

Success through partnerships



Montana Department of
REVENUE



MONTANA ANNUAL REPORT FOR FEDERAL FISCAL YEAR 2015

Prepared by:

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December 18, 2015

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National Highway Traffic Safety Administration
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Subject: Montana FFY 2015 Annual Report

The Montana Department of Transportation is pleased to submit the Montana Annual Report outlining the projects and efforts we implemented in FFY 2015 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 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.
- A new grant opportunity was developed for High Visibility Enforcement Mini-Grants available to non-STEP small law enforcement agencies for extra enforcement at high-risk events in their communities.
- In partnership with the Office of Public Instruction Montana Behavioral Initiative, MDT implemented a Teen Traffic Safety Peer-to-Peer Education Program which will continue to grow and expand during FFY2016.
- MDT participated in an Occupant Protection Assessment that will help strengthen the program in the coming years.
- NHTSA and MDT hosted a DUI Summit that was designed to bring together a leadership team that has commitment, motivation and resources to identify the missing or weak elements of the impaired driving system.
- MDT Contracted with MHP for a 24/7 Sobriety Program Coordinator to provide technical assistance to counties participating in the program.
- And many other programs highlighted in this report.

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

Sincerely,



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

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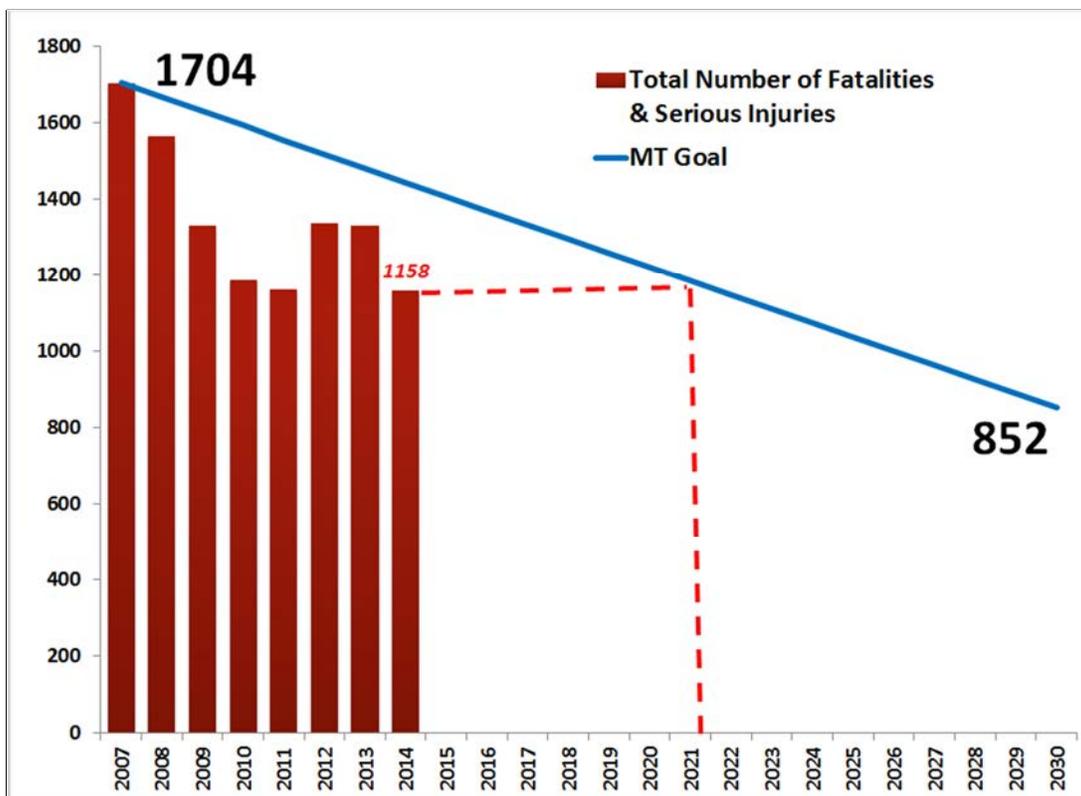
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Executive Summary

During 2014 (the most recent year for which fatality data is available), the State of Montana experienced a decrease in fatal crashes and fatalities compared to 2013. Montana's Comprehensive Highway Safety Plan (CHSP) was developed to focus on both fatalities and incapacitating injuries. The goal of the Montana CHSP is, "to reduce fatalities and incapacitating injuries in the State by half in two decades, from 1,704 in 2007 to 852 by 2030" and the trend continues downward. During 2014, there were a total of 1,158 fatalities and serious injuries. As shown in the graph below, MDT is ahead of the established target.

Montana's Highway Safety Goal



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

Comprehensive Highway Safety Plan Update

In 2005, Montana's *Comprehensive Highway Safety Plan (CHSP)* grew out of an existing policy goal to "Provide leadership and coordinate with other Montana agencies to improve traveler safety", as defined in TranPlan21, Montana's statewide long-range transportation plan. Additional impetus in developing a strategic highway safety plan came from the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-Lu)*, and continue with *MAP-21, Moving Ahead for Progress in the 21st Century Act*.

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

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

An update to the CHSP was initiated in 2014 and finished in 2015. A technical advisory committee consisting of individuals with the ability to affect and influence direction and policy was established to work on the CHSP update. This multidisciplinary group consists of individuals with expertise and knowledge of safety issues in the state and represent the four "E's" of traffic safety – education, engineering, emergency response, and enforcement. The success of updating and implementing the CHSP has relied on consultation and coordination with these safety stakeholders throughout the state. Momentum is growing among these key people, as well as Montanans in general, to do what is necessary to make sure all travelers in the state arrive at their destination safely.

The technical advisory committee met five times from June of 2014 to April of 2015. The sessions included discussion on impaired driving, occupant protection and roadway departure. Additional sessions were held to engage the emphasis area teams consisting of the grassroots stakeholders and agency representatives. These discussions provided input to the emphasis area strategy recommendations of the technical advisory committee.

The State's Annual Transportation Safety Meeting was held on October 29, 2015. Over one hundred safety partners participated in the summit as part of the Comprehensive Highway Safety Plan. This meeting brings safety stakeholders together to assess Montana's progress in transportation safety. The CHSP is the platform for this event, and includes:

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

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

The performance measurements include:

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

To accomplish these goals, Montana carefully considered the crash factors contributing to the largest numbers of severe crashes and the extent to which these factors overlap. As an outcome, three Emphasis Areas were identified:

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

As these new emphasis area teams undertake implementation steps, they will consider other information such as the high risk demographic groups, time periods when most severe crashes occur, and high-crash locations to ensure efforts are targeted appropriately.

In addition to the three identified emphasis areas, MDT will pursue three additional overarching strategy areas that will benefit all safety activities and help the state work toward its vision of zero fatalities and serious injuries. These 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 projects in this 2015 annual report reflect the previous 12 emphasis areas in the CHSP which aligned with NHTSA core's performance measures. The CHSP update identified emphasis areas (Roadway Departure & Intersections Crashes, Impaired Driving, and Occupant Protection) that are broader in scope, however the strategies will still support all of the traffic safety projects MDT will consider for funding.

Because of changes made to the CHSP, the State Highway Traffic Safety Section (SHTSS) will now be responsible for setting goals and targets for the NHTSA Core Performance Measures that are not addressed in the CHSP. It was determined that the methodology that was the most reliable was a five-year rolling average. A projection of future data is created using both a weighted average and trend analysis of the most currently available NHTSA published data. Performance measures (2015 targets and 2020 goals) are then calculated using the projection results. Only published data is used to calculate both the weighted average and the slope of the trend. Each performance target is shown in the appropriate section of this document.

Other Activities Affecting MDT's Highway Traffic Safety Program

For the 11th legislative session in a row, a primary seat belt law failed to pass. Two bills were introduced regarding the seat belt law, including the primary law bill and a bill to increase the fine from \$20 to \$100. Both of these bills failed.

Impaired driving continues to be a challenge for MDT. During 2014, 38% of all fatalities were the result of an impaired driver. The 2015 legislature passed a number of bills to make impaired driving laws stricter. Highlights include:

- Significantly increases fines and incarceration period.
- Doubles fines for 1st and subsequent DUI's
- Includes marijuana in DUI statute as a violation
- Requires an individual refusing breath, blood, or urine sample to pay an administration fee of \$300

On August 5th and 6th, in collaboration with the National Highway Traffic Safety Administration (NHTSA), MDT hosted a two day Impaired Driving Leadership Summit designed for a select group of state leaders. The Governor's Representative for Highway Safety and Director of MDT, Michael Tooley and Attorney General Tim Fox kicked off the Summit by reinforcing the importance of reaching Vision Zero through collaboration. This Summit brought together a leadership team representing various public sectors that have commitment, motivation, and resources to identify the missing or weak elements of the State's comprehensive impaired driving system.

The public sectors represented at the meeting were: Transportation, Judicial Branch, Corrections, Highway Patrol, Justice, Revenue, County Attorneys, Sheriffs, Public Instruction, County DUI Task Forces, Health and Human Services and Mothers Against Drunk Driving (MADD). At the Summit, these leaders shared their individual organization's responsibilities and programs that currently reduce impaired driving. Additionally, barriers and needs were identified and preliminary steps were taken to develop an action plan for an executive leadership team in Montana. MDT will continue to pave the way for an executive leadership team of the CHSP in Montana that will leverage resources and continue to share knowledge about impaired driving problems and solutions for years to come.

During 2015, all seven of Montana's land-based tribes participated in the Safe On All Roads (SOAR) program providing traffic safety in their Tribal communities. Native Americans continue to be over-represented in fatalities and crashes, and this program continues to educate with regard to this risky driving behavior. In addition, MDT coordinated the development of the Northern Tribes DUI Task Force. This task force includes members of law enforcement, injury prevention, tribal community colleges and other stakeholders on the Blackfeet, Fort Belknap, Rocky Boy and Fort Peck Reservations. The following represents the mission statement developed by these tribes:

The Northern Tribes DUI Task Force, Fort Belknap, Fort Peck, Rocky Boy, and Blackfeet, will endeavor to protect the present and future generations of American Indians in Indian country. Through our alliance utilizing the four E's (Engineering, Enforcement, Emergency Services and Education) our collaborative efforts in combating impaired driving will reduce serious injuries and fatal vehicle crashes that tragically affect our Indian people.

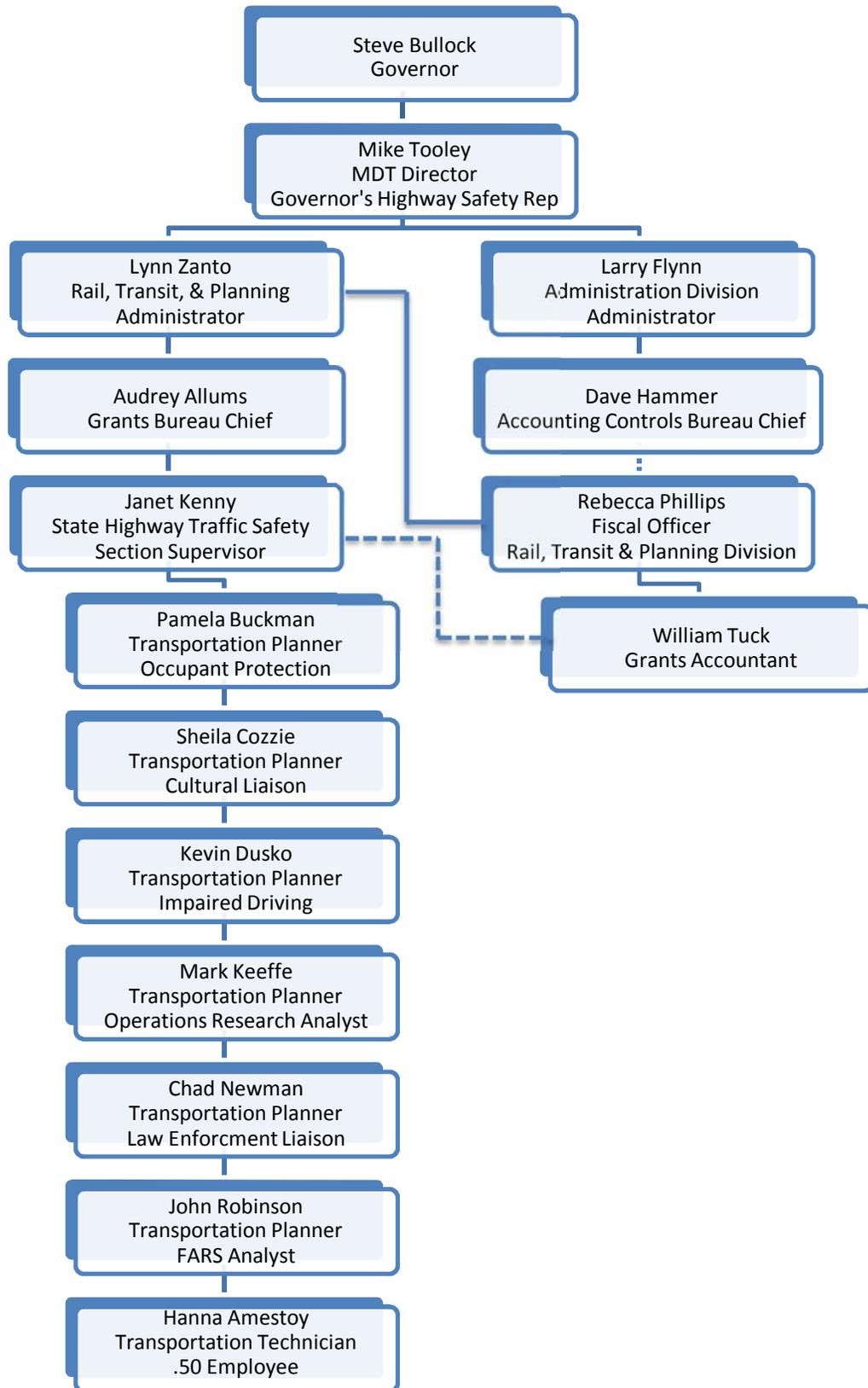
The new Safety Information Management Systems (SIMS) was implemented during FFY 2015. This system provides a wealth of data options for MDT's traffic safety program.

State SHTSS Program Overview

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

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

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



Legislation

Highlights of the bills that passed during the 2015 legislative session are as follows: (Bills identified with an asterisk will assist in the enforcement, adjudication and recidivism of DUI/drug arrests.)

