Transportation

Rimrock
Substance Abuse Treatment
True North
Sober Housing

Yellowstone County Bar Association

National Center for DWI Courts

Yellowstone County DUI Task Force



CONTACT:

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

MISSION:

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

DUI Court and Presiding Judges	Clients Served	FY17 Grads	Amount Expended
1. 7 th Judicial District (Richland, McCone, Prairie, Dawson, and Wibaux Counties) <i>Judge Katherine Bidegaray</i>	37	14	\$84,203
2. Yellowstone County Sobriety Treatment Education Excellence Rehabilitation (STEER) Court <i>Judge Mary Jane Knisely</i>	70	19	\$146,358
3. Butte-Silver Bow County <i>Judge Deborah Williams</i>	35	11	\$68,653
4. Hill County <i>Judge Audrey Barger</i>	18	5	\$85,916
TOTAL	160	49	\$385,130

24/7 Sobriety Program

Amount Obligated: \$106,125

Amount Expended: \$59,129

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

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

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

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

At the beginning of FFY2017, there were 51 counties using the 24/7 program. In FFY17, three additional counties were added for a total of 54 counties participating in the program. In FFY17, there were a total of 1,776 participants enrolled in the program. The average number of days of enrollment was 85. 177,598 breath tests were given with a passing rate of 99.87%.

The counties that are in the program participate in 2x daily monitoring through breath tests, SCRAM or a combination of both. The remaining two counties not participating continue to evaluate whether they have the resources to do so. The 24/7 Coordinator is also working with Montana's Tribes for program implementation.

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

Department of Corrections Training: Comprehensive Risk and Needs Assessment for DUI Offenders

Amount Obligated: \$52,127

Amount Expended: \$14,045

Montana Department of Corrections (MDOC) implemented a comprehensive risk and needs assessment for DUI offenders on community supervision in FFY17. The Impaired Driving Assessment (IDA) was developed by the American Probation and Parole Association (APPA) with funding from NHTSA. The assessment tool aims to increase the effectiveness of identifying persons who are most likely to drive impaired, or continue to drive impaired. The results of the assessment will be used to analyze results and build specialized supervision strategies and treatment options to address the specific needs of offenders with DUI, and other alcohol related offenses, leading to a decreased risk of injury, property loss, or death caused by alcohol related crashes.

MDOC entered into a contract with the American Probation and Parole Association to provide training for probation and parole staff within the MDOC. During the week of August 22-24, 2017, three trainings were provided and 75 MDOC staff were trained, in addition to 9 contract staff. P&P Officers will be utilizing the assessment for DUI offenders in MDOC custody for the foreseeable future

Law Enforcement Programs

Evidence Based Traffic Safety Enforcement Program

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

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

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

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

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

Project Descriptions and Activities Funded

Selective Traffic Enforcement Program (STEP)

Amount Obligated: \$512,000
Amount Expended: \$457,736

Law enforcement agencies conducted year-round sustained enforcement from October 1, 2016 to September 30, 2017 focusing on the three national mobilizations; Winter Holiday Season, Memorial Day Click It or Ticket, and Labor Day Drive Sober or Get Pulled Over, as well as locally identified high risk timeframes such as the 4th of July and St. Patrick’s Day.

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

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

During FFY2017, SHTSS contracted with nineteen law enforcement agencies (excluding tribal STEP, see page 44). This represents a decrease from previous years due to a reconfiguration of Montana’s STEP program. SHTSS developed a targeted mini-grant program that is available for non-STEP participants. Many of the smaller agencies that had previously participated in STEP were finding it difficult to fulfill the mobilization requirements and expend their grants. The SHTSS mini-grant program is designed to help these agencies address self-identified high-risk timeframes for High Visibility Enforcement and sustained overtime shifts. For more information on this program, please see the section titled Mini-Grants.

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

Law enforcement agencies participating in the STEP program provided 13,259 hours of overtime patrols during FFY2017. There were 14,612 traffic stops conducted and a combined 27,317 citations and warnings were given to motorists. The following matrix itemizes the citations:

FFY2017 Citations – STEP							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
313	48	42	2,435	117	33	144	34
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	
793	1,550	7,016	339	355	45	14,053	

By comparison, law enforcement agencies participating in STEP during FFY2016 provided 15,185 hours of overtime patrols with 17,478 traffic stops conducted and a combined 32,002 citations and warnings given to motorists.

STEP Media

Amount Obligated: \$47,168

Amount Expended: \$47,168

Media is used to support STEP patrols during mobilizations, summer holiday events and other specific events throughout the year. Radio, PSA's and newspaper advertising are used for high-risk events including sustained efforts. The statewide mobilization media efforts are discussed on page 48. The following represents Law Enforcement STEP participants that requested media include:

Media Coverage	Focus	Radio Spots/Location
2016/17 Holiday "Drive Sober or Get Pulled Over" Radio for select markets. Press release templates were provided to all participating agencies.	The primary message was "Drive Sober or Get Pulled Over". This campaign ran from December 13-31, 2016.	Billings, Bozeman, Butte, Helena, Kalispell, Missoula, Glasgow, Glendive, Great Falls, Havre, Lewistown, Miles City, Polson/Ronan
2017 May Mobilization "Click it or Ticket" Media venues included radio for select markets; press release template provided to all participating STEP; Broadcast and Cable TV; and Digital. There were also bonus spots, rate discounts, and extra impressions.	The message was "Click It or Ticket". This campaign ran from May 15 through June 5.	Billings, Bozeman, Butte, Great Falls, Helena, Kalispell, Missoula, statewide message
2017 4th of July – "Click it or Ticket" This included radio and press release template	Combination of impaired driving and buckle of campaign. It One-week awareness campaign from June 28 through June 5.	Billings, Bozeman, butte, Dillon, Glasgow, Glendive, Great Falls, Havre, Helena, Kalispell, Libby Miles City, Missoula.
2017 Labor Day Mobilization "Drive Sober or Get Pulled Over" . Media venues included Radio for select markets; Broadcast and Cable TV; Radio; Outdoor; and Digital. There was emphasis placed on the major seven metro markets and targeted rural areas. Press release template provided to all participating agencies.	This was a "Drive Sober or Get Pulled Over" campaign. This campaign ran from August 16 through September 4.	Billings, Bozeman, Butte, Choteau, Conrad, Dillon, Glasgow, Glendive, Great Falls, Havre, Helena, Kalispell, Lewistown, Libby, Miles City, Missoula, Shelby, Sidney, statewide message

Montana Highway Patrol Safety Enforcement Traffic Team (SETT)

Amount Obligated: \$683,500

Amount Expended: \$630,095

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

SETT worked 4,790 patrol hours during FFY2017. There were 3,372 traffic stops conducted and a combined 8,869 citations and warnings were given to motorists.

FFY2016 Citations – SETT							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
88	13	5	1,059	29	14	78	15
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	
304	525	1,149	110	136	10	5,229	

The team completed 26 deployments in support of HVE efforts across the state. The deployments included:

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

SETT Media

Amount Obligated: \$8,203
Amount Expended: \$8,203

As a required component of High Visibility Enforcement, SETT incorporates a media component to all of their deployments. This media included paid radio, PSA’s and newspaper ads. SETT media and events are included in the STEP program. However, listed below are other campaigns that we specifically created for the SETT team during special deployments.

Media Coverage	Focus	Radio Spots
2017 St. Patrick’s Day Radio Only	Impaired Driving	Butte, Bozeman, Kalispell, Missoula

MHP Traffic Safety Resource Officer

Amount Obligated: \$174,719
Amount Expended: \$142,477

MDT has contracted with Montana Highway Patrol since FFY 2009 to provide a Traffic Safety Resource Officer (TSRO). The TSRO program oversees and manages several of the law enforcement related traffic safety initiatives that are included in Montana’s current Comprehensive Highway Safety Plan as

strategies. The major responsibilities of the program entail the coordination and delivery of Standard Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Recognition Enforcement (DRE) training programs statewide and deployment of the MHP Mobile Impaired Driving Assessment Center (MIDAC).

SFST, ARIDE, and DRE Training for Law Enforcement

Standard Field Sobriety Testing (SFST)

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

SFST Recertification /Refresher Training

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

Advanced Roadside Impaired Driving Enforcement (ARIDE)

The TSRO program first brought ARIDE training to Montana during FFY 2010. The ARIDE course bridges the gap between SFST training and the DRE program (further described below). ARIDE offers additional information to law enforcement officers on detecting impairment caused by more than just alcohol. This is valuable because law enforcement officers that have not received advanced or in-service training on drug impairment tend not to be able to identify these specific characteristics. They may inadvertently release an impaired driver because there was no proof of alcohol impairment from the preliminary breath test. This 16-hour curriculum is designed to help officers become more proficient at detecting, apprehending, testing, and prosecuting impaired drivers.

Drug Recognition Expert Training (DRE)

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

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

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

Summary of TSRO Activities

In FFY2017, the Montana TSRO program conducted 14 Training sessions across the state. TSRO Trainings included:

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

Law Enforcement Liaison Program

Amount Obligated: \$50,000
Amount Expended: \$19,812

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

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

STEP Mini-Grant Program

Amount Obligated: \$60,000
Amount Expended: \$36,895

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

Many areas of the state experience significant seasonal and event driven increases in traffic with accompanying spikes in impaired driving and transportation related crashes and fatalities. As a result, the Montana SHTSS decided to offer grant funding to assist small law enforcement agencies address these issues. The Mini-Grant program allows agencies to apply for overtime and law enforcement

equipment funding in support of the summer tourist season as well as local holidays and events such as pow-wows, concerts, county fairs, sports events, and rodeos.

In FFY2017 eleven agencies were awarded grant funds to increase enforcement efforts and provide single event, multi-jurisdictional high visibility enforcement. There was a total of 1,135 overtime hours worked and 1,219 total citations issued. Two of the Mini-Grants were dedicated to supporting multi-day music festivals.

The Jefferson County Music Festival Checkpoint required all drivers leaving the concert to take breathalyzer tests prior to leaving – 575 drivers were tested; 45 drivers were stopped from driving drunk and 52 fake ID’s were confiscated from underage concert goers – no citations were issued at concert checkpoints. The music festival venues are held on private property.