2015 LEGISLATURE - PASSED LAWS	
HOUSE	INTENT
HB111*	Title: Revise sentencing for felony DUI Legislative Intent: Sentencing changes from 13 months with the Department of Corrections to “not less than 13 months or more than 2 years” for felony conviction.
HB132*	Title: Authorize disbursement of unspent funds for DUI Taskforce Legislative Intent: Equally distribute any remaining reinstatement fees from counties without a DUI task force to those counties that have a DUI task force.
HB280	Title: Generally Revise Laws on Bicycles Legislative Intent: Provides a definition of “electrically assisted bicycle”; allowing bicyclists to overtake and pass on the right shoulder of a roadway; provide circumstances when a faster vehicle may pass a bicycle within a no-passing zone; revising where bicycles may be ridden on roadways; requirements for nighttime visibility.
HB412	Title: Generally revise minor in possession laws Legislative Intent: Allows that a person under 21 years of age may not be charged for criminal offenses if they are seeking medical treatment for themselves or another person after consuming intoxicating substances. Also they cannot be charged if the evidence for the charge was a result of seeking medical treatment.
HB488*	Title: Generally revise DUI laws Aggravated DUI: <ul style="list-style-type: none"> • Tie the aggravated DUI statute with all other DUI statutes. In the past these were not connected and an aggravated DUI would count as one DUI under the statute even if the offender had previous DUI’s under separate statute. • Increase the fine for first conviction of aggravated DUI to \$2,000; second conviction of aggravated DUI fine will be \$5,000; and 3rd conviction of aggravated DUI fines will be \$10,000 if there are one or more passengers under the age of 16 in the vehicle at the time of the offense; increase prison time from 48 to 72 months if there are one or more passengers under the age of 16 in the vehicle at the time of the offense.
HB491*	Title: Generally revise the 24/7 sobriety program laws Legislative Intent: Define previous DUI offenses when determining if an individual should participate in the sobriety program.
HB512*	Establishing an Eastern Montana laboratory of criminalistics in Yellowstone County and providing an appropriation for leasing the laboratory.
SENATE	INTENT
SB48*	Title: Require electronic reporting for pseudoephedrine sales Legislative Intent: Provide a copy of the driver’s license, record of sale with the date and the name of the person purchasing the drug to DOJ prior to transaction.
SB93	Title: Revise laws related to DUI convictions and restricted-use driving permit Legislative Intent: Issuing restricted-use driving permit to out of state drivers not eligible in their own state for a driver’s license. Petition must be made to the District Court.
SB375	Title: Increase highway speed limit to 80 mph Legislative Intent: Increase speed to 80 on certain interstates and all other public highway speed to 70 and 65 during the nighttime, excluding urbanized areas of 50,000 or more where the limit is 65 at all times

Assessment of State Programs - Accomplishments

Introduction

This report, required by the National Highway Traffic Safety Administration (NHTSA) pursuant to 23 CFR §1200.35, provides an update of highway traffic safety projects throughout the state of Montana for Federal Fiscal Year (FFY) 2015 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 2015 Highway Safety Plan (HSP).

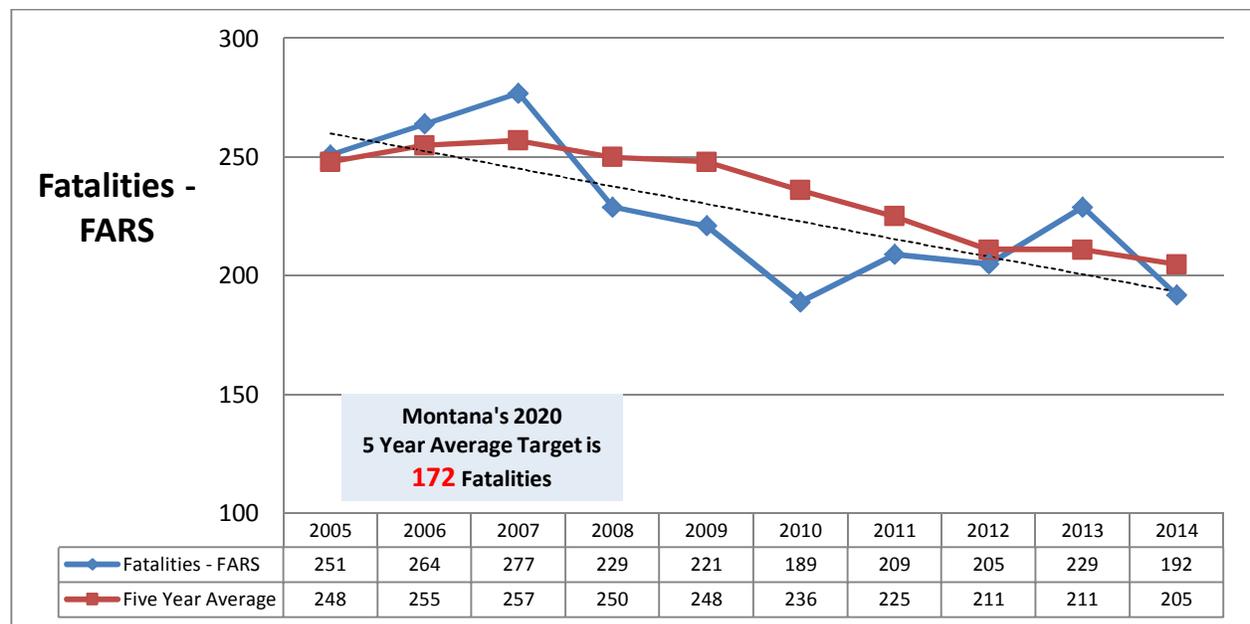
During FFY 2015, MDT made several revisions to the original HSP. The first revision was to the Teen Traffic Safety Program. The original HSP included a \$50,000 request for Teen Traffic Safety Grants. Because the program did not require as much funding as originally determined; that amount was reduced to \$25,000.00 with the remainder transferred to Section 402 for paid media efforts.

Also, there was a revision to the Law Enforcement Equipment section of the HSP. MDT was made aware that there were still funds remaining in section 1906 funding targeted for racial profiling. The HSP was modified to spend down all 1906 funds by using that money to assist with the equipment grants for agencies on or near reservations.

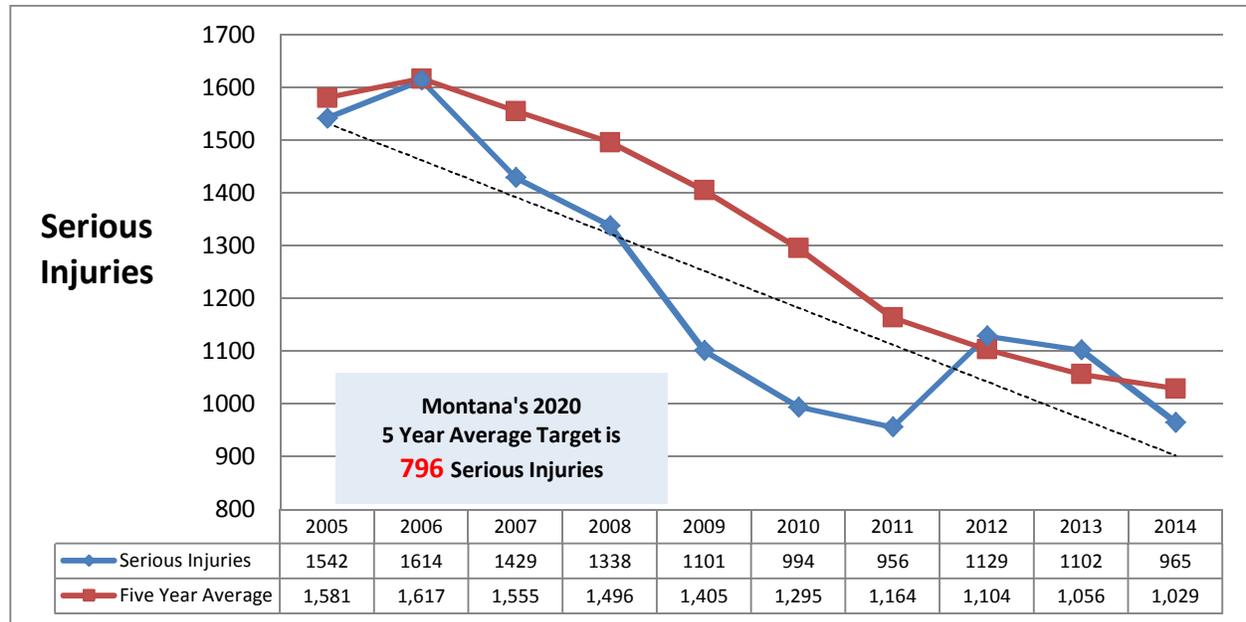
Accomplishments

Statistical

The charts depicted 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 that was established by safety stakeholders involved in the update of the CHSP. The trend continues to decline, however, meeting the 172 mark will prove challenging.



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



Other 2015 accomplishments include:

- During 2014 there were 73 alcohol related fatalities; the lowest since 2010 and 21% lower than 2013.
- Unrestrained fatalities accounted for 99 of Montana’s fatalities; the lowest since 2010 and a 9% reduction from 2013.
- Motorcycle fatalities totaled 23; the lowest since 2011 and reduced by 35% over 2013.
- Montana’s 2015 observational seat belt use rate increased to 77%, which is 3% higher than the previous two years.

Operational

- Past efforts for partnering with law enforcement agencies located in remote and less populated areas of Montana through the regular STEP program were challenging. Because of this, during 2015, MDT offered mini-grant funding that allowed these agencies to apply for overtime and equipment funding to support single, high-risk events in their communities.
- MDT used the national “Click it, Or Ticket” campaign for the May Mobilization campaign. Although Montana has a secondary seat belt law, there is still the possibility of a ticket being issued for failing to buckle up. Therefore, the more powerful campaign was adopted for 2015. This campaign was enforced by 28 law enforcement agencies across the state.
- MDT coordinated with four of Montana’s tribes to create a Northern Tribes DUI Task Force; a collaboration of four tribes in Northern Montana working together to reduce impaired driving in their communities.

FFY 2015 Core Performance Measures

Core Measures

Montana Department of Transportation NHTSA Core Outcome Measures								
Core Measure	Description	2010	2011	2012	2013	2014	2015 Target	2020 Goal
C-1*	Number of Fatalities	189	209	205	229	192		
	5-Year Moving Average	236	225	211	211	205	182	172
C-2*	Number of Serious Injuries	994	956	1,129	1,102	965		
	5-Year Moving Average	1,295	1,164	1,104	1,056	1,029	1,002	796
C-3*	Fatalities/VMT	1.69	1.79	1.72	1.90	1.91	1.84	1.28
C-4	Unrestrained Passenger Vehicle Fatalities	90	109	113	108	99		
	5-Year Moving Average	119	112	106	104	104	98	98
C-5	Alcohol-Related Fatalities	72	82	89	93	73		
	5-Year Moving Average	90	86	83	83	82	81	85
C-6	Speed-Related Fatalities	68	75	88	76	52		
	5-Year Moving Average	87	79	78	76	72	67	74
C-7	Motorcyclist Fatalities	25	20	30	35	23		
	5-Year Moving Average	30	29	27	27	27	23	28
C-8	Un-helmeted MC Fatalities	14	10	21	22	12		
	5-Year Moving Average	17	17	17	17	16	14	17
C-9	Fatalities Involving Drivers Age 20 or Less	30	24	28	24	26		
	5-Year Moving Average	34	32	31	29	26	27	24
C-10	Pedestrian Fatalities	8	15	8	24	10		
	5-Year Moving Average	12	13	11	14	13	11	13
C-11	Bicycle Fatalities	0	1	1	1	1		
	5-Year Moving Average	2	2	1	1	1	1	1
Core Behavior Measure								
B-1	Observed Seat Belt Use	79.2%	77%	76.9%	74.0%	74.0%	77.6%	77.7%
Core Activity Measures								
A-1	Seat Belt Citations Issued During Grant-Funded Activities	3,836	2,552	2,374	2,203	2,610	N/A	N/A
A-2	Impaired-Driving Arrests Made During Grant-Funded Activities	873	993	496	368	361	N/A	N/A
A-3	Speeding Citations Issued Grant-Funded Activities	14,489	12,734	11,332	10,116	9,842	N/A	N/A
Other MDT Outcome Measures								
O-1	Native American Fatalities	34	30	23	40	37		
	5-Year Moving Average	37	36	31	31	33	32	32

Performance Report

Note: Chart is updated from the HSP submittal with actual 2014 year-end fatality numbers. To establish the 2014 Goal, MDT used the trend/average for the five years of actual data (2009-2013) and then projected the 2014 average. Following that calculation, the 2014 projection is averaged with years 2010 through 2013 to establish the goal.

Core Measure	Description	2014 Goal	Status	Comments
C-1	Number of Fatalities	202	Goal Not Met: The five year average for fatalities was 205 for 2014.	Although the five-year average goal was not met, 2014 data shows that there were only 192 fatalities in Montana which will impact the five-year rolling average for future goal setting.
C-2	Number of Serious Injuries	1,110	Goal Was Met: The five-year average for serious injuries was 1,029.	The goal was met this year and serious injuries continue to decline. The actual number of serious injuries during 2014 was 965.
C-3	Fatalities/VMT	1.45	Goal Not Met: According to final data, the five year average for VMT for 2014 was 1.80.	MDT has struggled to decrease Fatalities/VMT for many years. Due to the rural nature of Montana and increase in VMT, this is difficult.
C-4	Unrestrained Passenger Vehicle Fatalities	109	Goal Was Met: The five-year average number of unrestrained fatalities was 104 for 2014.	The five-year average goal was met and with five less fatalities. MDT continues its downward trend for unrestrained occupant fatalities.
C-5	Alcohol-Related Fatalities	81	Goal Not Met: According to final data Montana had a five year average for alcohol-related fatalities of 82 during 2014.	The goal was not met this year however; Montana was just one fatality away from meeting this goal. In addition, during 2014, there were 73 fatalities involving an impaired driver; the lowest since 2010. MDT hopes to maintain the current five year base average of 85, but is optimistic that these will continue to decline.
C-6	Speed-Related Fatalities	74	Goal Was Met: The five-year average for speed-related fatalities was 72 for the five-year average.	During 2014 there were 52 speed-related fatalities, which is significantly down from 2013 when there were 76.
C-7	Motorcyclist Fatalities	26	Goal Not Met: The data indicates that the five year average for motorcycle fatalities was 27.	During 2014 Montana had 23 motorcycles fatalities. The lowest number in two years and a reduction of 33% over 2013.
C-8	Un-helmeted MC Fatalities	15	Goal Not Met: The five year average for un-helmeted fatalities was	During 2014 there were 12 un-helmeted fatalities. This was a reduction of 46% over 2013.

Core Measure	Description	2014 Goal	Status	Comments
			16.	
C-9	Fatalities Involving Drivers Age 20 or Less	31	Goal Was Met: The five-year average for the period ending in 2014 was 26.	After peaking in 2009 at 41, MDT has seen fatalities involving young drivers decrease over the last few years. During 2014, there were 26 fatalities involving drivers under age 20, remaining consistent with most recent years.
C-10	Pedestrian Fatalities	11	Goal Not Met: Pedestrian fatalities had a five-year average of 13 for the period of 2010-2014.	Although this goal was not met, FARS data indicates there were 10 pedestrian fatalities during 2014. This is a reduction of approximately 58% over 2013.
C-11	Bicycle Fatalities	1	Goal Was Met: The established goal for bicycles fatalities was 1.	Historically, MDT reports 0 or 1 fatality per year in this area.
B-1	Observed Seat Belt Use	85%	Goal Not Met: The observed seat belt use rate was 77% (2015).	MDT continues to work toward increasing seat belt use. During 2015, the observational seat belt use rate was 77%, which is an increase over the previous two years.
Areas Tracked But No Targets Set				
			2014 Data	2015 Data
A-1	Seat Belt Citations Issued During Grant-Funded Activities		2,661	3,342
A-2	Impaired-Driving Arrests Made During Grant-Funded Activities		570	413
A-3	Speeding Citations Issued Grant-Funded Activities		9,563	9,665
Other Performance Targets Tracked				
O-1	Native American Fatalities	31	Goal Not Met: The goal for Native American Fatalities was not met. The five-year average (ending 2014) was 33.	During 2014 there were actually 37 Native American Fatalities. This was a decrease from 2013 when there were 40 fatalities in this area.

Overall, Montana is on track to meet or exceed the established 2020 targets in almost all areas. During 2014, there was a significant reduction in Montana's fatality numbers in almost every performance measure as compared to 2013.

Description of Projects and Activities Funded

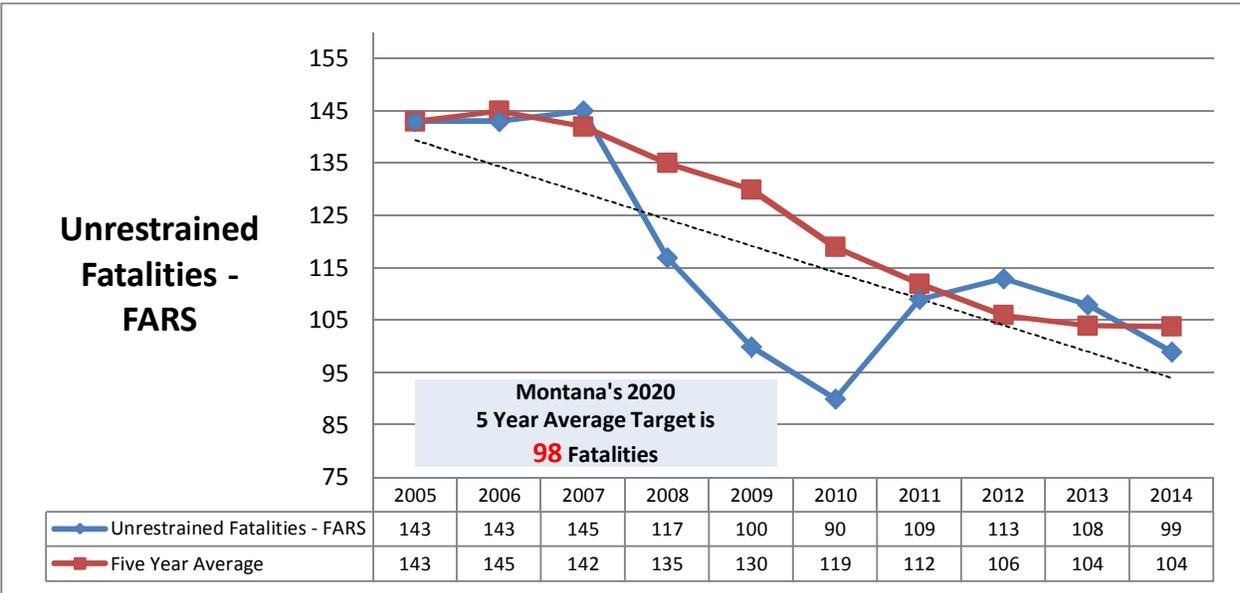
Occupant Protection Overview

Montana currently has a secondary 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.

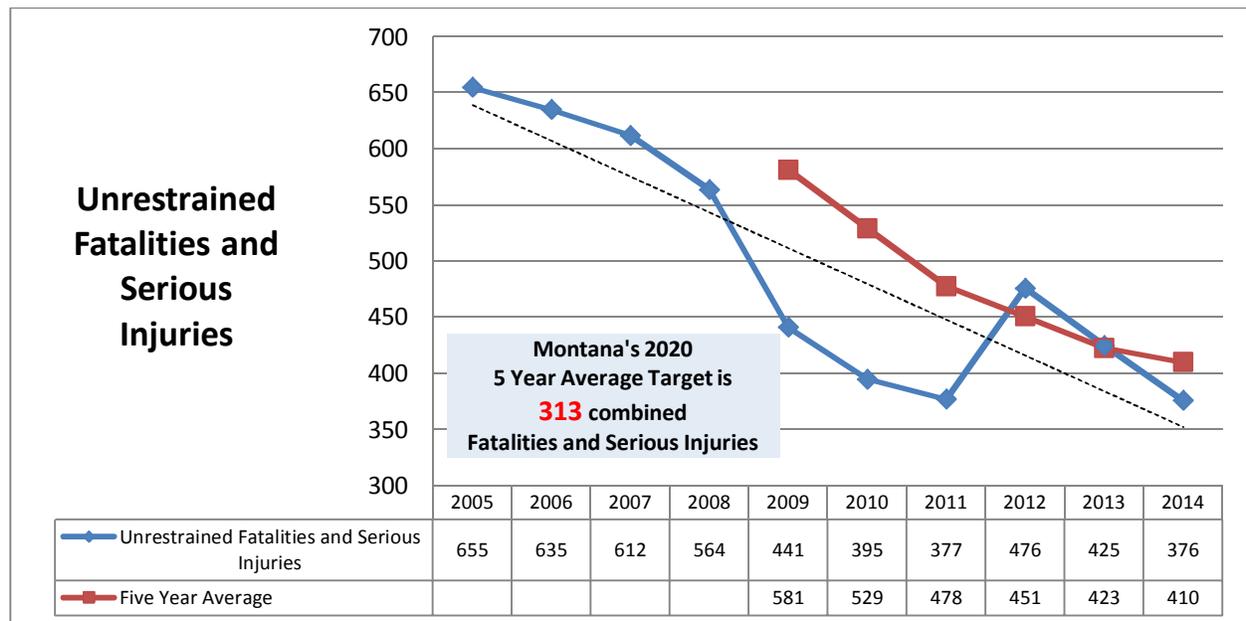
SHTSS has established three goals for seat belt use:

- 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, during 2014, unrestrained fatalities declined from 108 in 2013 to 99. The current five-year average for unrestrained fatalities is 104 and the 2020 target is 98. If the trend continues, MDT will be successful in meeting the long-range target.



Montana continues the dramatic decline in unrestrained fatalities and serious injuries, declining by approximately 43% during the last ten years. During the three most recent years, these have dropped by around 50 each year. If the trend continues, Montana will be on track in meeting the 2020 target.

Seat Belt Usage Rates							
Year	Interstate	Primary	City	Other	All Roads		
2008	92.1%	81.7%	66.6%	70.7%	79.3%		
2009	82.9%	83.8%	64.9%	75.6%	79.2%		
2010	87.0%	81.2%	64.7%	74.1%	78.9%		
2011	84.4%	80.9%	67.7%	68.8%	76.9%		
2012	82.8%	80.1%	65.7%	70.5%	76.3%		
New Categories as of 2013	Interstate	Primary	Secondary	Other	National Highway System	Urban	All Roads (NHTSA weighted)
2013	82.0%	67.8%	78.0%	61.3%	76.6%	67.6%	74.0%
2014	84.0%	62.0%	71.0%	74.0%	74.0%	68.0%	74.0%
2015	86.5%	65.9%	74.3%	71.1%	80.3%	70.6%	77.0%
Chg 1 Yr	2.5%	3.9%	2.3%	-2.9%	6.3%	2.6%	2.8%

Source: Montana Department of Transportation Observational Study

The 2015 observed use of seat belts increased slightly over 2014 to 77.0% for all roads after remaining stagnant for the previous two years. MDT's 2020 goal for seat belt use is 77.7% (five-year average) which is obtainable if the current trend continues.

Project Descriptions and Activities Funded

Buckle Up Montana Program

Funding Source: 402 405b Total
Amount Expended: \$136,212.31 \$226,197.48 \$362,409.79

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. The long-term impact of this program is to increase occupant protection usage resulting in measurable progress toward a reduction in fatalities and serious injuries on Montana’s roads.

The table below lists the 13 BUMT coalitions:

Butte Silver-Bow County	Lake County
Cascade County	Mineral County
Custer County	Missoula County
Dawson County	Pondera, Toole & Teton Counties
Flathead County	Ravalli County
Gallatin County	Tri-County (Lewis & Clark, Broadwater & Jefferson)
Hill County	

The 13 coalitions provide outreach to a total of 32 of Montana’s 56 counties, covering 71% of the state’s population. Another 15% of Montana’s population is covered by Yellowstone County’s Safe Kids Coalition focusing strictly on Child Passenger Safety.

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

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

During FFY 2015, BUMT coalitions participated in a number of activities to educate the public on the importance of using a seat belt. Below are the highlights:

Saved by the Belt Awards

This fiscal year, 24 Saved by the Belt awards were presented to individuals involved in motor vehicle crashes that were saved by wearing their seat belts. An additional nine children, who were also restrained properly, were passengers with some of the drivers who received the awards. These awards are typically presented at a press conference with the survivor(s), law enforcement and public officials. In addition to receiving the award, recipients receive a free one-year membership for AAA Auto Roadside Assistance Club and a Saved by the Belt key ring. A positive message and increased public awareness by participants and their relatives, followed by news coverage, could influence more people to wear their seat belts.

SUPERIOR, MT NEWS ARTICLE - *It didn't take more than a deer jumping in front of his car to put a Mineral County teen within seconds of losing his life. But Montana Highway Patrol says Matthew Buchanan's decision to wear his seat belt last February kept him inside his car and is the reason he's alive today. Buchanan was driving home from Drama class on West Mullan Road outside Superior when the unexpected happened. "There was a deer that jumped in the road and I swerved and I tried to turn back onto the road but the car didn't want to. So I just crashed," Buchanan said. "The unique part about that is the rate that he spun. He broke out the driver's side window, and had he not been restrained he may have gone out that window, or halfway out the window and hit the tree," MHP Trooper Ryan James said. James says the car also broke through a fence before hitting the tree. Buchanan says the wreck happened in an instant. Now, months later, he's more convinced than ever that anyone in a car should be wearing their seat belts. The Mineral County Buckle Up Montana Coalition presented Buchanan with its annual "Saved by the Belt Award" on Saturday. Program Coordinator Juli Balenger says he's a "perfect example how even drivers who are doing everything right can be involved in significant crashes." Balenger says that's why it's critical for drivers, and passengers, to wear their seat belts at all times.*

Public Education & Information

Coalition members continued to focus on education in FFY 2015 using the occupant protection presentation called Commit2BuckleUp! This tool is delivered by coalition members at speaking engagements to explain the importance of seat belt and car seat use in motor vehicles. The targeted audiences include students, legislators, law enforcement, emergency medical technicians, prosecutors, judges, day care centers, hospital personnel, ministerial organizations, fire fighters, primary care givers, at-risk youth, policy makers and others.

The coalitions were also 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.

A toolkit focusing on child passenger safety information was developed with Montana State University nursing students specifically for midwives, OB/GYN's and family practice doctors. The toolkit included information for providers and parents such as posters, car seat selection/installation guidance, Simple Steps CPS video plus other relevant resources. This packet is available electronically for all the BUMT coalitions to share. Both MDT and the coalitions continue to distribute the very popular child passenger safety *Buckle Up Bug Activity Coloring Book* to young children.

The Respect the Cage educational display, recently 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. Remaining within that cage is your best chance to survive; if you are buckled up. The crashed car and trailer display was acquired by the Missoula City-County Health Department. This agency will continue using it to educate the public about the importance of wearing a seatbelt.



Missoula/Granite County Buckle Up Montana Coalition reported: *“Our BUMT Coalition decided we would be able to reach a greater number of young drivers by taking the Respect the Cage Display to the Western Montana Fair and staff it for the full week rather than participate in school fairs. Upon viewing the display, we heard parents say things to the children such as “See...this is why we make you wear your seat belt.”*

The Rollover Simulator, also recently retired by the Montana Department of Transportation, was acquired by the Flathead City-County Health Department and they too plan to showcase it at public events.

Partnerships with Law Enforcement

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

Each coalition 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 owns several Seat Belt Convincers that they bring to special events that the BUMT coalitions participate in such as driver’s education classes and health fairs. The Convincer provides the opportunity for individuals to feel what it is like to crash at a low rate of speed. Troopers operate the machine while answering questions for the participants.

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

Hill County Buckle Up Montana Coalition reported: *“I am always working and collaborating with the local law enforcement agencies. This quarter I have met with officers in Chinook & the Rocky Boy Soar Coordinator. These are two of our communities that we need to educate. I met with the Sheriff, Undersheriff, Police Chief, Mayor & health department people in Chinook, the Soar Coordinator and Family Service person in Rocky Boy.”*

Public Awareness in High Schools

Many of the coalitions make presentations at high schools as well as Driver Education classes. This is an opportunity to raise teens’ understanding and knowledge of how seat belts help manage violent crash forces, thereby preventing serious injury or death.

Ravalli County Buckle Up Montana Coalition reported: *“Our school resource officers teamed up to work targeted enforcement at local high schools during lunch hour. Officers set up at the exits and entrances of high schools at Florence, Stevensville, Corvallis, Hamilton, Darby and Victor. As students would exit on their lunch hour, those not buckled would be targeted with safety messages from law enforcement officers. Those wearing their seatbelts would receive a buckle up keychain and a thank you from officers for a job well done. Our target was to increase the awareness of not only seatbelts but also too many occupants inside a vehicle. This was to reduce the number of unbelted occupants within the car. At the onset of the surveys about 78% of our students were buckling. On re-check a week later, about 89% of our students were buckled up. SUCCESS!”*

Partnerships with Businesses

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

Lake County Buckle Up Montana Coalition reported: *“Coordinator stopped by the Polson Chamber of Commerce to talk about businesses adopting seat belt policies. She suggested sending a one page informational sheet that could be put in their newsletter to about 500 people. April 1st, there is a chamber meeting where this information will be put on the table. The offer to come in and speak at an employee meeting is in the letter.”*

Partnerships with Medical Personnel

A Public Service Announcement (PSA) was recorded of a nurse speaking about the benefits of seatbelt use. This PSA has been shared and is available for all coalitions to use.

Missoula/Granite County Buckle Up Montana Coalition reported: *“Two Montana State University Nursing Students were assigned to assist our BUMT Coalition. They will conduct post seat belt use surveys and contact Missoula businesses to promote work place seat belt policies and our “We Care - Buckle Up” signs in their parking lots.”*

By providing enhanced public information and education to population groups with lower than average restraint use rates, the goal of this program is to maximize the use of occupant restraints by all vehicle occupants. The BUMT coalitions encourage the public to obey Montana's seatbelt and child passenger safety laws. They are actively involved with targeting children, teens, adults and employers. They continue to strive to exhibit a strong presence in their communities. Local seatbelt surveys are being tracked annually for use in public education.