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

Entity	Event	Other Information
Blaine County Sheriff’s Office	County Fair Demolition Derby	4 th of July - Single event HVE
Carter County Sheriff’s Office	Sturgis Motorcycle Event	HVE for Impaired Driving
Choteau County Sheriff’s Office	May Mobilization	HVE for Impaired Driving and Seat Belts
Crow Agency	Crow Fair Rodeo and Powwow	HVE for Impaired Driving and Seat Belts
Garfield County Sheriff’s Office	Summer Tourist Season	HVE and Sustained enforcement for Impaired Driving and Seat Belts
Jefferson County Sheriff’s Office	Rockin’ the Rivers Music Festival	Impaired Driving Checkpoints at concert
Lake County Sheriff’s Office	Spring/Summer Season	HVE and Sustained enforcement for Impaired Driving and Seat Belts
Meagher County Sheriff’s Office	Red Ants Pants Music Festival	HVE and Sustained enforcement for Impaired Driving and Seat Belts – Sobriety Checkpoints
Red Lodge Police Department	May Mobilization, Summer High Traffic Volume	HVE enforcement for Impaired Driving and Seat Belts HVE and Sustained enforcement for Impaired Driving and Seat Belts
St. Ignatius Police Department	Summer Traffic Season, May Mobilization	HVE and Sustained enforcement for Impaired Driving and Seat Belts HVE enforcement for Impaired Driving and Seat Belts
Troy Police Department	4 th of July, Summer Traffic Season	HVE and Sustained enforcement for Impaired Driving and Seat Belts

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

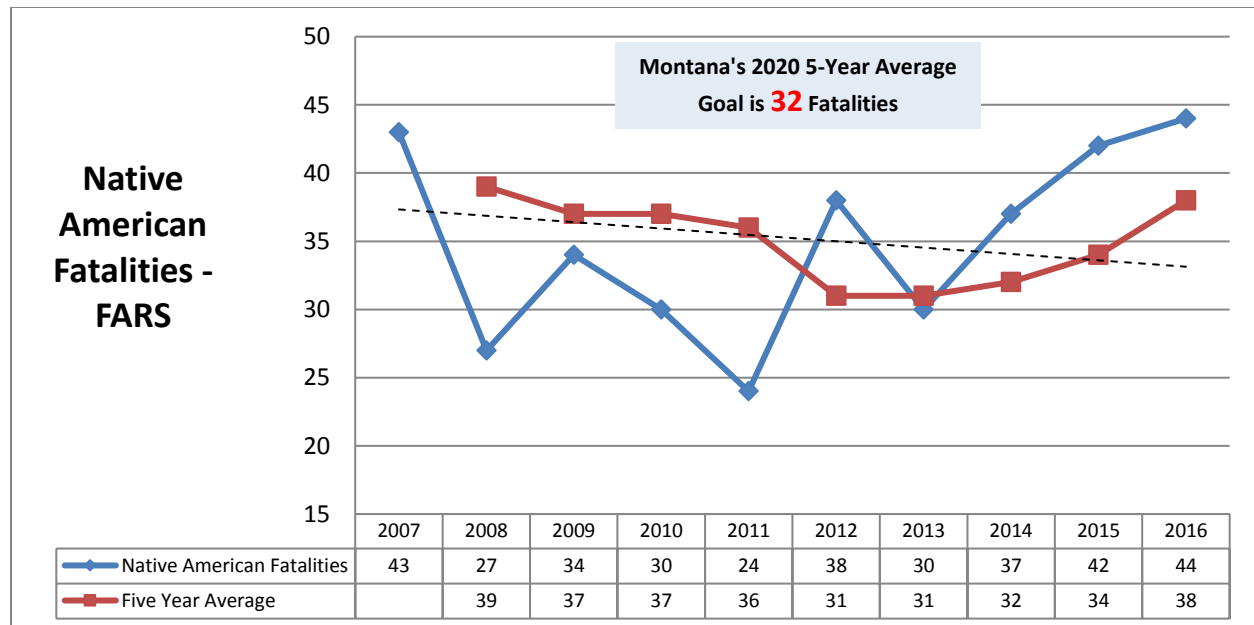
FFY2016 Citations – Mini-Grants							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
11	4	4	134	1	8	5	3
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	
12	48	796	7	10	0	176	

Native American Traffic Safety Program

MDT has managed the Native American Traffic Safety Program since 2006. Native American represent approximately 7% of Montana’s population, yet account for 18% of the traffic fatalities during the last five years. During 2016 there were 42 fatalities, which is 21% of the total fatalities in the state. This is consistent with 2015.

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

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



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

Project Descriptions and Activities Funded

Safe on all Roads

Amount Obligated: \$219,699
Amount Expended: \$153,058



During FFY2017, the Safe on All Roads (SOAR) program was continued on all seven of Montana’s reservations. The purpose of the program is to provide messaging that is culturally relevant and that resonates with the target audience. SOAR coordinators are members of their community and partner with tribal law enforcement, tribal health departments, Indian Health Services, Tribal Community Colleges, and other entities to ensure consistent messages are being delivered.

Coordinators attend and host many community activities throughout the year and provide traffic safety education and materials. Below is an example of an activity where the SOAR coordinator partnered with Tribal Health to educate on impaired driving (as provided in the quarterly report):

“Worked with Rocky Boy Health Board during the Annual Pow-wow and Halloween Round Dance to distribute educational materials/hand-outs on the risks associated with driving under the influence. The target population was Tribal Members between the ages of 18-34; however, educational information/handouts were distributed to all people visiting the stands. Approximately 150 individuals were provided with educational information during the pow-wow and approximately 75 during the Halloween Round Dance.”

Through their education efforts SOAR coordinators use a variety of methods to deliver messaging. At this event, pledge sheets were used for Tribal members pledging to wear seatbelts.

“During this reporting period the FPCC SOAR staff participated in various events across the Fort Peck Indian Reservation conveying the importance of seat belt use, every trip, every time. Native American seat belt usage is among the lowest, if not the lowest, percentage usage amongst all ethnic groups, and the reservation population needs to grasp and understand the importance of this vehicle safety feature. Information was disseminated at these events, and pledge sheets were gathered from individuals that pledged to wear their seat belts in vehicles at all times, whether they are the driver or a passenger. Events attended this reporting period included a local Health Fair, FPCC Graduation ceremony, local high school graduations, the Red Bottom powwow, and the Poplar Wild West Days.”

This particular community used pledge sheets during a number of their events. They collected over 350 individual signatures on the pledge sheets during the last two quarters of the fiscal year.

In addition, coordinators are required to conduct seat belt surveys and participate in Child Passenger Safety events. Some examples of those activities include:

“Early childhood parent meeting car seat/impaired driving. SOAR Health Screen at NKWUSEM language School & Dixon School. Seat Belt Observations; January: Arlee 72% Ronan 68% Polson 61%. February: Arlee 66%; Ronan 57%; Polson 63%. March: Arlee 70%; Ronan 68%; Polson 81%. I issued 23 car seats to caregivers and showed them the correct installation for proper

fit. There were 526 Tribal Beneficiaries that did use the sign in sheets at these Community Functions.”

“Event in St. Ignatius. Gave activity books, & talked to attendees about seat belt safety while I painted faces. Issued a total of 24 car seats to care givers with proper installation this quarter.”

Efforts of the location coordinators allowed education materials and other traffic safety message to reach 1,000’s of Native American throughout Montana.

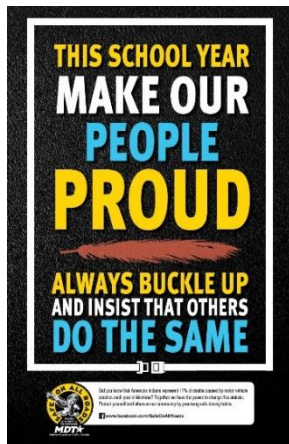
SOAR Media

Amount Obligated: \$67,736
 Amount Expended: \$67,736

MDT provides media for the SOAR coordinators to utilize in their education efforts. During FFY2017 media outreach was provided for the following events.

2017 SOAR Media Campaigns		
Description	Message(s)	Participation
Billboards	Messages were alternated between occupant protection and impaired driving	All seven reservations have at least one billboard. Some of them have more than one however; securing billboards in these areas is difficult.
Back-to-School	Occupant Protection/CPS	All seven reservations participated in this campaign. Several media venues were utilized including radio, Facebook, newspaper, and posters. (See below for more information.)

During the Back-to-School campaign, many local Tribal members recorded the radio ads. Using local voices has a great impact to the outcome of the campaign. The Safe Travel Campaign also was continued from last year. This campaign targets the summer months when traffic is heavier.



Northern Tribes DUI Task Force

Amount Obligated: \$5,000

Amount Expended: \$3,560

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

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

Over the course of FFY2017, the task force met on four different occasions. The task force membership has grown from six participants to twenty-five members representing six Tribal communities. This year, the task force finalized the strategic plan and is implementing some of the strategies and activities in the plan.

The group was able to secure additional funding through FHWA's Tribal Transportation Safety Program to assist with future endeavors. An additional amount of approximately \$45,000 was secured to develop culturally relevant impaired driving campaigns for the taskforce.

There was a statewide media impaired driving campaign during graduation ceremonies. The task force members were featured on the poster encouraging graduates to drive sober. In addition to the poster above, the campaign included Facebook, radio, and newspaper.



Tribal Step

Amount Obligated: \$48,500

Amount Expended: \$48,329

During FFY2017, MDT contracted with three tribal law enforcement agencies to participate in the Selective Traffic Enforcement Program (STEP). These include Confederated Salish and Kootenai (CS&K), Fort Belknap Tribes and Fort Peck Tribes. In addition, one agency participated in a STEP mini-grant during their powwow.

In 2017, a total of 1,005 citations were issued by the three Tribal STEP agencies during the sustained enforcement and mobilization time periods. This was up from 2016 when 871 citations were issues. This is the second year in a row where citations have increased significantly. The following are highlights from 2016:

- 25 DUI Citations
- 73 Seat Belt/CPS Violations
- 292 Speeding Citations

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

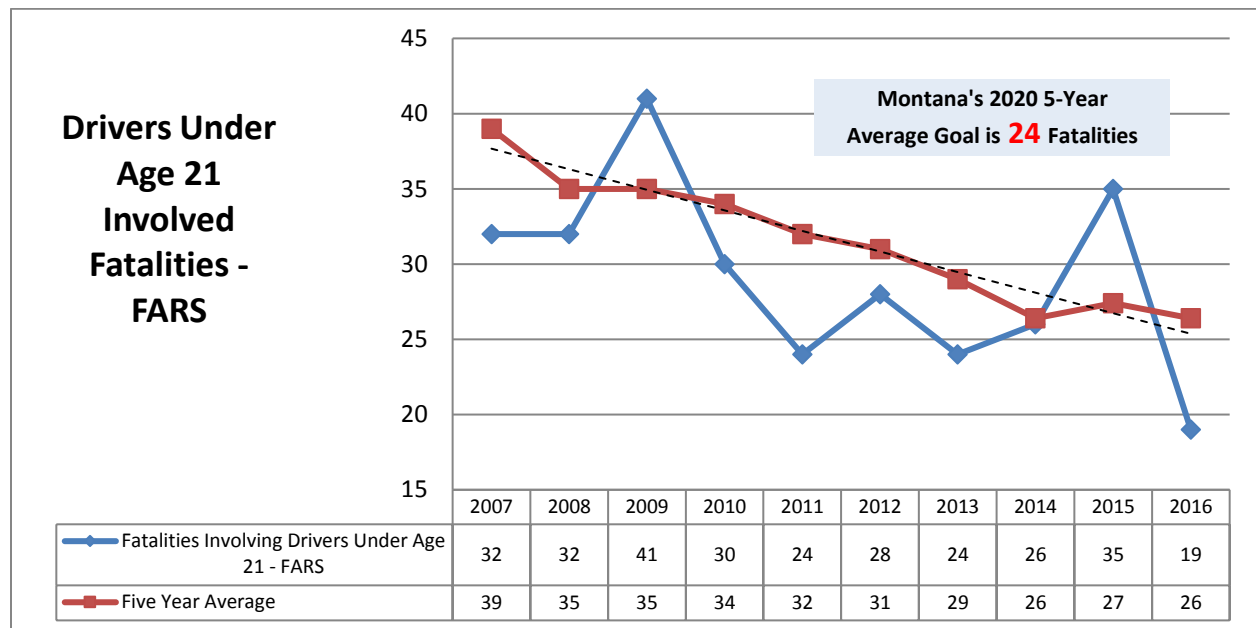
Teen Traffic Safety

During FFY2017, Teen drivers represented approximately 10% of all fatalities and 22% of Montana’s total serious injuries. Yet, teens only account for approximately 6.7% of the state’s population.