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

Funding Source:	402	405b	Total
Amount Expended:	\$2,562.69	\$13,962.44	\$16,525.13

In FFY 2015, Montana hosted four 4-day trainings, one renewal course and one statewide technician update. Providing the opportunity for training for the tribal communities is a priority for this high-risk population. During 2015, MDT certified 10 new Native American CPS technicians. To date, Montana has 196 technicians, 17 instructors and 24 permanent CPS inspection stations registered with NHTSA. 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. Approximately 2,300 car seats were inspected and 850 seats were distributed to parents/caregivers throughout FFY 2015 by CPS technicians.

Child Passenger Safety (CPS) – Car Seat Distribution Program

<i>Funding Source:</i>	402	405b	Total
<i>Amount Expended:</i>	\$19,354.28	\$5,629.10	\$24,983.38

In FFY 2015, MDT purchased 541 convertible child safety seats for distribution to low income families who might not otherwise choose to purchase them and/or be able to afford them. Seats were shipped directly to Montana certified CPS technicians at local permanent CPS inspection stations and also to CPS technicians in counties that don't have a registered inspection station. The allocation of seats was based on each county's need and demographic makeup. Continuing educational and distribution programs, and especially the implementation and enforcement of child passenger safety laws, increases the levels of child restraint use.

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

Custer County Buckle Up Montana Coalition Reported: *“Many, many people benefited from the car seat program and many children were saved because of it. We did make a difference and hopefully, they will remember what we tried to stress for all those years.”*

Child Passenger Safety (CPS) – Media Program

<i>Funding Source:</i>	402	405b	Total
<i>Amount Expended:</i>	\$60,235.69	\$6,030.91	\$66,266.60

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



Occupant Protection Assessment

<i>Funding Source:</i>	402
<i>Amount Expended:</i>	\$20,695.50

Montana's seatbelt usage rate is low compared to the national average and one of the major causes of fatalities on Montana's roadways. NHTSA facilitated an Occupant Protection Assessment for Montana during December 2014 to help identify strategies that would improve Montana's ability to increase the state's seatbelt usage rate.

SHTSS intends to use the assessment report as the basis for planning OP program improvements, assessing legislative priorities, providing for additional training, and evaluating funding priorities.

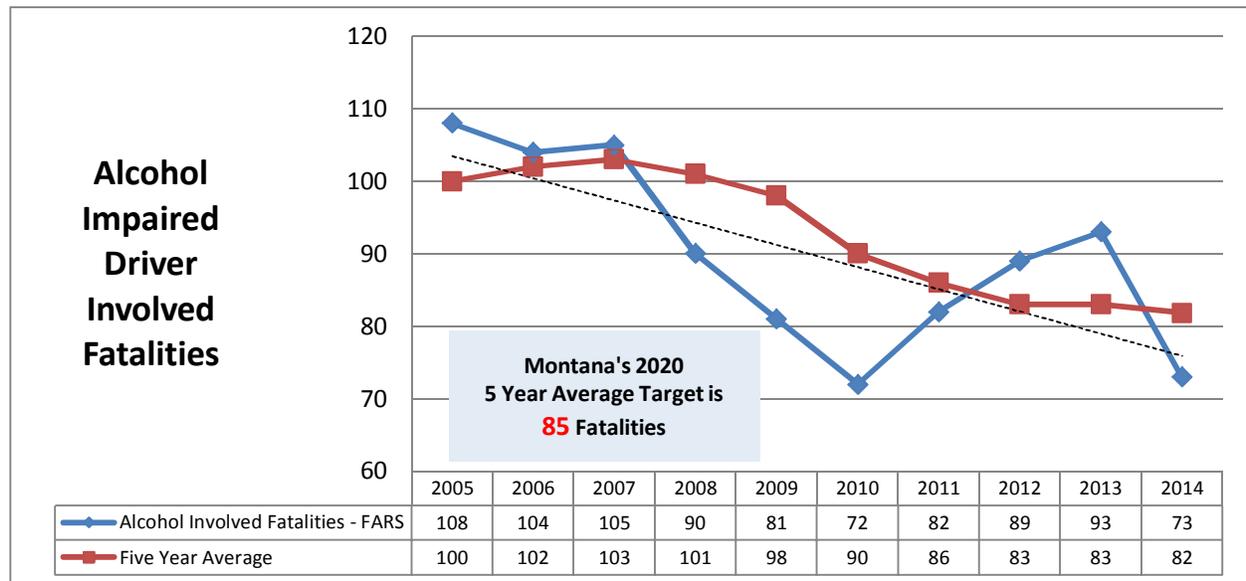
Impaired Driving Overview

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. During 2014, there were 73 impaired driving related fatalities, or approximately 38% of the total fatalities. This is down from 2013, when impaired drivers represented 40% of all fatalities.

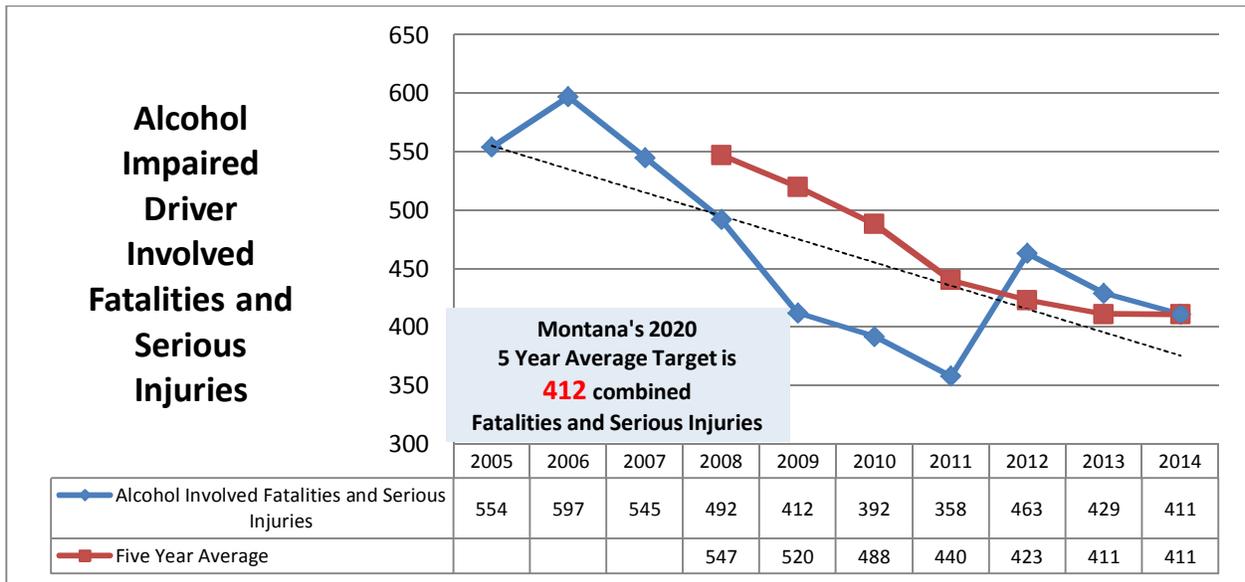
MDT SHTSS has developed the following two goals for impaired driving:

- 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 operator with a BAC 0.01+ or evidence of alcohol and/or drugs from 419 in 2014 to 412 by 2020.

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



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



MDT is on track to obtain the 2020 five-year average target of 412. Although impaired driving fatalities and serious injuries increased sharply between 2011 and 2012, there has been a steady decline in recent years and MDT is confident that this will continue with our efforts and those of our partners.

Project Descriptions and Activities Funded

Traffic Safety Resource Prosecutor Training

Funding Source: 405d
 Amount Expended: \$2,000.00

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

FFY 2015 funding for the TSRP was limited and the program could not support a full time TSRP. Funds were used for applicable TSRP training at a 2015 spring Judges conference. The Judges conference is a statewide conference for limited court Judges. Judges from limited courts deal with caseloads that are overburdened by the DUI's processed every year. Providing ongoing training for these judges is critical due to the complex nature of the DUI adjudication process and the large number of DUI offenders. MDT contracted with Erin Inman, PLLC to provide the training. Having served as the TSRP, Ms. Inman continues to be seen as an expert in the impaired driving arena.

Judicial Outreach Liaison

Funding Source: Discretionary Funds
 Amount Expended: \$9,383.64

The Judicial Outreach Liaison (JOL) project will conclude December 31, 2015. The Honorable Audrey Barger has served as the Montana JOL with the dedicated NHTSA funding since 2013.

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



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

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

The JOL was selected as a peer reviewer for treatment courts and assisted in developing a long-term strategic plan for treatment courts. Judge Barger has continued to work in close collaboration with MDT on strategies included in the Comprehensive Highway Safety Plan.

DUI Court Training

Funding Source: 405d
Amount Expended: \$8,000.00

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

The DUI court training contract provided \$8,000.00 to fund travel, lodging and meal costs for members on the DUI court team to attend DUI Court training. MDT was able to fund the 5th Judicial District to attend the December training in Newport Beach, California. In part, because of funding provided, the 5th Judicial District was successful in receiving a Treatment Court Grant from the Bureau of Justice Assistance, Office of Justice Programs. This training increased their competitiveness for discretionary funding from other federal agencies.

DUI Court Implementation

Funding Source: 405d
Amount Expended: \$345,444.95

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

The DUI court program is designed to change the behavior of hardcore DUI offenders by providing intensive supervision and treatment for willing, 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 requirement 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 behaviors and other skills necessary for the maintenance of sobriety.

Positive changes are recognized and rewarded via incentives. Continued alcohol and drug usage 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 66 habitual DUI offenders were successful in graduating from the various DUI court programs around the state in FY 2015. A total of 189 offenders were served in DUI Courts.

- The 7th Judicial District DUI court graduated 27 participants. The court served a total of 69 participants, of which 6 did not complete the program.
- The 13th Judicial District DUI court graduated 25 participants. The court served a total of 73 participants, of which 10 did not complete the program.
- Butte-Silver Bow County Justice DUI court graduated 3 participants. They served a total of 26 persons, of which 6 did not complete the program.
- Hill County Justice DUI court graduated 11 participants. The court served a total of 21 participants this year, of which 4 did not complete the program.

DUI Court and Presiding Judge	Clients Served	FFY 2015 Grads
1. 7 th Judicial District (Richland, McCone, Prairie, Dawson, and Wibaux Counties) <i>Judge Katherine Bidegaray</i>	69	27
2. 13 th Judicial District (Yellowstone County) <i>Judge Mary Jane Knisely</i>	73	25
3. Butte-Silver Bow County <i>Judge Deborah Williams</i>	26	3
4. Hill County <i>Judge Audrey Barger</i>	21	11
TOTAL	189	66

24/7 Sobriety Program

Funding Source: 405d
Amount Expended: \$47,589.37

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 submit to a breathalyzer test twice daily, or are ordered to wear an alcohol monitoring bracelet. Judges can order monitoring as a condition of release or at sentencing.

Because of the 24/7 program successes in South Dakota and the success of Montana’s pilot program in Lewis and Clark County, the 2011 Legislature passed legislation authorizing this program. The applicable statute was modified during the 2013 and 2015 sessions to strengthen the programs ability to treat individuals across the state.

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. At the beginning of the grant year there were 21 counties participating in the program. Because of outreach and having a dedicated position, 16 counties were added.

Currently, there are 37 counties using the 24/7 program with over 5,000 participants since the program’s implementation. There have been 681,096 tests given, with a 99.7% success rate since the inception of the program. Additionally, SCRAM has monitored 1,716 participants, with 98.9% sober days. There are an additional six counties in the planning phase and four counties considering the program. Reduction of impaired driving requires extensive collaboration to address repeat offenders. Repeat offenders are a significant problem and supporting the increased usage of the 24/7 Program is an implementation step within the Impaired Driving Emphasis area in Montana’s Comprehensive Highway Safety Plan.

Law Enforcement Programs

Project Descriptions and Activities Funded

Selective Traffic Enforcement Program (STEP)

<i>Funding Source:</i>	402	405b	405d	<i>Total</i>
<i>Amount Expended:</i>	\$344,462.32	\$69,658.92	\$138,777.63	\$552,898.87

Law enforcement agencies conducted year-round sustained enforcement from October 1, 2014 to September 30, 2015 focusing on the three national mobilizations: Winter Holiday Season, Click or Ticket Mobilization, and Labor Day Crackdown, 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 the Selective Traffic Enforcement Program (STEP). The law enforcement agencies are solicited based on fatality data and population. At present, law enforcement agencies are required to submit an application annually to be considered for the grant funding.

During FFY 2015, SHTSS contracted with twenty-three law enforcement agencies. 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 11,297 hours of overtime patrols during FFY 2015. There were 15,838 traffic stops conducted and a combined 24,699 citations and warnings were given to motorists. The following matrix itemizes the citations:

FFY 2015 Citations STEP							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
244	30	17	2,169	85	27	63	18
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	
795	1,266	7,696	219	237	28	11,791	

By comparison, law enforcement agencies participating in STEP during FFY 2014 provided 11,407 hours of overtime patrols with 10,145 traffic stops conducted and a combined 21,759 citations and warnings given to motorists.

Montana Highway Patrol Strategic Enforcement Traffic Team (SETT)

<i>Funding Source:</i>	410	402	405d	Total
<i>Amount Expended:</i>	\$122,089.66	\$314,748.92	\$246,661.42	\$683,500.00

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

SETT worked 9,022 patrol hours during FFY 2015. There were 4,607 traffic stops conducted and a combined 10,995 citations and warnings were given to motorists.

FFY 2015 Citations SETT							
DUI Alcohol	DUI Drugs	DUI Drugs and Alcohol	Seat Belt	Child Restraint	Reckless	Felony Arrest (non-DUI)	Stolen Vehicle
97	16	9	1,173	71	16	87	8
Suspended License	Uninsured Driver	Speeding	Fugitive	Other Arrests	DRE Eval	Other Citations	
353	417	1,969	144	215	37	6,259	

The team completed 31 deployments in support of HVE efforts across the state. Deployments included:

- Winter Mobilization
- May Click It or Ticket Mobilization
- 4th of July – Flathead County
- Labor Day Drive Sober or Get Pulled Over Mobilization
- St. Patrick’s Day - Butte
- Whitefish Winter Carnival - Whitefish
- Cat/Griz games – Missoula/Bozeman
- Testicle Festival - Missoula
- Montana State Fair – Great Falls
- PRCA Rodeo – Great Falls

High Visibility Enforcement Media

<i>Funding Source:</i>	402	405d	Total
<i>Amount Expended:</i>	\$76,600.36	\$76,600.33	\$153,200.69

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.

MHP Traffic Safety Resource Officer

Funding Source: 405d
Amount Expended: \$267,606.17

MDT has contracted with Montana Highway Patrol since FFY 2009 to provide a Traffic Safety Resource Officer (TSRO). In FFY 2014, based on a recommendation from NHTSA's Impaired Driving Assessment for Montana, the SHTSS and the Montana Highway Patrol agreed to expand the TSRO program to include a second full time position.

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 to be unable 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 (DRE) Training

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) utilizes 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.

In FFY 2015, the Montana TSRO program conducted 53 Training sessions across the state.

TSRO Trainings included:

- SFST Instructor Training – 1 course, 15 Participants
- SFST Certification – 6 classes, 195 participants
- SFST Recertification – 16 classes, 165 participants
- SFST Refresher – 3 classes – 45 participants
- ARIDE Certification – 9 classes, 102 participants
- DRE School – 14 participants
- ARIDE/DRE presentation for Courts of Limited Jurisdiction training -- 110 participants.

Law Enforcement Liaison Program

<i>Funding Source:</i>	<i>410</i>	<i>402</i>	<i>405b</i>	<i>405d</i>	<i>Total</i>
<i>Amount Expended:</i>	<i>\$686.12</i>	<i>\$18,208.68</i>	<i>\$5,258.41</i>	<i>\$7,177.98</i>	<i>\$31,331.19</i>

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

Currently, the primary responsibilities of Montana's LEL's have 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. All of Montana's LEL's are anticipating attending the newly developed TSI/NHTSA Law Enforcement Liaison training.

Law Enforcement Mini-Grant Program

<i>Funding Source:</i>	<i>402</i>	<i>405d</i>	<i>Total</i>
<i>Amount Expended:</i>	<i>\$17,668.51</i>	<i>\$43,983.32</i>	<i>\$61,651.83</i>

Past efforts for contracting with law enforcement agencies located in remote and less populated areas of Montana presented 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 FFY 2015, 13 agencies were awarded grant funds to increase enforcement efforts and provide single event, multi-jurisdictional high visibility enforcement. 13 separate grants were administered.

The following events were funded through the mini-grant program during 2015.

- Beaverhead County Sheriff’s Office – Labor Day Weekend, It’s the 59th annual ‘Montana’s Biggest Weekend’ of rodeo, concert, parade, carnival, fair and nightlife for Dillon, Montana.
- Blaine County Sheriff’s Office – County Fair Demolition Derby (Single event HVE)
- Carter County Sheriff’s Office – Alzada “Topless Tuesday” -- Sturgis Bike Rally – multi-state and multi-jurisdictional HVE .
- Dillon Police Department – Labor Day Weekend, It’s the 59th annual ‘Montana’s Biggest Weekend’ of rodeo, concert, parade, carnival, fair and nightlife for Dillon, Montana.
- Garfield County Sheriff’s Office – Jordan Matched Bronc Ride Rodeo (Single event HVE)
- Lake County Sheriff’s Office – Arlee Pow Wow – (week-long event HVE).
- Meagher County Sheriff’s Office – Red Ants Pants festival (Weekend event HVE)
- Miles City Police Department – Annual Bucking Horse Sale (Single event HVE)
- Red Lodge Police Department – Beartooth Motorcycle Rally and 4th of July (multi-event HVE)
- Ronan Police Department – Lake County Fair and Pioneer Days, parade, rodeo, demolition derby. (Week-long event HVE)
- Roosevelt County Sheriff’s Office – Fort Peck Labor Day Pow Wow (week-long event HVE)
- Sidney Police Department – Sustained enforcement for Bakken Oil development
- Sweet Grass County Sheriff’s Office – Yellowstone Boat Float (Single event HVE)

Law Enforcement Equipment

<i>Funding Source:</i>	<i>1906</i>	<i>402</i>	<i>405d</i>	<i>Total</i>
<i>Amount Expended:</i>	<i>\$39,113.62</i>	<i>\$36,091.44</i>	<i>\$68,026.37</i>	<i>\$143,231.43</i>

MDT allocates funding for Selective Traffic Enforcement Program (STEP) Participants to purchase necessary law enforcement equipment. This equipment assists agencies in successfully carrying out programmatic activities that combine enforcement of specific traffic laws with communication, education, and outreach informing the public about the enforcement activity.

Approved equipment under this solicitation was:

- Body-worn Cameras
- In-Car Video Systems
- Speed Trailers, Messaging Boards

MDT distributed funding based upon the applicants’ active traffic enforcement program. Applicants provided an executive summary of how the equipment would enhance their traffic enforcement

program and provided citation information for all agency traffic enforcement activities (impaired driving, occupant protection, and speeding violations). To be eligible to receive funding for body-worn cameras, subrecipients had to assure that they were either 1) using these completely for traffic enforcement; or 2) purchasing part of the equipment with their own funds.

To maximize distribution of funding a \$13,000 cap was placed on the grant award per agency. Funding recommendations were based upon self-reported citations for seatbelts (SB), impaired driving (ID) and speed. Because STEP emphasizes seatbelt use and impaired driving, these citations were compared to the agency's total citations and used as performance indicators. Funding levels varied depending on what equipment the agencies requested and performance percentage received.

In FFY 2015 MDT was able to provide grant funds to 15 jurisdictions that participate in the STEP program. Below is the list of law enforcement agencies, applicable equipment and total amount distributed.

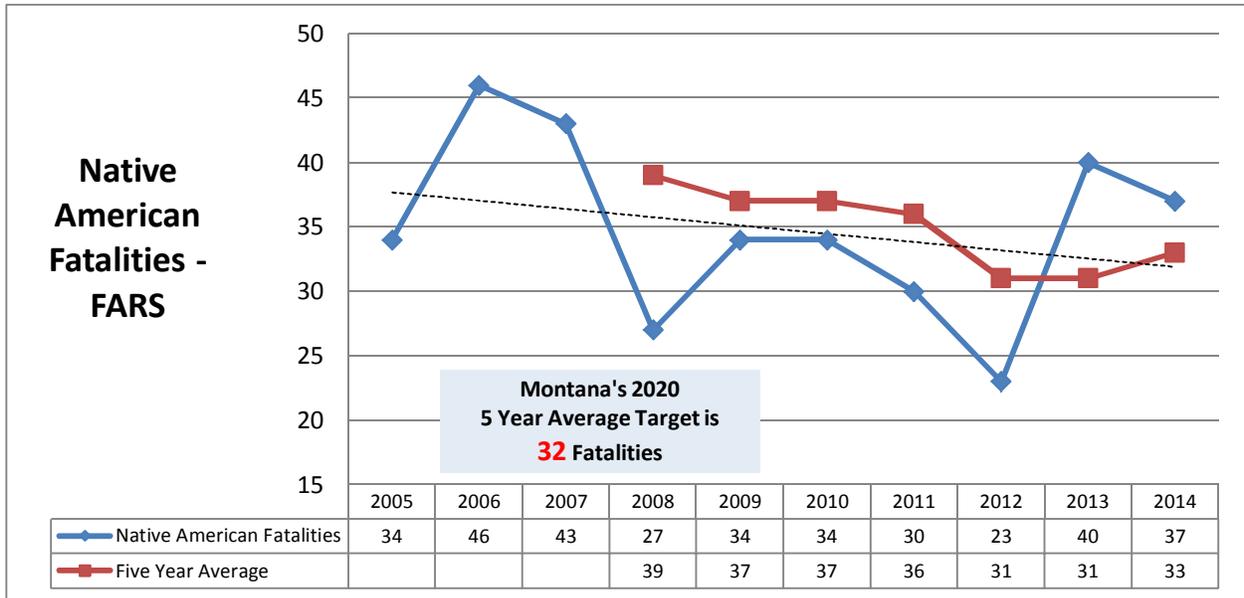
Law Enforcement Agency	Equipment	Grant Amount
Butte-Silver Bow Law Enforcement Agency	Body Cameras	\$13,000.00
Missoula County Sheriff's Office	Body Cameras	\$13,000.00
Fort Peck Tribes	Body Cameras	\$5,985.00
Glendive Police Department	In-car videos	\$11,050.00
Flathead County Sheriff's Office	Body Cameras	\$11,050.00
Fort Belknap Tribal Law Enforcement	Body Cameras	\$11,050.00
Bozeman Police Department	Messaging Board	\$11,050.00
Kalispell Police Department	In-car video	\$11,050.00
Lewis and Clark Sheriff Office	Body Cameras	\$10,740.00
Missoula Police Department	In-car video	\$10,338.00
Gallatin County Sheriff's Office	In-car videos	\$7,200.00
Valley County Sheriff's Office	Body Cameras	\$5,832.00
Helena Police Department	Body Cameras	\$9,750.00
Jefferson County Sheriff's Office	Messaging Boards	\$8,798.00
Havre Police Department	In-car video	\$5,000.00

High-Risk Groups/Native American Highway Traffic Safety Programs

Native Americans make up 6.6% of Montana’s population, yet have comprised 15% to 22% of all traffic fatalities during the last ten years. During 2014, data indicates that there were 37 Native American fatalities, which is 19% of the total number of fatalities in the state. This was an increase from 17.5% in 2013.

Because the data indicates a significant concern for this high risk population, Montana continues to manage a Native American Highway Traffic Safety Program. The goal of the program is to reduce the five-year average number of Native American fatalities from 33 in 2014 to 32 by 2020. While this is not a significant reduction, given the increase in fatalities during the last few years, this would be an accomplishment.

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



The chart depicts a downward trend for Native American fatalities. However, there are still challenges to overcome to meet the 2020 goal of 32 (five-year average).

Project Descriptions and Activities Funded

Safe On All Roads

<i>Funding Source:</i>	402	405b	405d	Total
<i>Amount</i>	\$33,059.61	\$32,066.49	\$67,215.64	\$132,341.74
<i>Expended:</i>				

During FFY 2015, the Safe On All Roads (SOAR) program was implemented on all seven reservations in Montana. In addition, there were Native American student representatives on the two largest university campuses that assisted with disseminating information on their campus.



The goal of the program is to provide messaging that is culturally relevant and resonates with the target audience. SOAR coordinators are members of their community and partner with tribal law enforcement, tribal health departments, Indian Health Services, and other entities to ensure a consistent message is being delivered.

Coordinators attend and host many community activities throughout the year and provide traffic safety messages. These include high school events, powwows, rodeos, parades, etc. Some examples of activities that they have participated in (as told through their quarterly reports) include:

Chippewa Cree Reported: "Collaborated with the Rocky Boy Health Board Diabetes Program and Diabetes Prevention Program to distribute educational materials on Impaired Driving, Seat Belt Use and Child Restraints Use. Over a three day period, Friday, Saturday & Sunday, we distributed posters, bumper stickers, educational information and contracts (to not drive impaired or ride with an impaired driver) to nearly 650 children, teens, and adults."

Blackfeet reported on their Prom Event for which they were able to get donations from other entities to provide incentives to the attendees: "The 1st Annual prom event, where we set up right in the lobby as our prom students came in. We had 320 students sign our pledge cards (safe driver) and also gave students roses as they came in with buckle up signs imprinted on them. We distributed give-away gifts to students during the dance and reminded them that buckling up saves lives and spoke to each student on having a sober driver. This event was I think one of the best we have had. Really touched parents, students and teachers. This event was co-sponsored by the Blackfeet Business Council and the Transportation Planning (Department)."

Crow Coordinator reported: "The SOAR program conducted three presentations on seatbelt use in the following schools, Lodge Grass High School, Morin Elementary School and Wyola Elementary School. I also did a presentation during a basketball game on February 14, 2015 in Lodge Grass, Montana and signed up 73 individuals to pledge to participate in the SOAR "Safe Driver Contract". I then did a presentation during our Tribal General Council Meeting and collected thirty-eight (38) more pledges."

Fort Belknap reported: "Flyers, posters, PSA's. Attended Senior Night Basketball set up display tabletop, handed out license plates with school name & Buckle Up, set up booth at Mid-Winter Fair (Tues - Sat) incentives were provided to visitors to booth. Won first place award for best tribal program booth. Safe Travel is Traditional was theme."

Although Native American fatalities are still a traffic safety issue for Montana, the program is making strides in educating these communities about the dangers of impaired driving and the benefits of seat belt use. As illustrated in some final thoughts from coordinators below:

"The Chippewa Cree SOAR program, in partnership with numerous other tribal organizations, reached a significant number of community members, providing education, awareness and information on Seat Belt Use, Impaired Driving, Riding with Impaired Drivers and Child Restraint Seat Use. Although we had two major vehicle accidents this year, resulting in two fatalities, we feel the SOAR program is making headway in changing the culture of driver behavior and responsibility."

Blackfeet: "Our SOAR program is really kicking off in our community and building the relationship we require to actually make a difference and change the norms that our community has had for

so many generations. I am not inventing a new wheel of change, however working within the wheel we have here and build those relationships with many organizations who are working to educate our people in a good way.”

SOAR Media

Funding Source: 402 405d Total
 Amount Expended: \$39,452.75 \$39,813.48 \$79,266.23

MDT provides a significant amount of media for the SOAR coordinators to utilize in their education efforts. During FFY 2015 media outreach was provided for the following events.

2015 SOAR Media Campaigns		
Description	Message(s)	Participation
Billboards	Messages were alternated between occupant protection and impaired driving	All seven reservations have at least one billboard. Some of them have more than one however; securing billboards in these areas is difficult.
New Year’s Eve Campaign	Impaired Driving	Radio ads and other messaging were used by SOAR participants in all seven Native American communities.
Basket Ball Tournament Safe Travels Campaign	Occupant Protection	Radio ads ran during peak times (tournaments) on all reservations. Social media was also used in this campaign.
Midnight Hoops Event	Occupant Protection	This event is held on the Confederated Salish and Kootenai Reservation with hundreds of participants and spectators.
Father’s Day Campaign	Occupant Protection	Radio, social media and newspaper ads were the focus of this campaign. This was a statewide campaign.

In addition to these paid media events, SOAR coordinators supported law enforcement during high visibility enforcement times, providing education and outreach.



Father’s Day Campaign Ad

Northern Tribes DUI Task Force

Funding Source: 405d
Amount Expended: \$1,718.76

During FFY 2015, MDT received an application to create a Northern Tribes DUI Task Force from Fort Belknap Law Enforcement Agency. This application proposed that the Tribes located along and on Highway 2 in northern Montana partner to combat impaired driving along that stretch of road. Following award of the contract, the applying agency went through some personnel changes that required MDT to take the lead in implementing the task force.



Membership of the Northern Tribes DUI Task Force is comprised of a diverse group of traffic safety stakeholders including members from Tribal Transportation Planning Departments, Tribal Health Departments, Tribal Law Enforcement, and Tribal Colleges.

The task force identified impaired driving as an issue by looking at the data on the reservation and in the surrounding counties. In the geographic area (comparing surrounding counties to the Tribal Reservations), during the period of 2005 through 2013, Native American accounted for 61% of all impaired driving fatalities (83 out of 149). In addition, Native Americans represented 59% of all fatalities and serious injuries resulting from an impaired driver involved crash (339 of the 575). However, in the same geographic area (according to census information), Native Americans represent only 35% of the total population.