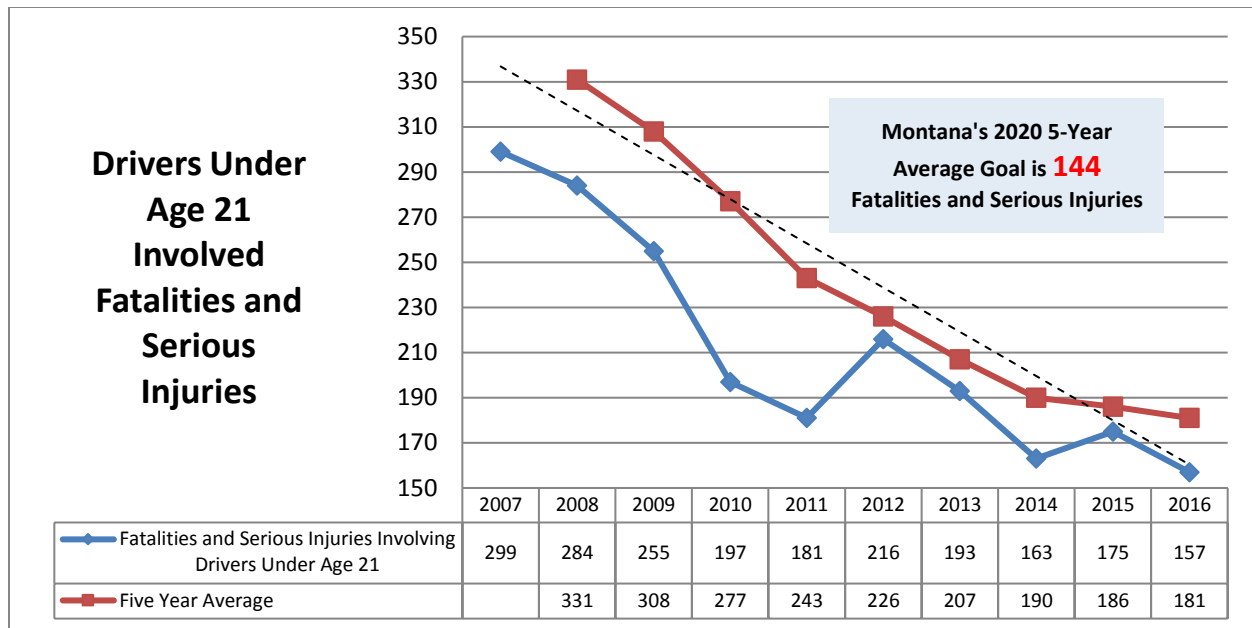
Currently the MDT goals for Young Drivers are:

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

The following represents the progress in reaching this goal.



Montana saw a significant decrease in young driver involved fatalities. There were 19 fatalities during 2016 compared to 35 in 2015. This represents a 46% decrease and the lowest number in the last ten years. In addition, MDT met the target for 2016, which is a five-year average of 27.



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. Overall, younger driver numbers showed dramatic improvement during 2016.

Project Description and Activities Funded

Teen Peer-to-Peer Highway Traffic Safety Project

Amount Obligated: \$10,000


Amount Expended: \$5,123

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

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

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

During 2017, MDT assisted the Kalispell Braves in developing pledge cards that contained their school logo. The pledge cards include a contract asking all signed to buckle up, ensure all occupants, including children, are properly restrained and don't drive impaired.

I am a SAFE Driver		
Name		
Location		
Date		
<p>SAFE DRIVER CONTRACT</p> <ul style="list-style-type: none"> ➤ I will always buckle my seatbelt whenever I am in a moving vehicle. ➤ I will ask others in my vehicle to be properly buckled in. ➤ I will make sure children are safely restrained appropriate for their age. ➤ I will not travel in a vehicle with a driver who has been drinking alcohol. 		

Also during 2017, MDT was approached by some teen students who had a classmate die in a crash who was not buckled up. Her name was Lauryn and there has been on-going "Buckle Up Blue for Lauryn". Students have been placing blue ribbons on their steering wheels as a reminder to buckle up. The classmates requested assistance in continuing that campaign. They took a picture of her peers from the school and sent it to MDT. From that, a poster was developed to promote wearing seat belts. These posters were distributed statewide for all schools to display.



A TEXT ISN'T WORTH ENDING A LIFE.

AT HARDIN HIGH SCHOOL, FRIENDS DON'T LET FRIENDS TEXT AND DRIVE.

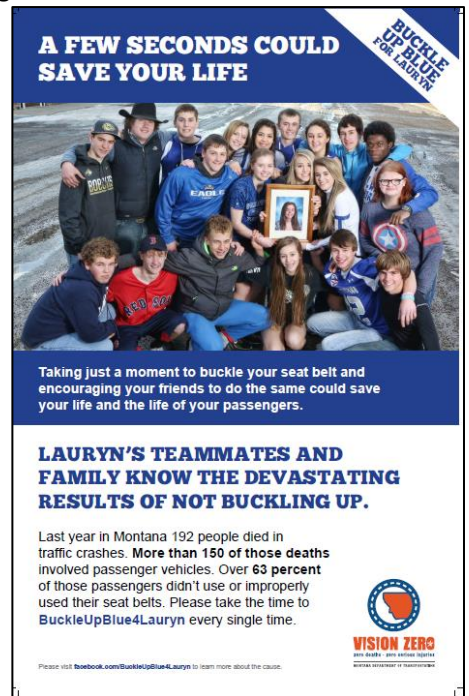
Sending or receiving a text takes a driver's eyes from the road for an average of 4.6 seconds, which is like driving the length of an entire football field blind at 55 mph.



If you want your school to get involved, contact Shelby Casade at 405-448-7021 or scasade@mt.gov

In addition, another group of students partnered with State Farm and developed a distracted driving campaign. State Farm had purchased "Don't Text and Drive" shirts and a picture was taken of the student body in

the t-shirts. They contacted MDT for assistance in promoting this campaign. A distracted driving poster was developed using the student. This was also shared statewide.



MDT received a grant from Ford Driving skills for life in June of 2017.

This grant will be used to expand and leverage the FCCLA program that is already in place. The grant is for \$15,000 and will be fully implemented during fiscal year 2018.

Youth Risk Behavior Survey

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

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

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

with an impaired driver or drove impaired showed significant improvement, dropping 3.2% and 3.3% respectively.

2015 Youth Risk Behavior Survey	2007	2009	2011	2013	2015	2017
QN90: Percentage of students who never or rarely wear a seat belt when driving (among students who drive a car).	14.2	13.1	11.2	11.4	8.2	8.7
QN9: Percentage of students who rarely or never wore a seat belt (when riding in a car driven by someone else)	14.2	13.1	11.2	10.1	9.5	7.8
QN10: Percentage of students who rode with a driver who had been drinking alcohol (in a car or other vehicle one or more times during the 30 days before the survey)	32.9	28.8	26.1	24.5	23.0	19.8
QN11: Percentage of students who drove when drinking alcohol (one or more times during the 30 days before the survey, among students who had driven a car or other vehicle during the 30 days before the survey)				12.6	10.9	7.6
QN91: Percentage of students who talked on a cell phone while driving (on at least 1 day during the 30 days before the survey, among students who drove a car or other vehicle).				61.3	58.1	56.6
QN12: Percentage of students who texted or e-mailed while driving a car or other vehicle (on at least 1 day during the 30 days before the survey, among students who had driven a car or other vehicle during the 30 days before the survey)				55.8	54.6	54.2

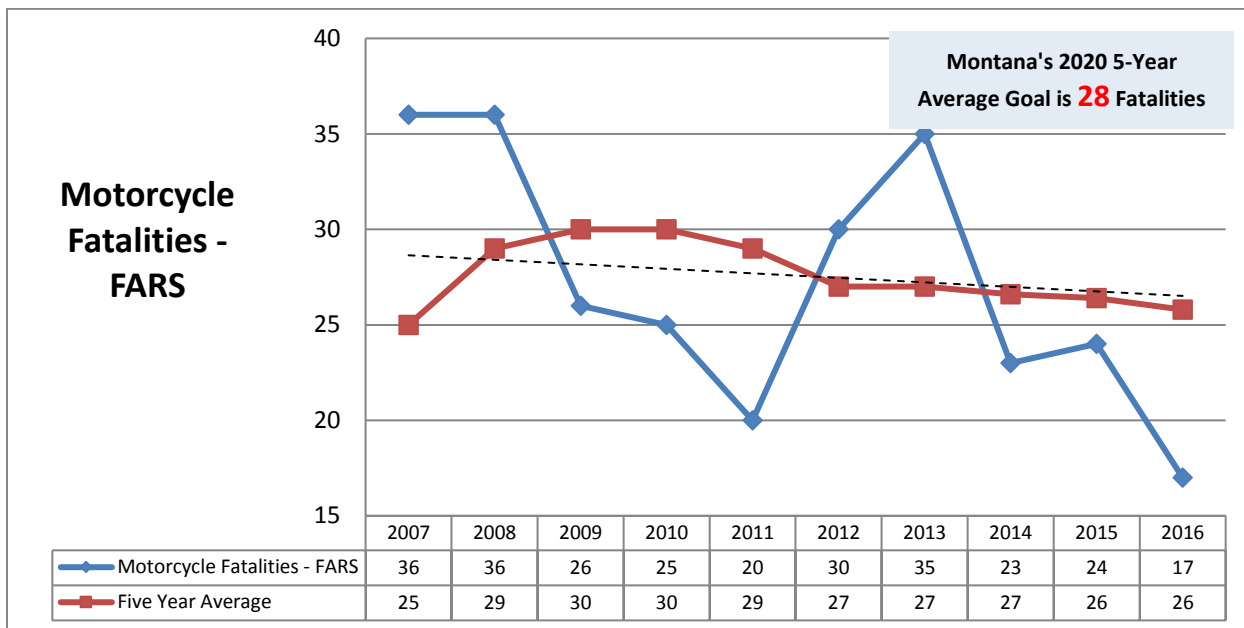
Motorcycle Riders Safety Training

Motorcycle fatalities have been affecting older riders more than any other group. Montana motorcycle fatalities decreased during 2016. There were 17 motorcycle fatalities as compared 24 during 2015. This represents a 30% decrease and is the lowest number of fatalities Montana has had during the past ten years. Of these, 12, 71% were over the age of 40.

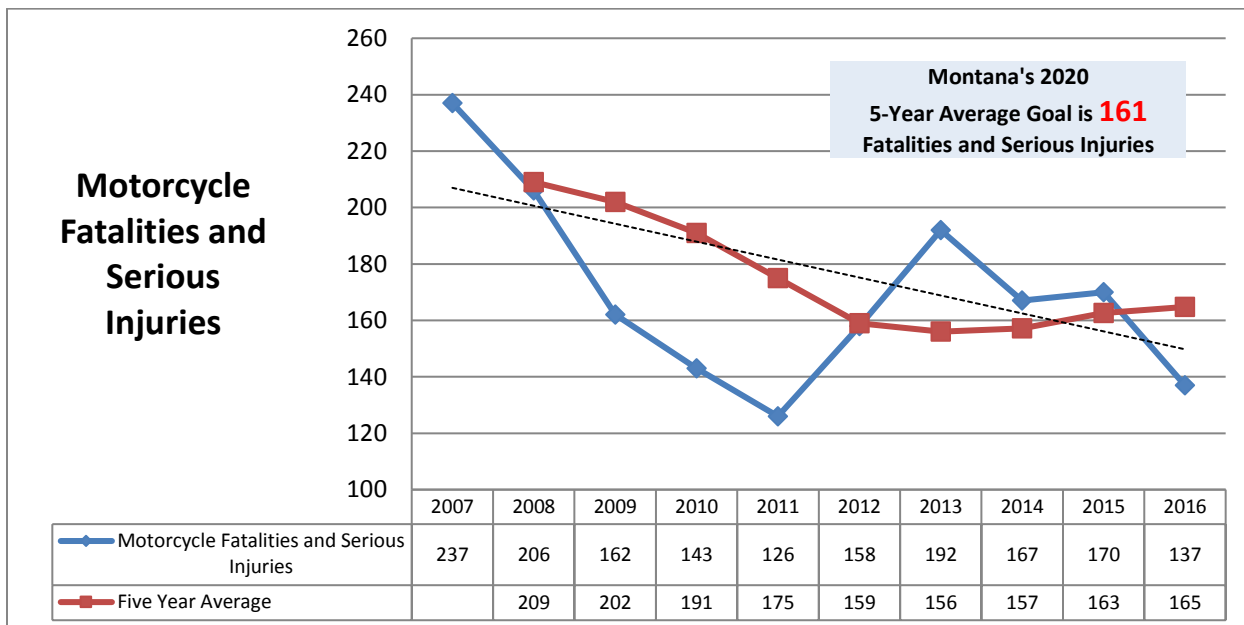
SHTSS set the following goals for Motorcycle Crashes and Fatalities:

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

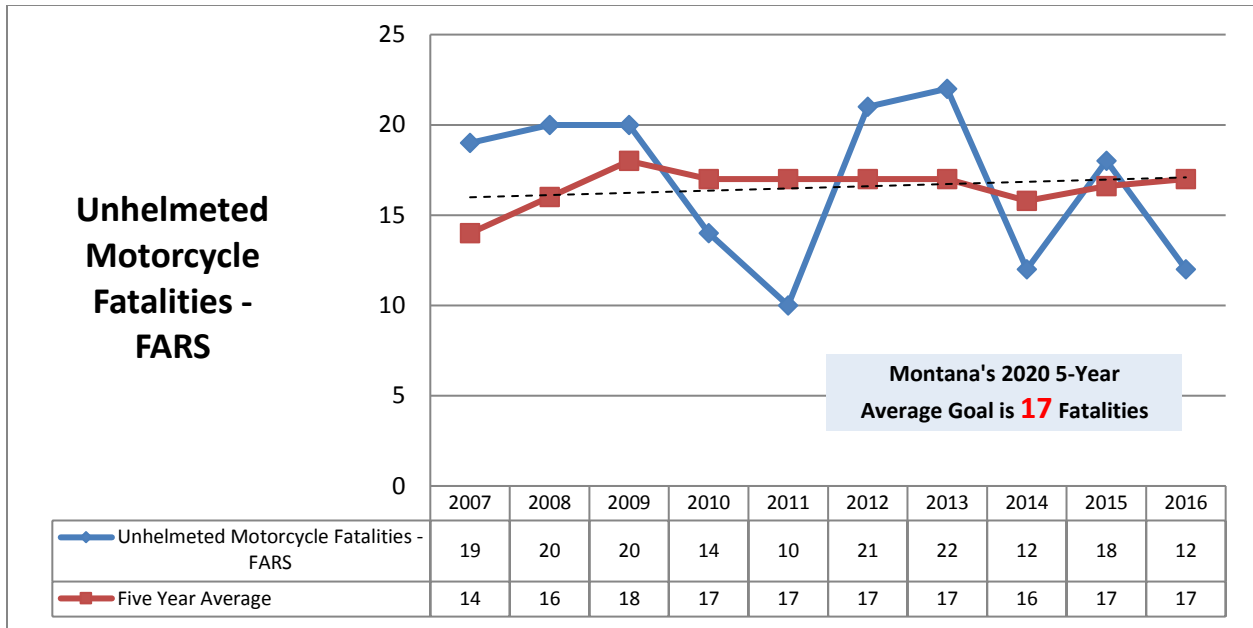
The charts below represent the history of motorcycle fatalities, serious injuries and unhelmeted fatalities.



Montana had 17 total fatalities in 2016, which is a decrease from 2015 when there were 24. This is the lowest year in the last ten years. In recent years there have been dramatic reduction in motorcycle fatalities. Because of this, Montana is on track for reaching the 2020 goal. Montana met the goal for 2106 which a five-years average of 30.



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



Unhelmeted fatalities dropped by six from 2015 when there was 18 to 12 in 2016, a 33% decrease. Montana met the five-year average target for 2016, which was 17.

Project Descriptions and Activities Funded

Motorcycle Media

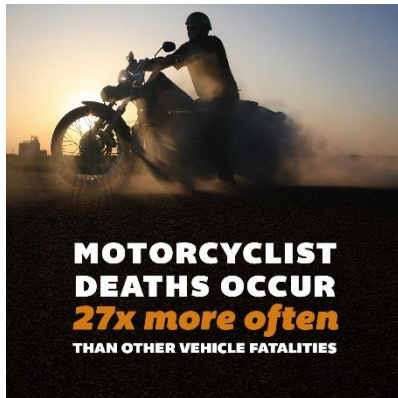
Amount Obligated: \$20,000

Amount Expended: \$19,102

During May Motorcycle Awareness Month, MDT utilized radio and Facebook as the focus of the campaign reminding motorists to be aware of motorcyclists. Some of the Facebook post included:



May is Motorcycle Awareness Month: time to remember that all drivers share Montana's roads. Be alert, don't follow too closely, and double-check for motorcycles at all intersections and before changing lanes.



Motorcycle crashes are on the rise in Montana. In fact, motorcyclist deaths happen 27 times more frequently than fatalities for other vehicles. As the weather warms, remember to be alert for motorcycles, share the road, don't follow too closely, and allow them to use the full lane.

Traffic Records

Project Descriptions and Activities Funded

MHP Web-Based Crash Training

Amount Obligated: \$31,735

Amount Expended: \$10,793

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

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

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

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

DOJ Forensics – Crime Lab

Amount Obligated: \$3,500

Amount Expended: \$3,142

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

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

DOJ/MVD JCRS System Upgrade

Amount Obligated: \$60,000

Amount Expended: Extended to 2018

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

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

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

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

DPHHS – EMS Reporting Database

Amount Obligated: \$83,740

Amount Expended: \$83,740

This project enables implementation of a statewide EMS data system that is compliant with the National EMS Information System 3.4 standard. Upgrading to an up-to-date, user-friendly system will enable EMS providers to collect more timely and valid data from traffic crash incidents and will better support data linking efforts.

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

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

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

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

DPHHS-System Migration

Amount Obligated: \$64,593

Amount Expended: *Extended to 2018*

The State Trauma Registry is utilized by hospitals, the regional and state trauma advisory councils and the State to collect information about trauma incidents and to perform performance improvement

activities. This project will allow the Department of Public Health and Human Services to migrate historic trauma care data coded in ICD-9 to the new ICD-10 standard coding. Migrating all the data to one standard will help prevent errors in manually combining reports from different datasets. An additional outcome is that data linking efforts will be easier if the trauma data is all in one standard.

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

DPHHS – Outcomes Module

Amount Obligated: \$12,300
Amount Expended: Extended to 2018

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

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

Emergency Medical Services

Motor vehicle collisions to include motorcycle and pedestrian collisions continue to be the leading cause of traumatic injury and death in Montana. The Montana EMS and Trauma Care System works to improve outcomes and reduce death for patients with traumatic injury. One of the focus areas for improved outcomes is trauma education for Montana's rural EMS providers.

Education for prehospital providers is an ongoing challenge in Montana. The workforce is approximately 80% volunteer. The volunteers are on call 7 days a week, 365 days a year with little or no reimbursement for their time or personal expenses associated with volunteering.

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

Project Description and Activities Funded

DPHHS – Trauma Education for Rural EMS Providers

Amount Obligated: \$29,779

Amount Expended: \$29,779

This program provides trauma education to Emergency Care Providers (ECPs) throughout the State of Montana in an effort to improve patient outcomes and overall survival from injuries sustained in roadway incidents. The course that is offered is Prehospital Trauma Life Support (PHTLS). This is a 16 hour course that focuses on identification and initial, life sustaining treatment of the critically injured trauma patient. PHTLS emphasizes principles of good trauma care and promotes critical thinking. The course completion certificate is valid for four years. There is also an 8 hour PHTLS refresher course for students who are near the 4 year anniversary of course completion.

During 2017, DPHHS conducted nine PHTLS courses throughout the State of Montana. Courses were held in Three Forks, Helena, Golden Valley (Rygate), Plentywood, Lame Deer, Laurel, Teton County (Fairview), Bozeman and Butte. There were 112 students to participate this year in 11 locations throughout the state.

Four new instructors were developed in 2017. New instructors are from Three Forks, Kalispell, Sidney and Big Fork.