Over the course of FFY 2015, the task force met on four different occasions. The first meeting had six participants, however, by the September 2015 meeting, there were sixteen (16) members recruited and participating in the task force.



The task force developed a mission statement as follows:

The Northern Tribes DUI Task Force, Fort Belknap, Fort Peck, Rocky Boy, and Blackfeet, will endeavor to protect the present and future generations of American Indians in Indian country. Through our alliance utilizing the four E's (Engineering, Enforcement, Emergency Services and Education) our collaborative efforts in combating impaired driving will reduce serious injuries and fatal vehicle crashes that tragically affect our Indian people.

The task force finalized a charter and by-laws during the 2015 Comprehensive Highway Safety Plan annual meeting and will be using these to leverage and secure other funding.

Northern Tribes DUI Task Force Media

Funding Source: Included in SOAR Media Totals
Amount Expended: Included in SOAR Media Totals

To introduce the task force, MDT launched a media campaign utilizing billboards, Facebook, posters, and radio. Several members of the task force produced radio spots introducing themselves as members of the task force and encouraging the community to drive sober.



Tribal STEP

<i>Funding Source:</i>	402	405b	405d	<i>Total</i>
<i>Amount Expended:</i>	\$30,153.84	\$5,323.89	\$11,889.07	\$47,336.80

During FFY 2015, MDT contracted with three tribal law enforcement agencies to participate in the Selective Traffic Enforcement Program (STEP). These are the agencies that are employed directly by the Tribes and include Confederated Salish and Kootenai (CSK), Fort Belknap Tribes and Fort Peck Tribes.

The tribal law enforcement agencies participated in year-round sustained enforcement overtime activities. They participated in the two national mobilizations, May Mobilization and Labor Day, as well as other high-risk community events.

Unlike other STEP agencies, Tribal law enforcement offices are authorized to conduct DUI spot checks, excluding CSK Tribe. Both Fort Belknap and Fort Peck conducted DUI spot checks during FFY 2015.

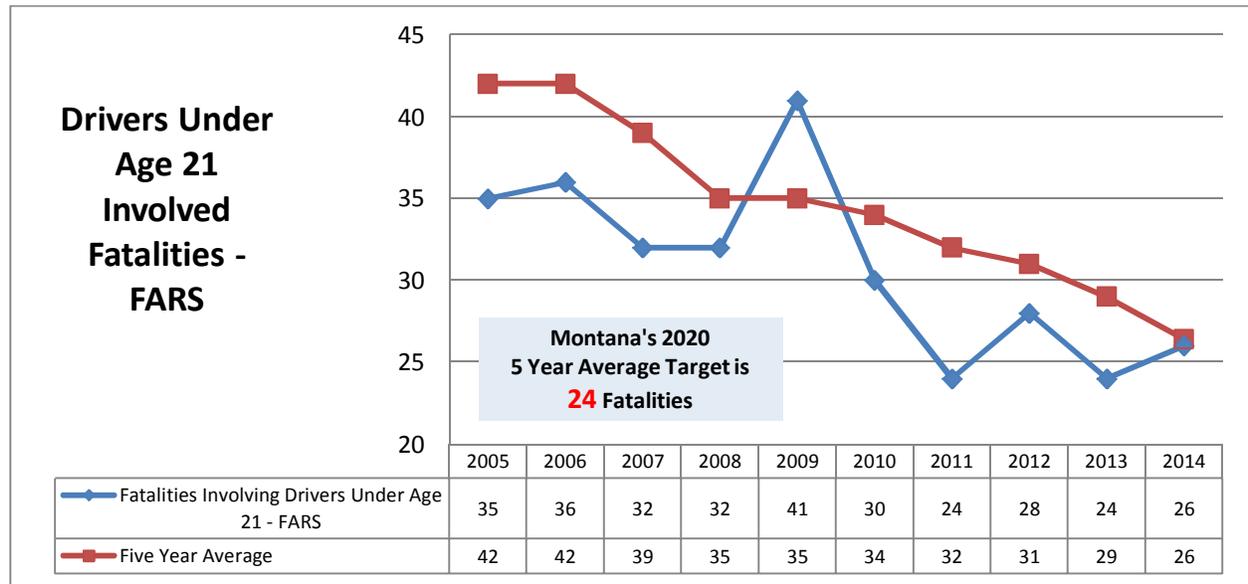
In 2015, a total of 441 citations (also included in the previous STEP Project Description and numbers) were written by the three Tribal STEP agencies during the sustained enforcement and mobilization time periods, with the following highlights:

- 24 DUI Citations
- 9 Seat Belt Violations
- 104 Speeding Citations

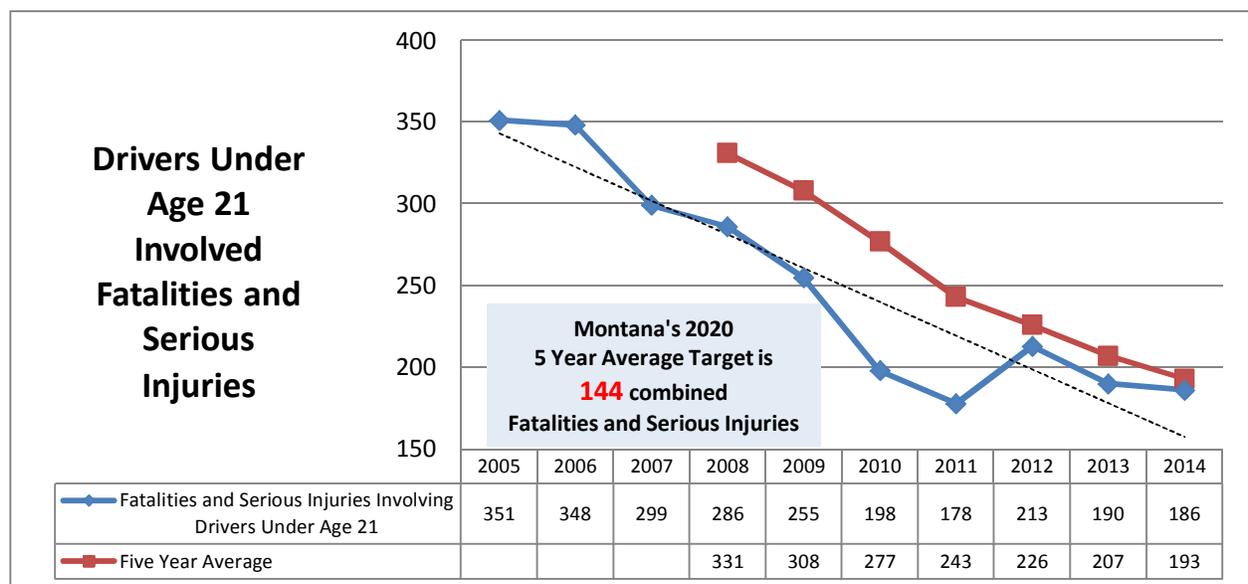
Teen Traffic Safety Program

During FFY 2014, Teen drivers represented approximately 16% of all fatalities and about the same percent of Montana’s total serious injuries. Teens only account for approximately 6.7% of the population.

MDT has established the goal for teen drivers of reducing the five-year average number of fatalities from the base year average of 27 to 24 in 2020. The following represents the progress made in reaching this goal.



During 2014, there were actually 26 fatalities involving drivers age 20 or less. This is on target for the FFY 2014 goal, and MDT is optimistic that the 2020 target of 24 will be met.



As shown in the chart, MDT will need make significant strides in the number fatalities and serious injuries for driver under age 21 to meet the 2020 goal. However, with the Teen Traffic Safety Program launch in

FFY 2014, MDT is hopeful that outreach and education provided these young drivers through that program will increase and have an impact.

Project Descriptions and Activities Funded

Teen Peer-to-Peer Highway Traffic Safety Project

Funding Source: 402
Amount Expended: \$700.00

During FFY 2015, MDT partnered with the Montana Behavioral Initiative from the Office of Public Instruction, to offer teen grants to students interested in implementing a peer-to-peer traffic safety education program in their community. The MBI program is used for educating teens on a variety of high-risk behaviors and teaching leadership skills. At the two-day regional student conferences held around the state, school teams develop an action plan to implement in their school on a topic of their choice, including traffic safety issues.

STHSS staff traveled the state to promote teen traffic safety at five locations throughout Montana. In total, staff presented a traffic safety message to over 630 students and encouraged their participation in the program. Two schools in Montana were funded for this program.

Fairview Public Schools in Fairview, Montana, elected to implement a “Dodge Death” campaign during the course of their school year. The theme of the campaign was “don’t text and drive”. To begin the campaign, students conducted a confidential survey on the current driving habits of their peers. They developed campaign posters with regard to texting and driving, distributed wrist bands and posted statistical information on teen drivers throughout the school.



This campaign culminated with a Dodge Ball contest at the end of the year for those students who self-reported better driving habits.

Two students from the area were in separate car crashes. One of the students was wearing a seat belt and the other was not. The presentation focused on the difference in their injuries following their crashes because of seat belt use.

Plevna Schools (Plevna, Montana) developed a presentation with regard to occupant protection. Two

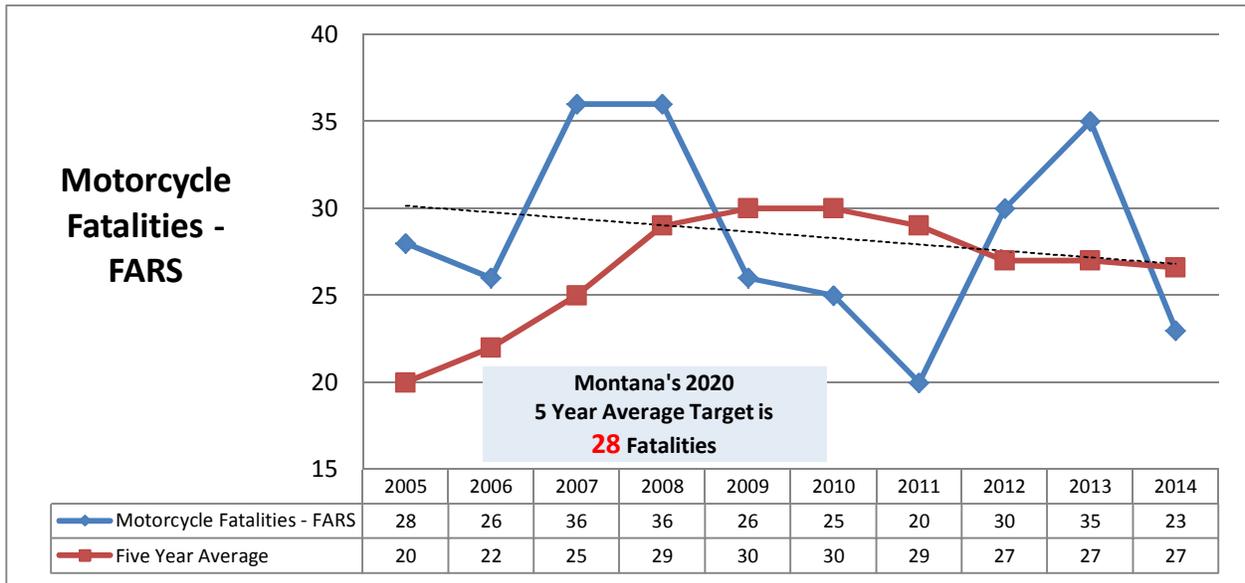


MDT recorded this presentation and used portions of it during Teen Traffic Safety Month to promote the use of seat belts.

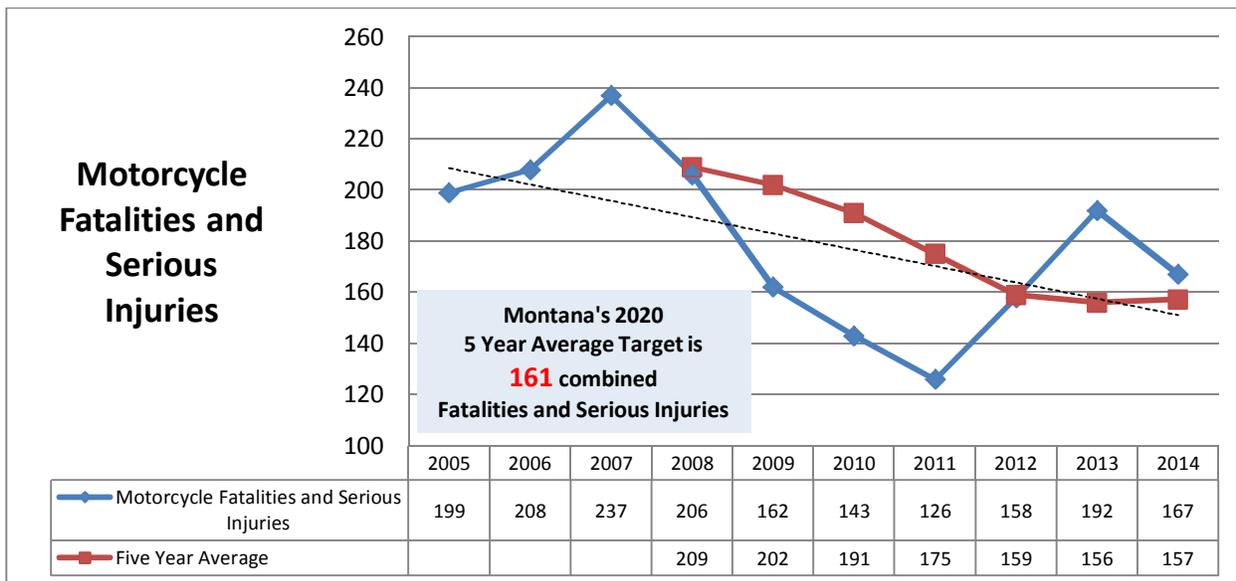
Motorcycle Riders Safety Training

Motorcycle traffic crashes are increasing and affecting older riders more than any other group. The age of riders and the number of fatalities has been increasing during the past two decades. In the past, most fatalities have occurred with riders between 18 and 34 years old. Now, fatalities are occurring most frequently for riders between ages 35 and 64.

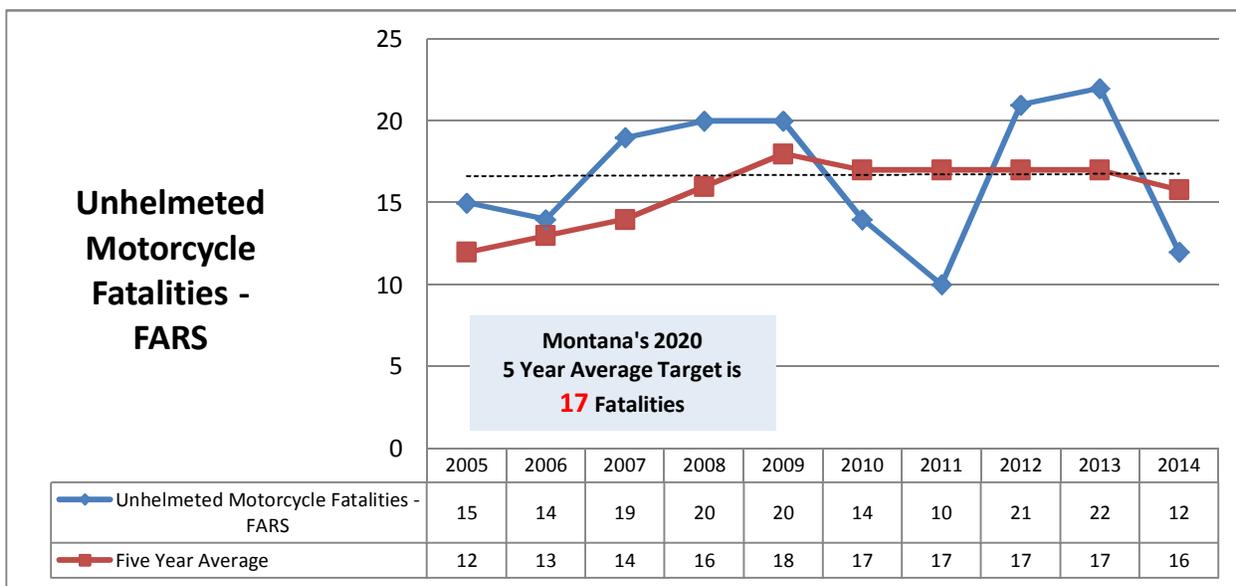
During 2014, Montana had 23 motorcycle fatalities, of those 12 were unhelmeted accounting for over 50% of all motorcycle fatalities. Because of the increasing trend, MDT hopes to maintain the current five-year average number of motorcycle fatalities at 28 through 2020. In addition, with unhelmeted fatalities mirroring the trend for all motorcycle fatalities, MDT hopes to maintain the current five year average number of unhelmeted fatalities at 17. The charts below represent the history of motorcycle fatalities and unhelmeted fatalities.



During 2014, Montana had a significant reduction in motorcycle fatalities, decreasing from 35 in 2013 to 23 in 2014. This is the lowest number since 2011 and a reduction of 33% over 2013. Because of this, MDT is on target for reaching the 2020 goal of 28.



Although Montana saw a spike in motorcycle fatalities and serious injuries during 2013, during 2014 they have started to fall again. Even with the 2013 spike, Montana should be able to reach the 2020 five-year average target of 161.



In addition, unhelmeted fatalities were down from previous years. During 2014 there were 12 unhelmeted motorcycle fatalities. While that is the lowest number since 2012, it still represents over 50% of the total motorcycle fatalities. However, this year will put MDT on track to meeting the target for 2020.

Project Descriptions and Activities Funded

Montana Motorcycle Rider Safety

Funding Source: No Expenditures for Motorcycles During FFY 2015

Amount Expended:

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

MMRS has an aging fleet of training motorcycles, with 61% of the cycles over 7 years old and 25% over 11 years old. Complying with the Buy America Act, it is difficult to purchase cost effective motorcycles, as there are very few that would comply. MDT will be looking for a waiver from the Act during FFY 2016 in an effort to update the fleet.

The following chart shows where training was provided for the period of 2011 through 2014 and how many students were trained and how many passed. The training has a pass rate of approximately 90% over the last several years.

FFY 2015 Montana Motorcycle Training Program

Course	County	Site	Trained FFY11	Passed FFY11	Trained FFY12	Passed FFY12	Trained FFY13	Passed FFY13	Trained FFY14	Passed FFY14
BRC*	Yellowstone	Billings	214	200	234	215	236	222	208	196
BRC	Gallatin	Bozeman	111	103	136	129	138	129	154	137
BRC	Dawson	Glendive	17	17	27	24	29	29	36	35
BRC	Cascade	Great Falls	0	0	0	0	0	0	105	94
BRC	Hill	Havre	22	21	16	14	8	8	15	13
BRC	Lewis & Clark	Helena	159	148	182	164	172	157	128	115
BRC	Flathead	Kalispell	123	113	152	130	134	121	108	101
BRC	Cascade	Malstrom Airforce Base	0	0	150	146	160	155	109	100
BRC	Missoula	Missoula	185	168	192	162	192	176	189	167
Total			1,140	1,070	1,208	1,099	1,183	1,099	1,052	958
BRC2**	Yellowstone	Billings	5	4	20	19	25	23	13	11
BRC2	Gallatin	Bozeman	0	0	0	0	0	0	0	0
BRC2	Cascade	Great Falls	11	11	5	5	6	6	7	5
BRC2	Lewis & Clark	Helena	7	6	12	10	9	8	3	3
BRC2	Flathead	Kalispell	13	13	0	0	8	8	6	5
BRC2	Cascade	Malstrom Airforce Base	11	11	7	7	27	27	31	29
BRC2	Missoula	Missoula	8	6	1	1	5	5	16	11
Total			55	51	45	42	80	77	76	64
ARC***	Yellowstone	Billings	22	21	0	0	14	14	11	11
ARC	Cascade	Great Falls	0	0	0	0	0	0	0	0
ARC	Helena	Helena	26	26	31	30	20	19	19	13
ARC	Cascade	Malstrom Airforce Base	0	0	34	34	27	27	8	8
ARC	Missoula	Missoula							10	9
Total			129	128	73	72	61	60	48	41
Grand Total			1,324	1,249	1,326	1,213	1,324	1,236	1,134	1,063

*Basic Rider Course

**Basic Rider Course 2

***Advanced Rider Course

Motorcycle Media

Funding Source: 405f
Amount Expended: \$30,346.20

MDT currently contracts with a media company to promote motorcycle safety through public awareness, public service announcements and other outreach programs. This outreach educates motorists to be aware of motorcyclists.

During May Motorcycle Awareness Month, MDT utilized radio and Facebook as the focus of the campaign reminding motorists to be aware of motorcyclists. In addition, MDT is assisting the training program with recruitment of new rider coaches for the training program.



Traffic Records

Traffic records information assists law enforcement, the judicial system, safety professionals, injury prevention specialists and interested supporters of traffic safety by providing safety related data. Some of these databases include crash data, traffic citations and convictions, drivers' records, vehicle registrations, road log information, injury prevention, health, trauma and hospital data.

During FFY 2015, the Traffic Records Coordinating Committee (TRCC) approved the allocation of Section 408 and 405c funds to several different projects supporting the improvement of Montana's Traffic Records System. Each funded projects links directly to one or more of the objectives and accompanying strategies contained in the *Montana Traffic Records Strategic Plan*.

Project Descriptions and Activities Funded

MHP Web-Based Crash Training

Funding Source:	408	405c	Total
Amount Expended:	\$16,872.41	\$85,551.54	\$102,423.95

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) full time employee (FTE) 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.

During FFY 2015:

- WBCR system was introduced/presented to over 40 new law enforcement representatives, in 15 meetings.
- 8 WBCR on site trainings were conducted for 9 local law enforcement agencies
- 15 interest group meetings promoting WBCR

MDT Traffic Data Management System

Funding Source: No Expenditures During FFY 2015
Amount Expended:

Traffic Data Management System (TDMS) will update the capabilities of MDT to collect and publish roadway data and because the TDMS is web-based, it greatly expands data sharing and program transparency. In FFY 2015, MDT's Traffic Data Collection and Analysis Section has been running the current traffic collection system in parallel with TDMS. This approach to the installation of the new system is providing MDT with valuable process verification, with respect to reliable data accuracy and performance expectations checks to refine the TDMS prior to full implementation, which is expected in the summer of 2016.

Traffic Records Coordinating Committee Strategic Plan Update

Funding Source: No Expenditures During FFY 2015
Amount Expended:

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

Statewide Media Campaign

<i>Funding Source:</i>	<i>402</i>	<i>405d</i>	<i>Total</i>
<i>Amount Expended:</i>	\$83,162.99	\$215,726.29	\$298,889.28

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

Vision Zero focuses on four emphasis areas:

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

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

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

The May "Click It Or Ticket" Mobilization campaign focused on occupant protection. It included billboard, radio, newspaper, television and social media. To kick off the campaign, Director Tooley presented at a Driver Education class during the mandatory meeting of the parents and students to emphasize the importance of wearing your seat belt.



Billboard use for May Mobilization

This campaign changes emphasis before Labor Day with messages aimed at preventing impaired driving. MDT utilized the same media venues as the May Mobilization. In addition, Director Tooley hosted a large media event at a highway safety engineering project in Laurel, Montana to launch the Labor Day campaign on impaired driving. Traffic Safety partners were invited to attend the event in support of Vision Zero and express the collaborative effort statewide to deter impaired driving.





Billboard used in the Labor Day Mobilization

In addition to the two required mobilizations, MDT sponsored a 4th of July media event in Whitefish, Montana. Again MDT’s safety partners were invited to participate in the press event including the Montana Highway Patrol, local law enforcement (Chief of Police), who spoke on the dangers of impaired driving. The event was coordinated by the Flathead County DUI Task Force Coordinator, MDT and local law enforcement.

Hazard Elimination

There are four projects in FFY 2015 approved as part of the 2014 Tentative Construction Plan for the following areas:

Project	Project Budget		
4043	HSIP-NH 60-2(100)74	Belt N & S	\$5,900,000
4051	STPP-HSIP 3-2(65)60	Pendroy N & S	\$1,100,000
4892	STPS-HSIP2 238-1(10)0	Lewistown – Southeast	\$1,800,000
2019	STEPP-HSIP 69-1(24)32	Boulder South	\$20,859
		Total	\$8,820,859

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

Other Funded Programs

DPHHS – EMS

Funding Source: 402
 Amount Expended: \$31,059.31

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

During FFY 2015, over 80 trauma providers participated in the various training conducted throughout the state. These were provided in rural areas including the cities of Havre, Dillon, Red Lodge, and Colstrip.

In addition to the 80 students attending the training, 58 Instructors completed the 8th Edition Update and were provided course instructors materials and a new student text.

Youth Risk Behavior Survey

Funding Source: 402
Amount Expended: \$5,000.00

The Montana Youth Risk Behavior Survey (YRBS) assists educators and health professionals in determining the prevalence of health-risk behaviors. The 99-item questionnaire developed by the Centers for Disease Control and Prevention is a self-reporting high school students (grades 9 through 12) survey administered by the Office of Public Instruction in February of every odd-numbered year. Montana has conducted this survey every two years for the last twenty-four years.

MDT contributed to the cost of the survey and utilizes the results to determine areas of concern for teen drivers. The results from 2015 (compared to 2013) are below.

Percentage of students who:	2013	2015	10-Year Trend	Change from 2013-2015
Rarely or never wore a bicycle helmet when riding a bicycle during the past 12 months.	80.1	80.3	Decreased	No Change
Rarely or never wore a seat belt when riding in a car	10.1	9.5	Decreased	Decreased
Rarely or never wore a seat belt when driving a car.	11.4	8.2	Decreased	Decreased
Rode with a driver who had been drinking alcohol during the past 30 days	24.5	23	Decreased	No Change
Drove when drinking alcohol during the past 30 days	12.6	10.9		No Change
Texted or emailed while driving a car during the past 30 days	55.8	54.6		No Change
Talked on a cell phone while driving during the last 30 days	61.3	58.1	No Change	No Change

According to the survey, Montana’s young drivers are engaging in risky behavior less and less each year. This is good news for the high-risk group, however, MDT will continue to monitor young drivers and educate them on the dangers of driving impaired, texting and driving, and not wearing a seat belt.

State Attitudes Survey

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

May Mobilization

MDT implemented a paid and earned media campaign from May 18 through May 31, 2015. The theme of the campaign utilized the national model called “Click It Or Ticket.” Following that campaign, a survey was conducted through the Department of Motor Vehicles in Billings, Bozeman, and Helena from June 3 through June 12, 2015.

There were a total of 229 surveys completed, with 59% representing males and 41% representing females. 50% of all respondents were between 21 and 36 years old. Most of the respondents considered themselves to be Caucasian (86%), 5% listed Latino and 5% indicated they were American Indian.

The findings regarding seat belt attitudes and perceptions included:

- 64% of the respondents indicated that they “always” wear a seat belt, while 7% stated “rarely” or “never”
- 57% felt they would be likely to “always” or “most of the time” receive a ticket while not wearing a seat belt, a 19% point increase over the 2013 survey
- 9% said they had received a ticket for not using a seat belt with an additional 2% indicating it happened more than once
- The number who said they know Montana’s current seat belt laws, dropped from 50% in 2013 to 42% in 2015
- When asked about the penalties for seat belt use, 57% said they thought they were “about right”

When asked about their exposure to public messages and media campaigns, responses included:

- 20% indicated they had heard seat belt messages more often than usual
- 60% noted they saw or heard ads about the consequences of a crash without a seat belt during the past 30 to 45 days, and 28% reported seeing a television ad
- 41% had seen, heard or read something about seat belt law enforcement by police and other officers; over half of those indicated they learned of it through an ad or public service announcement on radio, television or a billboard
- 92% of the respondents were aware of the “Click It Or Ticket” message
- “Life Shattered” was recognized by 13% of respondents

Labor Day

The Labor Day campaign used the national Labor Day Law Enforcement Crackdown message “Drive Sober or Get Pulled Over.” Following the campaign, surveys were distributed through the Department of Motor Vehicles in Billings, Bozeman and Missoula from September 10 through September 21, 2015.

A total of 422 interviews were completed, with at least 140 per market. Of the respondents, 53% were males and 47% were female. 29% were between the ages of 26 and 34 and 87% indicated they were Caucasian and 6% were American Indian, which compares to Montana's overall population.

Highlights regarding the attitudes/behaviors and perceptions of enforcement and drunk driving include:

- 75% of all respondents reported they have not driven a motor vehicle within two hours after drinking an alcoholic beverage in the past 60 days
- 40% indicated they designate a sober driver every time they plan to drink. This was a significant increase from 29% in 2013
- 82% of all respondents said they think Montana's drinking laws are enforced "somewhat strictly" (48%) or "very strictly" (34%). This compares to 71% of respondents in 2013.
- 52% of the respondents said penalties for alcohol-impaired driving in Montana are "not strict enough" compared to 34% in 2013.
- The number of respondents who think drunk driving in Montana is "a significant problem" or "one of our worst problems" increased to a total of 53% in 2015 compared to 46% in 2013.

Results regarding the measured public exposure and awareness of MDT's media campaigns or other campaigns were:

- 20% said the level of public messages about DUI enforcement and not drinking and driving was "more than usual"
- Half of those surveyed said they had seen, heard or read about additional drunk driving enforcement in the past 30 days
- "Buzzed Driving is Drunk Driving" had the highest recognition of any of the listed slogans given to the interview subjects (78%)
- "Life Shattered", MDT's Vision Zero campaign, was recognized by 27% of respondents. Awareness of the slogan/headline has doubled from the May Mobilization survey.