Student manuals were replaced during this grant period. These manuals are sent to students for use prior to and during the course. They are then collected for use at future courses. The old books had been used for the past three years and were ready for replacement.

The PHTLS course updates every four years and is based on the most current recommendations from the American College of Surgeons Committee on Trauma. Students are receiving the most current information available regarding care of the critically injured trauma patient.

Statewide Media Campaigns

Occupation Protection Campaign

Amount Expended: *HSIP Funding*

Vision Zero “One Reason” campaign was launched during 2017. The ultimate goal was to eliminate deaths and serious injuries on Montana highway by encouraging Montanans to buckle up. This media was placed over a 10-week period from April 24 through July 2. A variety of media venues were used during this campaign including broadcast and cable TV, radio, social, digital, and outdoor. In addition, a news release provided additional support.



Emphasis was placed on the seven major metro markets – Billings, Bozeman, Butte, Great Falls, Helena, Kalispell, and Missoula. Two videos were made to target the primary audience: “Dad with Little Girl” to reach the overall audience and “Guys Playing Basketball” targeted at the younger male demographic.

May Mobilization

Amount Obligated: \$139,430

Amount Expended: \$139,430

MDT conducted a three-week awareness campaign focusing on seat belt/buckle up message. This campaign occurred from May 15 through June 4. The same creative was used as the Occupant Protection Campaign above with the addition of the “Click It or Ticket” message.

The media venues used included broadcast and cable TV, radio, and digital. This was placed in the seven major metro markets including Billings, Bozeman, Butte, Great Falls, Helena, Kalispell and Missoula.

This awareness campaign is done in support of the STEP/SETT Memorial Day enforcement activities.



Labor Day Mobilization

Amount Obligated: \$140,195

Amount Expended: \$140,195

For the Labor Day Mobilization, MDT placed a six-and-a-half week awareness campaign to raise awareness about impaired driving and promote a drive sober message. This message ran before, during, and after the Labor Day weekend, August 9 through September 24.



Two messages were utilized during this campaign. The first was “Save Lives”, which showed how not designating a sober driver can lead to being surrounded by EMT personnel. The second was “Can Cost You”. This focused on the impact a DUI can have on an individual, including a price tag of \$10,000. Both included the “Drive Sober or Get Pulled Over message.

Media venues included broadcast and cable TV, radio, outdoor, and digital. It ran in the seven major metro markets and secondary rural markets. These markets included Billings, Bozeman, Butte, Choteau, Conrad, Dillon, Glasgow, Glendive, Great Falls, Havre, Helena, Kalispell, Lewistown, Libby, Miles City, Missoula, Shelby, and Sidney.

To support local law enforcement during the mobilization period, a three-week awareness campaign ran from August 16 through September 4 with the increased enforcement message for Drive Sober or Get Pulled Over. Local and statewide radio messages were aired before and during the Labor Day holiday. Markets included Billings, Bozeman, Butte, Glendive, Great Falls, Havre, Helena, Kalispell, and Missoula. The campaign also included a news release template for local law enforcement to use.

State Attitudes/Awareness

Post-Campaign Memorial Day Mobilization Survey

Amount Obligated: \$11,493

Amount Expended: \$11,493

As part of an ongoing effort to analyze success of our marketing campaigns, a post-campaign survey to gauge the effectiveness was conducted. Research insights were collected from Montana residents via a web survey in July 2017. The following represents survey demographics:

- 212 surveys were completed.
- Survey respondents range in age from 18-49.
- More than 60 percent of respondents live in Missoula, Billings, Great Falls, and Bozeman. Rural areas were also targeted to include respondents.
- 52% of the surveys were completed by men; 48 percent were completed by women.

Some of the highlights from the respondents include:

Behavioral

- 83% of respondents reported always using seat belts when driving.
- Less than 65% of men 35-49 reported always using seat belts when driving.
- Over 70% of respondents reported they would always use their seat belts even if the law did not require them to do so.

Enforcement

- Over 65% of the respondents believed the state and local police departments were actively enforcing the state's seat belt law.
- Over 25% of all respondents reported being aware of seeing/reading anything about increased seat belt enforcement in the past month or so.
- Over 34% of men 18-34 reported being aware of seeing/reading anything about increased seat belt enforcement in the past month or so.
- Less than 15% of respondents reported receiving a ticket for not wearing a seat belt.
- Over 55% of respondents reported that it was somewhat or very likely that they would receive a ticket if they were not using their seat belt.

Media Awareness

- Over 55% of respondents reported seeing some type of advertising, public service message, or news story about seat belts in the last month or so.

- Nearly 45% of respondents reporting seeing seat belt related advertising, public service announcements or news storied about seat belts reported that state and local police were becoming more active in enforcing the state’s seat belt laws.
- More than 97% respondents reported that “Dad with Little Girl” effectively communicated the importance of using a seat belt.
- More than 87% reported the commercial increased their desire and willingness to always use a seat belt.

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

General knowledge of MDT campaigns was higher with 55% of respondents saying they recalled hearing advertisements from MDT in the past 30 days or so. This compares to 30% for 2016. They vast majority of responses indicated that the “Dad with Little Girl” was effective in communicating seat belt use.

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

Post Campaign Labor Day Mobilization

Amount Obligated: \$13,067

Amount Expended: \$13,067

To gauge the effectiveness of the September outreach campaign, a post-campaign survey was conducted. Research insight were collected from Montana residents via web survey in October, 2017. The following represents the demographics of the survey.

- 247 Surveys were completed.
- Survey respondents ranged from age 18-49.
- More than 50% of the respondents live in Missoula, Billings, Great Falls, and Bozeman. Rural areas were also targeted to include respondents.

Some of the highlights include:

Behavioral

- More than 50% of respondents reported being a passenger in a car driven by an impaired driving
- More than 50% indicate that the problem of drunken driving was a significant, is not one of the state’s worst problems.
- 13% of all respondents reported having received a DUI ticket.
- Over 30% of men aged 35-49 reported receiving a DUI ticket.

Enforcement

- Nearly 50% believed that state and local police departments were very actively enforcing the state’s DUI laws.
- Over 50% believed that Montana law enforcement was becoming more active in enforcing the state’s DUI laws.
- Over 25% of all respondents reported seeing, hearing, or reading about increased drunk driving enforcement in the past 30 days.

- Nearly 35% of respondents believed that they would always or nearly always get arrested if they drove after drinking.

Media Awareness

- Over 56% reported seeing some type of advertising, public service message, or news story about driving under the influence in the last month or so.
- Nearly 61% of men 18-34 reported seeing some type of advertising, public service message, or news story about driving under the influence in the last month or so
- Over 97% reported that “Saving Lives” effectively communicated the importance of driving sober.
- Nearly 90% reported the commercial increased their desire and willingness to always drive sober.
- Over 90% of respondents reported that “Can Cost You” effectively communicated the importance of driving sober.
- Nearly 80% indicated the commercial increased their desire and willingness to always drive sober.

Projects Not Implemented

The following represents projects that were included in the 2017 HSP but were not implemented.

Traffic Safety Resource Prosecutor

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

Beginning of FFY15, MDT has been allocating a small amount of funding for prosecution technical assistance/event specific training. No prosecution training/technical assistance was requested in FFY17, therefore no funds were spent.

Impaired Driving Training

Amount Obligated: \$30,000
Amount Expended: -0-

This concept was developed by SHTSS to host Montana’s first Drug Impaired Driving Conference. It was not implemented because the time frame for the training coincided with the legislative session and key players required to make this successful were not available.

Judicial Outreach Liaison

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

Judge Mary Jane Knisely is the Regional Judicial Outreach Liaison and assists Montana in Judicial specific strategies throughout the year. MDT has been allocating a small amount of funding for Judicial technical assistance/event specific training to compliment the Regional Judicial Outreach Liaison. No Judicial training/technical assistance was requested in FFY17, therefore no funds were spent.

Fatality Analysis Reporting System

Amount Obligated: \$15,000
Amount Expended: -0-

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

Racial Profiling

Amount Obligated: \$3,000
Amount Expended: -0-

MDT requested NHTSA funding for Racial Profiling, but that funding was not approved.

Montana Motorcycle Rider Safety – Replacement Motorcycles

Amount Obligated: \$14,820
Amount Expended: -0-

MMRS has an aging fleet of training motorcycles, with 61% of the cycles over 7 years old and 25% over 11 years old. Complying with the Buy America Act makes it difficult to purchase cost effective motorcycles, as there are very few that would comply. Because of this, no replacement motorcycles were purchased.

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

MMRS has an aging fleet of training motorcycles, with 61% of the cycles over 7 years old and 25% over 11 years old. Complying with the Buy America Act makes it difficult to purchase cost effective motorcycles, as there are very few that would comply.

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

Course	Site	P-2011	P-2012	P-2013	P-2014	P-2015	P-2015
Basic 1	BIL	200	215	222	196	190	143
Basic 1	BOZ	103	129	129	137	115	109
Basic 1	GLN*	17	24	29	35	14	0
Basic 1	GTF	0.00	0.00	0.00	0	103	0
Basic 1	GTF1	147	115	102	94	0	115
Basic 1	HAV	21	14	8	13	15	10
Basic 1	HLN	148	164	157	115	106	128
Basic 1	KAL	113	130	121	101	74	77
Basic 1	MAFB1	0.00	146	155	100	26	11
Basic 1	MSL	168	162	176	167	131	140
Total		1,070	1,099	1,105	958	774	733
Basic 2	BIL	4	19	23	11	6	14
Basic 2	BOZ	0.00	0.00	0.00	0	0	0
Basic 2	GTF Expo	11	5	6	5	0	0
Basic 2	HLN	6	10	8	3	6	0
Basic 2	KAL	13	0.00	8	5	0	0
Basic 2	MAFB3	11	7	27	29	16	15
Basic 2	MSL	6	1	5	11	10	17
Total		51	42	77	64	38	46
Advanced	BIL	21	0.00	14	11	6	3
Advanced	GTF	0	0.00	0.00	0	0	0
Advanced	HLN	26	30	20	13	9	10
Advanced	MAFB2	81	34	27	8	7	7
Advanced	MSL	6	1	0	9	10	6
Total		128	72	61		35	26
Grand Total		1,249	1,213	1,236	1,063	847	805

DOJ/MVD JCRS System Upgrade

Amount Obligated: \$60,000
Amount Expended: Extended to 2018

This project is outlined in the Traffic Records Section of this document. It was not implemented during 2017 because of project delays. It has been extended to 2018.

DPHHS-System Migration

Amount Obligated: \$64,593
Amount Expended: Extended to 2018

This project is outlined in the Traffic Records Section of this document. It was initiated in August of 2017 and has been extended to 2018.