MDT will utilize these surveys to determine the direction of future media and educational campaigns.

Project Administration & Management

Project Descriptions and Activities Funded

Planning and Administration

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

<u>Salaries And Benefits</u>			
<u>Funding Source</u>			
		<u>SAFETEA-LU</u>	
		<u>MAP-21</u>	
402 P&A	Planning & Administration		195,060.66
402 Program	402 Programs		126,055.25
1906	Racial Profiling		
408	Traffic Records	29,474.11	
410	Impaired Driving		
405b	Occupant Protection		62,690.72
405c	Traffic Records		50,351.80
405d	Impaired Driving		75,168.67
405f	Motorcycles		
		29,474.11	509,327.10
TOTAL Salaries & Benefits:			538,801.21

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>Travel, Training, & Supplies</u>			
<u>Funding Source</u>			
		<u>SAFETEA-LU</u>	<u>MAP-21</u>
402 P&A	Planning & Administration		16,857.53
402 Program	402 Programs		14,140.68
1906	Racial Profiling		
408	Traffic Records	637.56	
410	Impaired Driving		
405b	Occupant Protection		3,364.46
405c	Traffic Records		100.44
405d	Impaired Driving		6,577.93
405f	Motorcycles		
		637.56	41,041.04
TOTAL:			41,678.60

Indirect Costs

In accordance with state law, MDT assesses an indirect cost on all projects. The approved rate for State Fiscal Year 2015 was 9.13%. The new rate of 10.37% is effective July 1, 2015 through June 30, 2016.

Indirect Costs			
Funding Source		SAFETEA-LU	MAP-21
402 P&A	Planning & Administration		27,260.37
402 Program	402 Programs		141,979.44
1906	Racial Profiling	3,994.10	
408	Traffic Records	3,856.66	
410	Impaired Driving	11,209.44	
405b	Occupant Protection		53,770.97
405c	Traffic Records		15,267.06
405d	Impaired Driving		159,535.06
405f	Motorcycles		2,835.04
		19,060.20	400,647.94
		TOTAL:	419,708.14

Fiscal Overview of Obligations & Expenditures

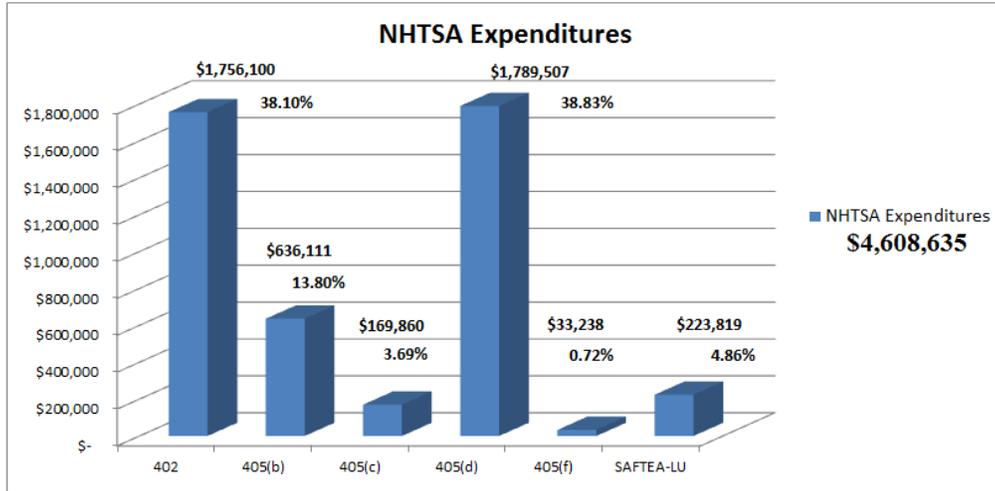
During FFY 2015, Montana successfully applied for and received funding from the National Highway Traffic Safety Administration. These grant monies included base level funding under Section 402 which was received following the submission of a Performance Plan in accordance with federal law. These grant monies also included Section 405b (Occupant Protection), 405c (Traffic Records), 405d (Impaired Driving Prevention), and 405f (Motorcycle Safety).

Montana has carried forward \$2,397,360 from FFY 2015 to FFY 2016. 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 2015 were funded by the following federal grant programs:

MAP-21	\$4,384,816
SAFETEA-LU	<u>223,819</u>
TOTAL	\$4,608,635

The following charts provide further details on NHTSA expenditures.



	<u>402</u>	<u>405(b)</u>	<u>405(c)</u>	<u>405(d)</u>	<u>405(f)</u>	<u>SAFTEA-LU</u>
NHTSA Expenditures	\$ 1,756,100	\$ 636,111	\$ 169,860	\$ 1,789,507	\$ 33,238	\$ 223,819
	38.10%	13.80%	3.69%	38.83%	0.72%	4.86%

NHTSA TOTAL: \$ 4,608,635

	402	405(b)	405(c)	405(d)	405(f)	SAFTEA-LU
NHTSA Expenditures	1,756,100	636,111	169,860	1,789,507	33,238	223,819

MAP-21 402

	402	405(b)	405(c)	405(d)	405(f)
Planning and Administration	179,924				
Alcohol	47,378				
Emergency Medical Services	34,236				
Occupant Protection	474,809				
Police Traffic Services	42,893				
Speed Management	671,472				
Paid Advertising	304,244				
Teen Safety Program	1,144				
	1,756,100				

MAP-21 405(b)

Occupant Protection	402	405(b)	405(c)	405(d)	405(f)
High Visibility		214,524			
OP Training		3,630			
Public Education		399,053			
Community CPS Services		13,090			
Child Safety Seat Purchase/Distribution		5,814			
		636,111			

MAP-21 405(d)

Impaired Driving	402	405(b)	405(c)	405(d)	405(f)
High Visibility				325,297	
ID Coordinator				84,695	
DUI Court Support				389,966	
Paid Media				399,210	
ID Training				308,402	
24-7 Sobriety Program				52,514	
Other Based on Problem ID				229,423	
				1,789,507	

MAP-21 405(c)

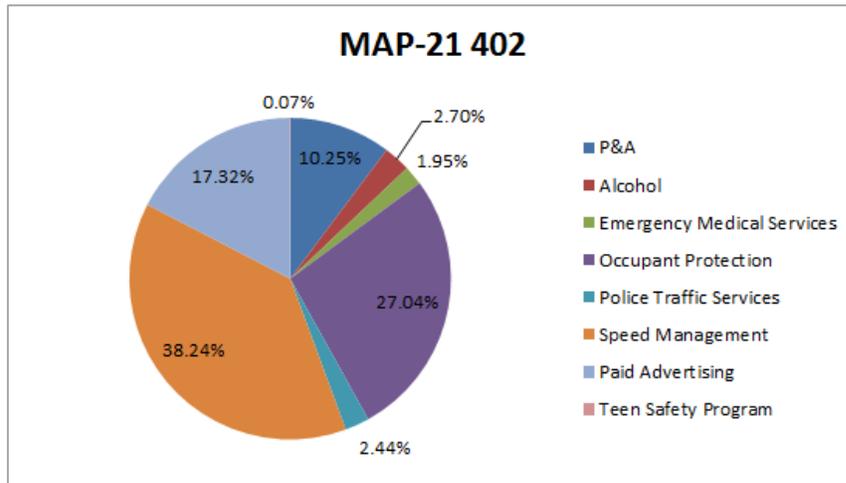
Traffic Data	402	405(b)	405(c)	405(d)	405(f)
Traffic Data			169,860		
			169,860		

MAP-21 405(f)

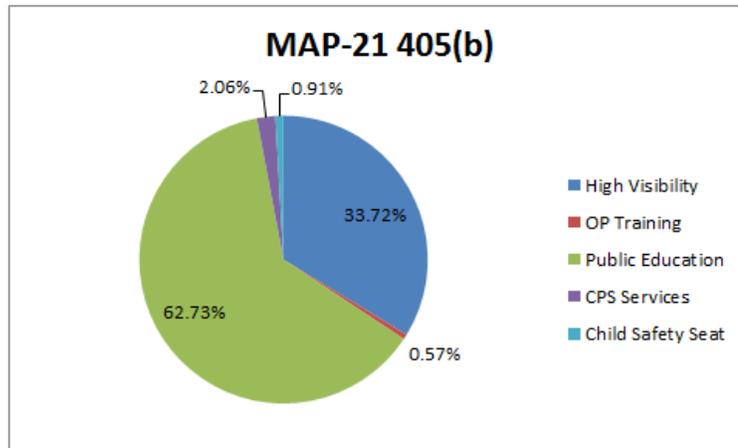
Motorcycle	402	405(b)	405(c)	405(d)	405(f)
Motorcycle					33,238
					33,238

SAFETEA-LU

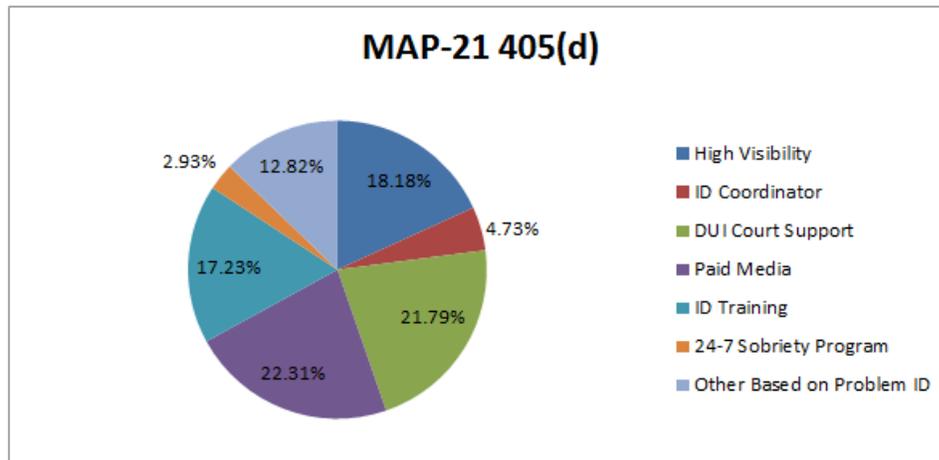
	408	410	1906	
Traffic Records	46,726			46,726
Impaired Driving		133,985		133,985
Racial Profiling			43,108	43,108
	46,726	133,985	43,108	223,819



402		
Planning and Administration	179,924	10.25%
Alcohol	47,378	2.70%
Emergency Medical Services	34,236	1.95%
Occupant Protection	474,809	27.04%
Police Traffic Services	42,893	2.44%
Speed Management	671,472	38.24%
Paid Advertising	304,244	17.32%
Teen Safety Program	1,144	0.07%
	1,756,100	



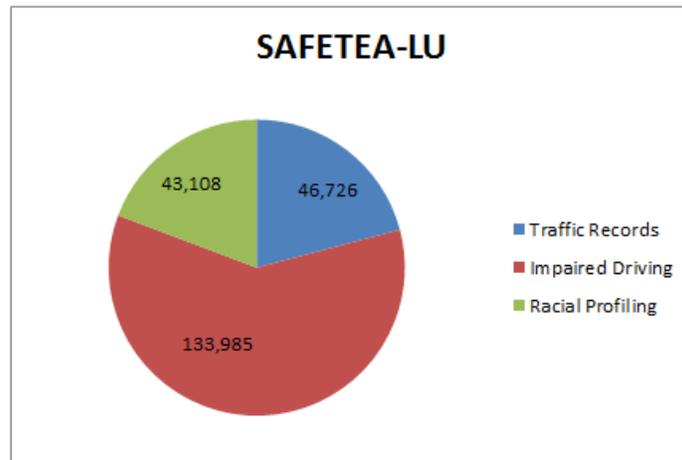
Occupant Protection	405(b)	
High Visibility	214,524	33.72%
OP Training	3,630	0.57%
Public Education	399,053	62.73%
Community CPS Services	13,090	2.06%
Child Safety Seats	5,814	0.91%
	636,111	



Impaired Driving	405(d)	
High Visibility	325,297	18.18%
ID Coordinator	84,695	4.73%
DUI Court Support	389,966	21.79%
Paid Media	399,210	22.31%
ID Training	308,402	17.23%
24-7 Sobriety Program	52,514	2.93%
Other Based on Problem ID	229,423	12.82%
	1,789,507	

<u>Traffic Data</u>		<u>405(c)</u>	
Traffic Records Coordinating Committee	169,860		100.00%
	169,860		

<u>Motorcycle</u>		<u>405(f)</u>	
Motorcycle Training	33,238		100.00%
	33,238		



SAFETEA-LU

	<u>408</u>	<u>410</u>	<u>1906</u>	
Traffic Records	46,726			46,726
Impaired Driving		133,985		133,985
Racial Profiling			43,108	43,108
	46,726	133,985	43,108	223,819

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. Below are a few highlights of those partnerships.

FCCLA

During FFY 2015, MDT partnered with Family, Careers and Community Leaders of America (FCCLA), a nonprofit national career and technical student organization. Utilizing the National Program, Families Acting for Community Traffic Safety (FAST), MDT promoted teen traffic safety to members of this organization and encouraged them to promote a traffic safety message in their schools and communities.

DUI Task Forces

During the 2015 Legislature, HB132 was passed that allowed MDT the mechanism to distribute approximately \$500,000 in carry over reinstatement fees to established DUI Task Forces. This created the opportunity for MDT to work with counties that have not had a DUI Task Force, which resulted in an increase to the number of task forces throughout the state. Currently there are 38 approved county-level DUI Task Forces serving 42 counties.

In addition to county DUI Task Forces, there are 5 Tribal DUI Task Forces in Montana. 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 FFY 2015.

Future Plans and Targets

Program Management

MDT SHTSS is implementing an internet web-based grants management system for grant application submittal and management of grants for Highway Traffic Safety Projects. MDT joined a consortium of Montana State agencies currently using the web-based grant system maintained by Dulles Technology Partners, Inc. (DTPi). The overarching contractual agreement is with the Montana Department of Agriculture, and MDT was able to develop the MDT grant system through a Memorandum of Understanding with the Department of Agriculture and a Statement of Work (SOW) with DTPi under this contract.

The project, which is in its implementation phase in FFY 2015, will allow a more streamlined application process for grant applicants and provide more accurate and timely project reporting and grant management for SHTSS staff. The system is expected to be operational by January of 2016 with grant applications due on March 1, 2016 for FFY 2017 traffic safety funding. Funding for the initial development and execution of the system was provided by the MDT Information Services Division.

In collaboration with NHTSA, MDT will be planning and preparing for the Impaired Driving Assessment that is scheduled for April 10 - 15, 2016. A panel of experts will be interviewing impaired driving programs and safety partners to evaluate Montana's efforts to reduce impaired driving.

In addition, NHTSA will be at MDT from August 1 through August 5, 2016 conducting a Management Review of the State Highway Traffic Safety Section's programs.

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