DPHHS – Outcomes Module

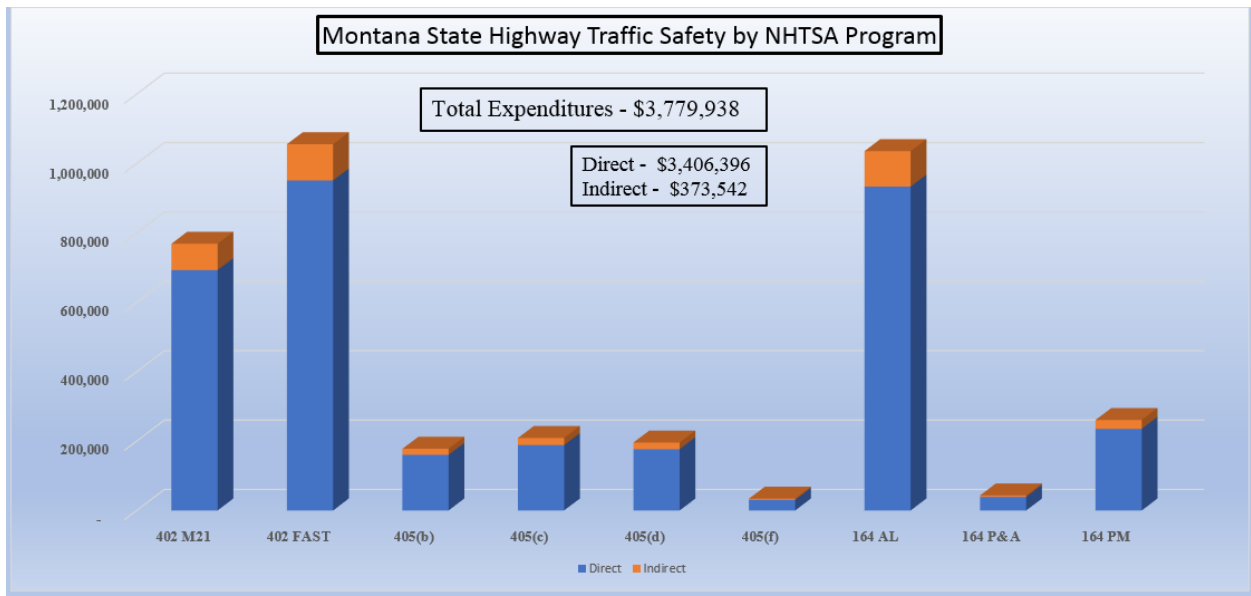
Amount Obligated: \$12,300
 Amount Expended: Extended to 2018

This project is outlined in the Traffic Records Section of this document. It was initiated in August of 2017 and has been extended to 2018.

Project Administration and Management

NHTSA Overall Funding Summary

The Montana State Highway Traffic Safety Section expended \$3,779,938 in NHTSA Federal grant funding across alcohol, occupant protection, information systems, and motorcycle safety programs as detailed in the following table:



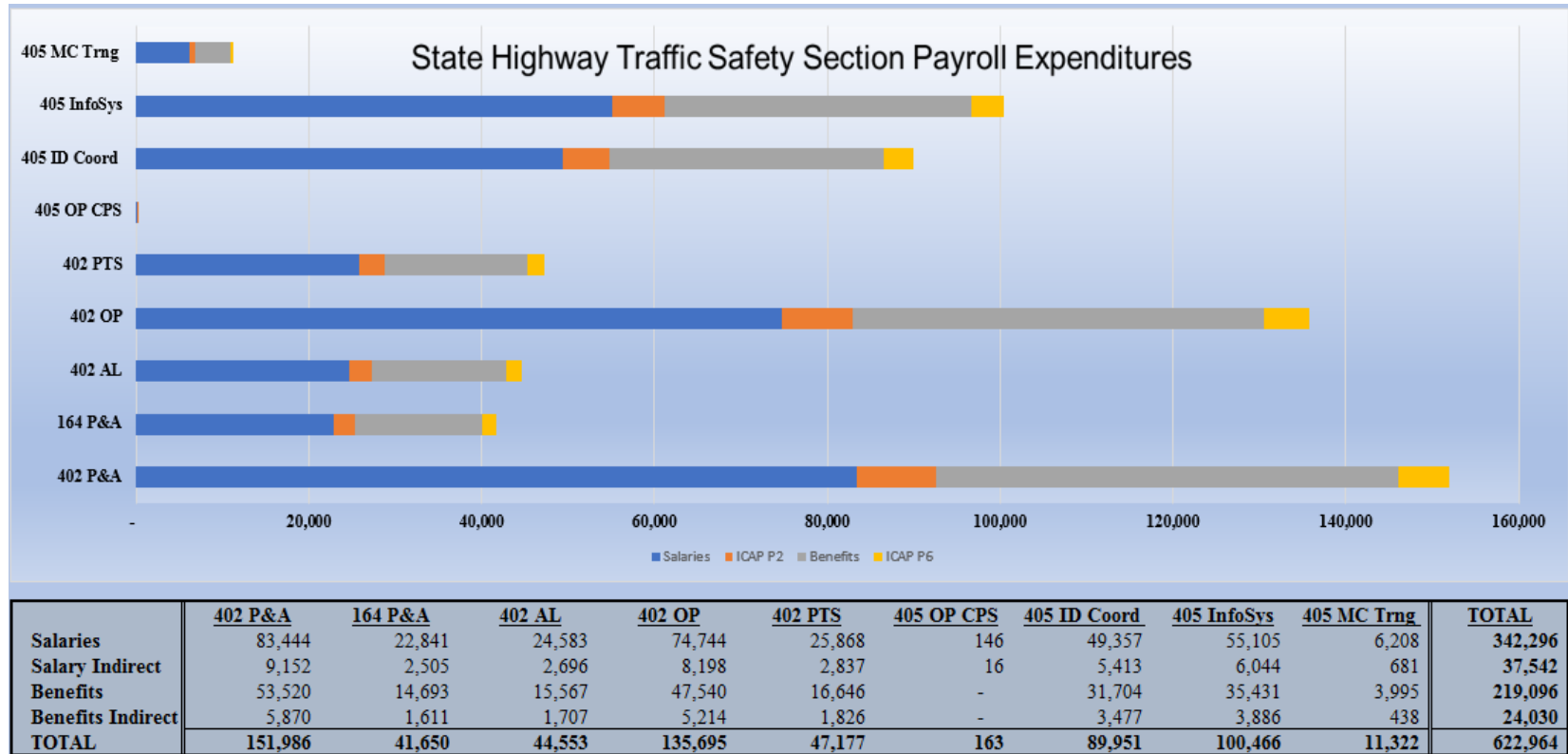
	<u>402 M21</u>	<u>402 FAST</u>	<u>405(b)</u>	<u>405(c)</u>	<u>405(d)</u>	<u>405(f)</u>	<u>164 AL</u>	<u>164 P&A</u>	<u>164 PM</u>	<u>TOTAL</u>
Direct	692,541	951,112	160,169	188,245	176,409	30,561	933,255	39,063	235,043	3,406,396
Indirect	75,967	104,275	17,563	20,648	19,346	3,352	102,334	4,284	25,772	373,542
TOTAL	768,508	1,055,387	177,731	208,893	195,756	33,913	1,035,589	43,347	260,815	3,779,938

Project Descriptions and Activities Funded

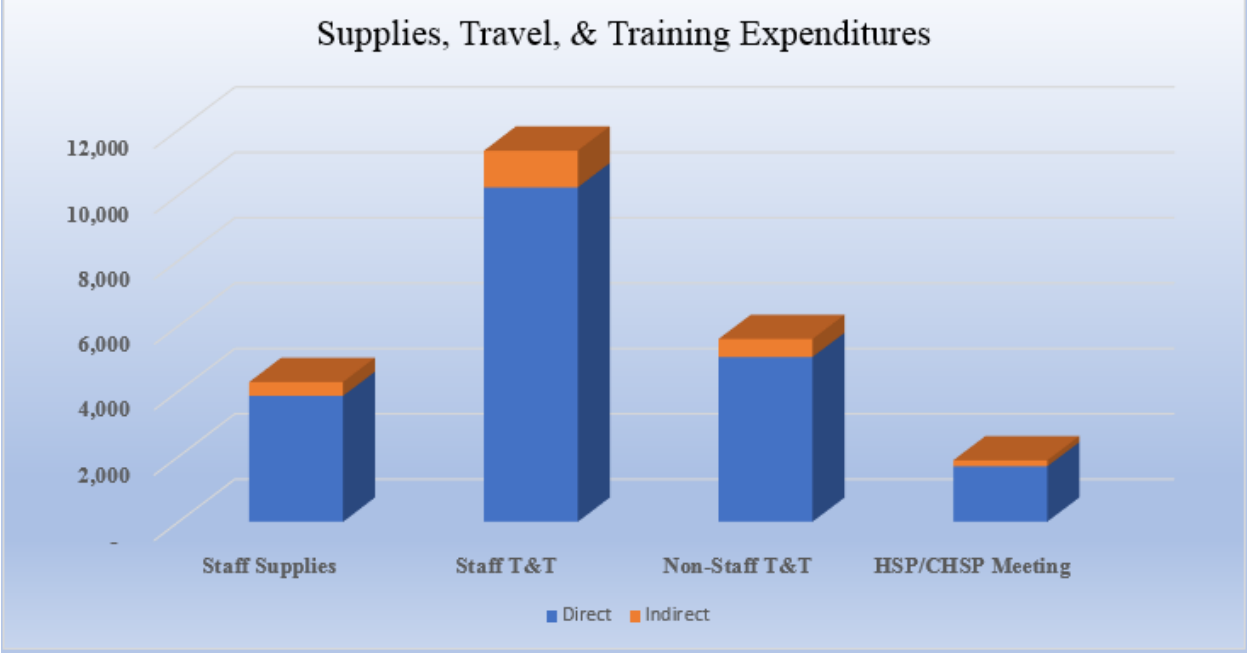
Planning and Administration

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

The following chart details Salaries and Benefits (as well as associated indirect charges), in the amount of \$622,964, as distributed across NHTSA funded State Highway Traffic Safety Programs.



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

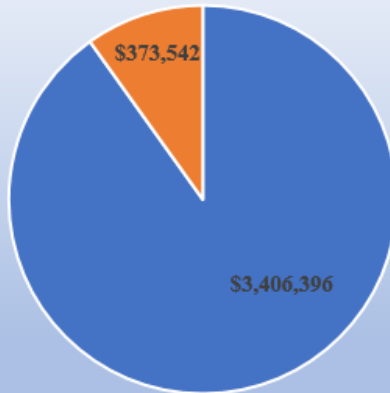


	<u>Staff Supplies</u>	<u>Staff T&T</u>	<u>Non-Staff T&T</u>	<u>HSP/CHSP Meeting</u>	<u>TOTAL</u>
Direct	3,855	10,236	5,042	1,694	20,827
Indirect	423	1,122	553	186	2,284
TOTAL	4,277	11,358	5,595	1,880	23,111

Indirect Costs

In accordance with state law, MDT assesses an indirect cost on all projects. The approved rate for State Fiscal Year 2017 was 10.97%. An Indirect cost rate of 10.96% is effective July 1, 2017 through June 30, 2018.

NHTSA - Direct vs. Indirect Expenditures



■ Direct ■ Indirect

<u>Program</u>	<u>Direct</u>	<u>Indirect</u>	<u>Source</u>	<u>Direct</u>	<u>Indirect</u>
164 AL	\$ 933,255	\$ 102,334	C1 Accounts Payable	\$ 1,374,011	\$ 150,669
164 P&A	39,063	4,284	E6 Motor Pool Rental	2,127	233
164 PM	235,043	25,772	I9 Inter-Unit Journal	1,445,519	158,508
FAST 402 P&A	951,112	104,275	J2 Manual Adjustment	33	4
M-21 402 P&A	692,541	75,967	J7 Standard Journal	(438)	(48)
405 OP HVE	160,169	17,563	JP Procard Journal	23,752	2,604
405 InfoSys	188,245	20,648	P2 Payroll	342,296	37,542
405 ID HVE	176,409	19,346	P6 Payroll Overhead	219,096	24,030
405 MC Trng	30,561	3,352			
	\$ 3,406,396	\$ 373,542		\$ 3,406,396	\$ 373,542

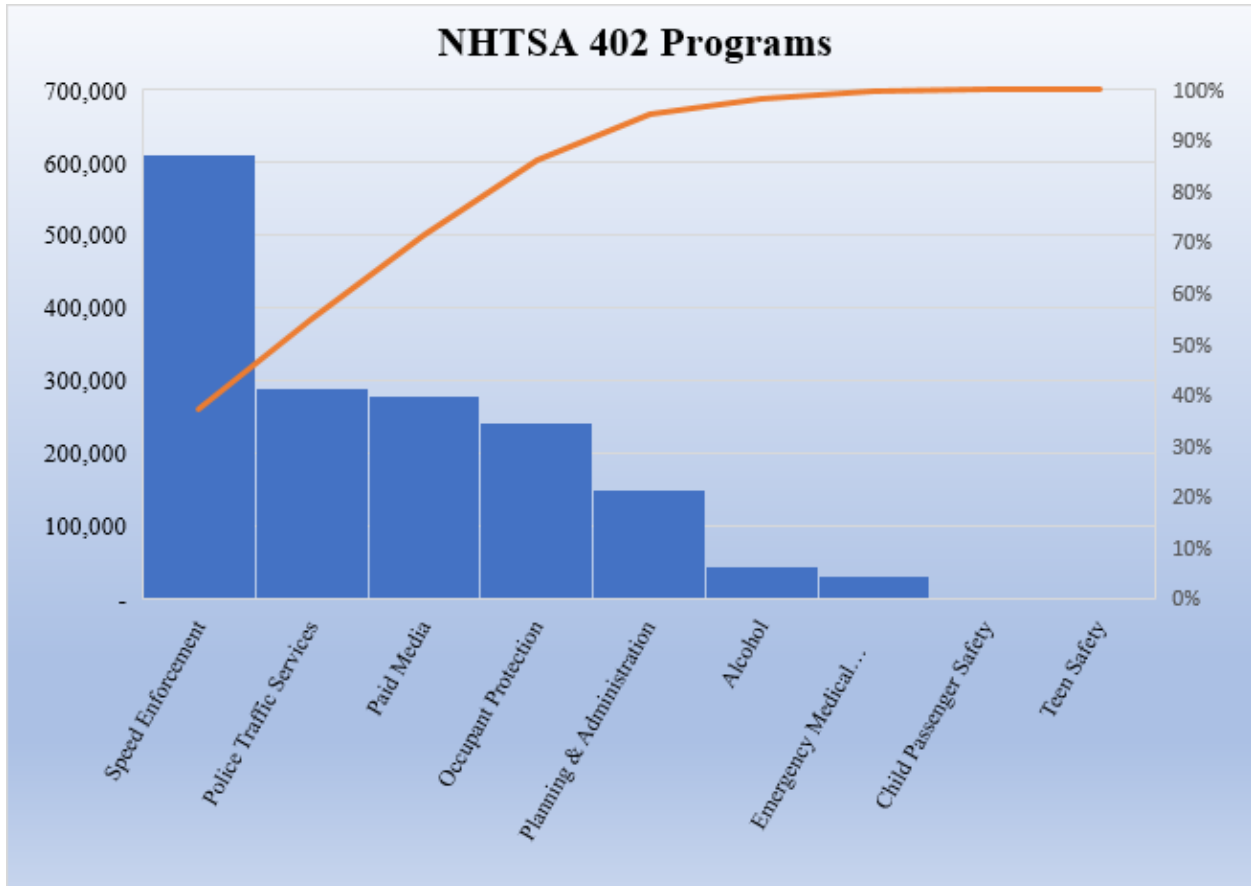
Fiscal Overview of Obligations & Expenditures

During FFY 2017, Montana successfully applied for and received funding from the National Highway Traffic Safety Administration. These grant monies included base level funding under Section 402 which was received following the submission of a Performance Plan in accordance with federal law. These grant monies also included Section 405b (Occupant Protection), 405c (Traffic Records), 405d (Impaired Driving Prevention), and 405f (Motorcycle Safety). Montana has also received funding through HSIP 164 Penalty funding which is not considered an ongoing source of funding.

Montana has carried forward \$4,847,300 from FFY 2017 into FFY 2018. \$1,032,868 in 402, \$329,032 in 405(b), \$984,718 in 405(c), \$1,950,916 in 405(d), \$46,276 in 405(f) and \$503,490 in 164 Penalty funding. As required by federal law, at least 40 percent of Section 402 funds will be spent at the local level by city, county, and tribal governments.

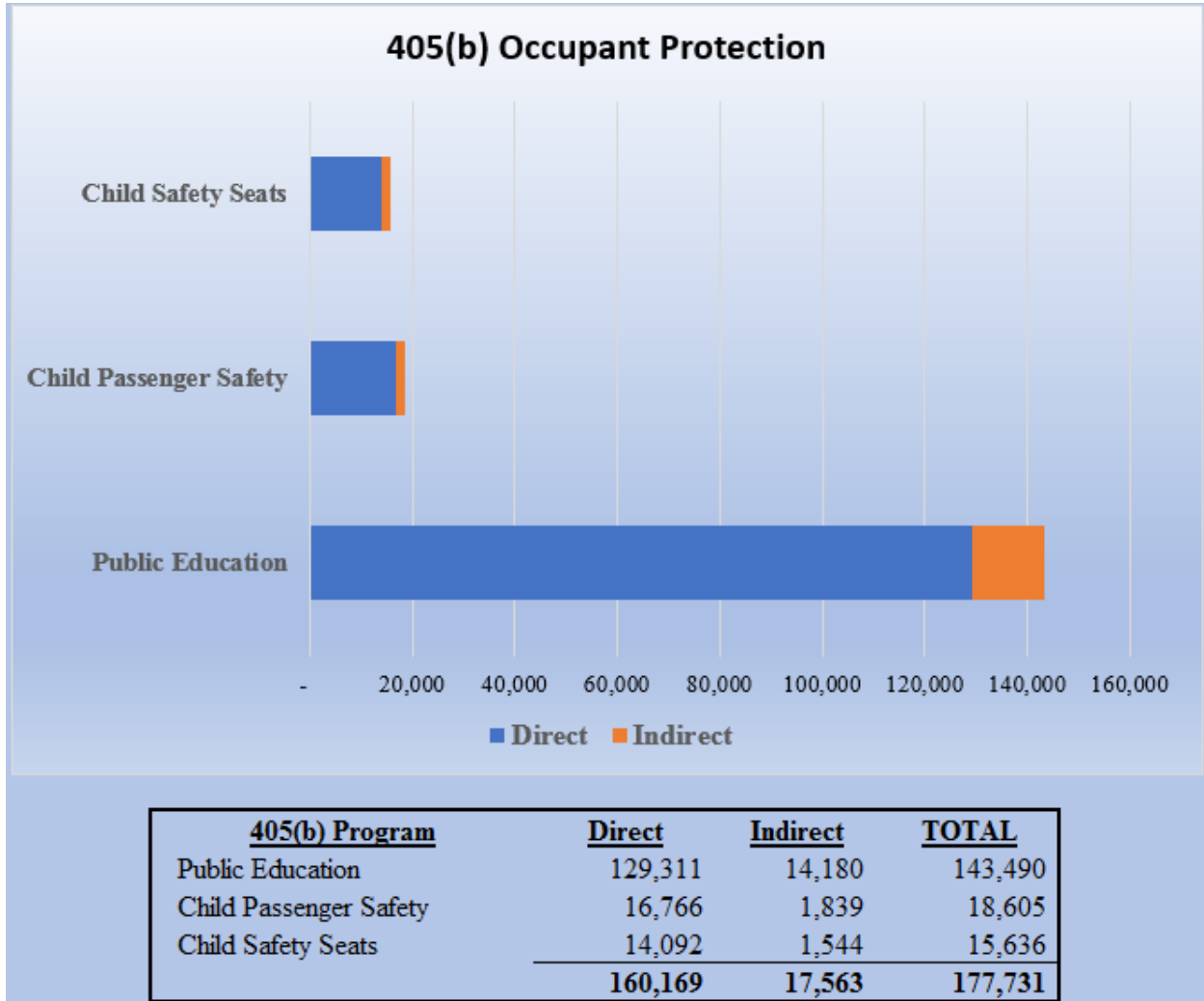
Montana's NHTSA program expenditures in FFY 2017 were funded by the following federal grant programs:

402 Program Funding

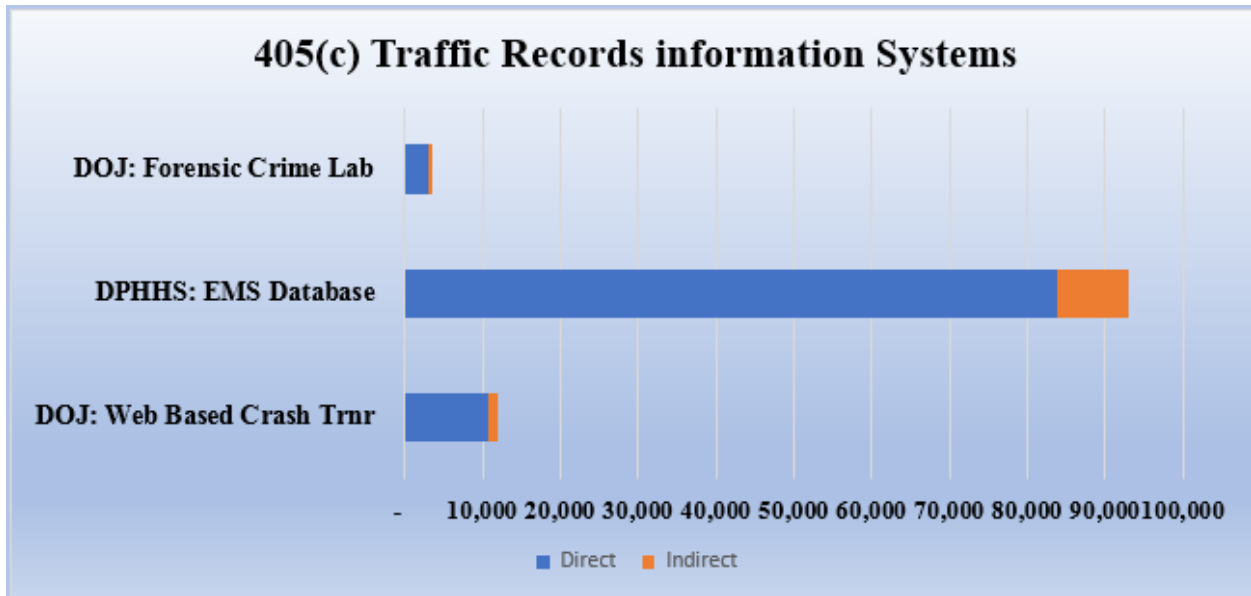


<u>402 Program</u>	<u>Direct</u>	<u>Indirect</u>	<u>TOTAL</u>
Planning & Administration	148,523	16,289	164,812
Alcohol	45,009	4,936	49,945
Emergency Medical Services	29,779	3,264	33,043
Occupant Protection	240,640	26,387	267,027
Police Traffic Services	288,619	31,649	320,268
Speed Enforcement	610,374	66,927	677,301
Paid Media	277,516	30,439	307,955
Child Passenger Safety	2,589	284	2,873
Teen Safety	605	66	672
	1,643,653	180,242	1,823,895

405(b) Program Funding

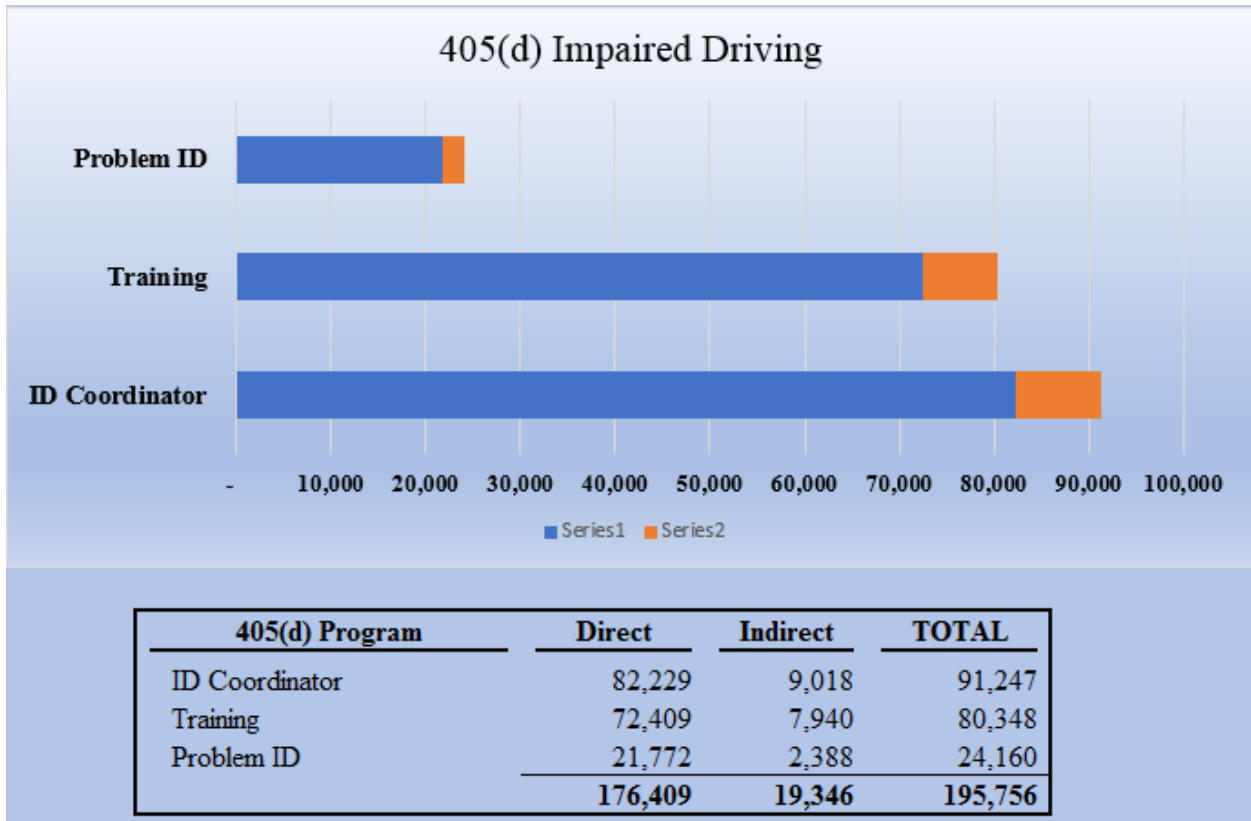


405(c) Program Funding

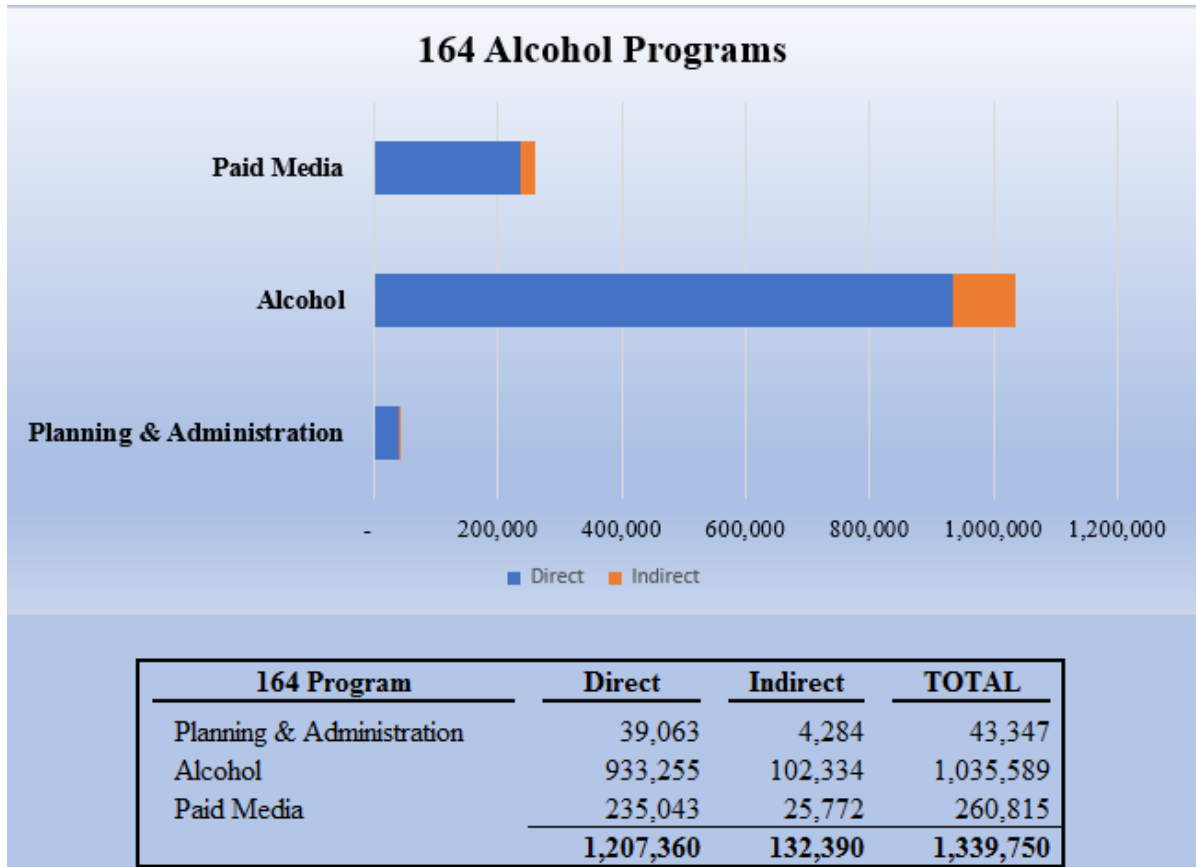


405(c) Program	Direct	Indirect	TOTAL
DOJ: Web Based Crash Trnr	10,793	1,184	11,977
DPHHS: EMS Database	83,740	9,186	92,926
DOJ: Forensic Crime Lab	3,142	344	3,487
Program Administration	90,569	9,934	100,503
	188,245	20,648	208,893

405(d) Program Funding



164 Alcohol Programs



Motorcycle Safety

405(f) Program	Direct	Indirect	TOTAL
Motorcycle Training	25,649	2,813	28,463
Motorcycle Awareness	4,912	539	5,450
	30,561	3,352	33,913

Traffic Safety Partners and Other Safety Plans

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

Federal Partners

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

MT Dept of Public Health & Human Services

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

MT Dept of Justice

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

MT Office of Court Administrator

- State Drug Court Coordinator

MT Office of Public Instruction

- Driver Education
- Montana Behavioral Initiative

MT Department of Corrections

MT Department of Revenue

- Liquor Control and Education

Police & Sheriff's Departments

County Health Departments

Tribal Governments

- Tribal Leaders
- Tribal Transportation Planners
- Tribal Law Enforcement
- Tribal Health Department
- MT/WY Tribal Leaders

Other traffic safety advocates

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

MT Department of Transportation

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

Below are a few highlights of SHTSS's partnerships.

FCCLA

During FFY2017, MDT again partnered with Family, Career and Community Leaders of America (FCCLA), a nonprofit national career and technical student organization. Utilizing the National Program, Families Acting for Community Traffic Safety (FACTS), MDT promoted teen traffic safety to members of this organization and encouraged them to promote a traffic safety message in their schools and

communities. To leverage this program MDT applied for and received a Ford Driving Skills for Life grant in July 2017. This will provide FCCLA chapters grant funding to implement traffic safety campaigns in their schools. The project is on-going and will continue through FFY2018.

DUI Task Forces

Currently there are 36 approved county-level DUI Task Forces serving 40 counties.

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

Montana Department of Justice

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

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

Montana Department of Public Health and Human Services (DPHHS)

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

Sovereign Nations

The Tribal programs that are in place rely on strong local partnerships, especially with tribal transportation, tribal health, tribal law enforcement and tribal community colleges. Local SOAR coordinators identify outreach opportunities and act as a spokesperson and advocate for traffic safety on each reservation. Three of Montana's reservations also had agreements to participate in the STEP program during FFY2017.

Contact Information

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

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